

"Bifenthrin," by removing the phrase "for wetttable powder it is 50 ppm" in the last sentence of the first paragraph and adding in its place the phrase "for wetttable powder it is 25 ppm".

Done in Washington, DC, this 1st day of November 1999.

**Bobby R. Acord,**

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 99-29046 Filed 11-4-99; 8:45 am]

BILLING CODE 3410-34-U

## FEDERAL RESERVE SYSTEM

### 12 CFR Part 226

[Regulation Z; Docket No. R-1051]

#### Truth in Lending

**AGENCY:** Board of Governors of the Federal Reserve System.

**ACTION:** Notice of adjustment of dollar amount.

**SUMMARY:** The Board is publishing an adjustment to the dollar amount that triggers Regulation Z (Truth in Lending) requirements for certain mortgages bearing fees above a certain amount. The Home Ownership and Equity Protection Act of 1994 sets forth rules for home-secured loans in which the total points and fees payable by the consumer at or before loan consummation exceed the greater of \$400 or 8 percent of the total loan amount. The Board has annually adjusted the \$400 amount based on the annual percentage change reflected in the Consumer Price Index that is in effect on June 1. The adjustment for 2000 is \$451.

**EFFECTIVE DATE:** January 1, 2000.

**FOR FURTHER INFORMATION CONTACT:** Michael Hentrel, Staff Attorney, Division of Consumer and Community Affairs, Board of Governors of the Federal Reserve System, at (202) 452-3667. For the users of Telecommunications Device for the Deaf *only*, please contact Diane Jenkins at (202) 452-3544.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Truth in Lending Act (TILA; 15 U.S.C. 1601-1666j) requires creditors to disclose credit terms and the cost of consumer credit as an annual percentage rate. The act requires additional disclosures for loans secured by a consumer's home, and permits consumers to cancel certain transactions that involve their principal dwelling. TILA is implemented by the Board's Regulation Z (12 CFR part 226).

On March 24, 1995, the Board published amendments to Regulation Z implementing the Home Ownership and Equity Protection Act of 1994 (HOEPA), contained in the Riegle Community Development and Regulatory Improvement Act of 1994, Pub. L. 103-325, 108 Stat. 2160 (60 FR 15463). These amendments, which became effective on October 1, 1995, are contained in § 226.32 of the regulation and impose additional disclosure requirements and substantive limitations on certain closed-end mortgage loans bearing rates or fees above a certain percentage or amount. As enacted, the statute requires creditors to comply with the HOEPA rules if the total points and fees payable by the consumer at or before loan consummation exceed the greater of \$400 or 8 percent of the total loan amount. TILA and Regulation Z provide that the \$400 figure shall be adjusted annually on January 1 by the annual percentage change in the Consumer Price Index (CPI) that was reported on the preceding June 1. (15 U.S.C. 1602(aa)(3) and 12 CFR 226.32(a)(1)(ii)). The Board adjusted the \$400 amount to \$441 for 1999.

The Bureau of Labor Statistics publishes consumer-based indices monthly, but does not "report" a CPI change on June 1; adjustments are reported in the middle of each month. The Board uses the CPI-U index, which is based on all urban consumers and represents approximately 80 percent of the U.S. population, as the index for adjusting the \$400 dollar figure. The adjustment to the CPI-U index reported by the Bureau of Labor Statistics on May 15, 1999, was the CPI-U index "in effect" on June 1, and reflects the percentage increase from April 1998 to April 1999. The adjustment to the \$400 figure below reflects a 2.3 percent increase in the CPI-U index for this period and is rounded to whole dollars for ease of compliance.

#### Adjustment

For the reasons set forth in the preamble, for purposes of determining whether a mortgage transaction is covered by 12 CFR 226.32 (based on the total points and fees payable by the consumer at or before loan consummation), a loan is covered if the points and fees exceed the greater of \$451 or 8 percent of the total loan amount, effective January 1, 2000.

By order of the Board of Governors of the Federal Reserve System, acting through the

Secretary of the Board under delegated authority, November 1, 1999.

**Jennifer J. Johnson,**

*Secretary of the Board.*

[FR Doc. 99-29003 Filed 11-4-99; 8:45 am]

BILLING CODE 6210-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 34

[Docket No. FAA-1999-5018; Amendment No. 34-3]

RIN 2120-AG68

#### Emission Standards for Turbine Engine Powered Airplanes; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a final rule published in the **Federal Register** of February 3, 1999 (64 FR 5556). That document revised emission standards for turbine engine-powered airplanes by incorporating the current standards of the International Civil Aviation Organization (ICAO) to bring the United States emissions standards into alignment with those of ICAO. This document corrects references to appendices and the effective dates of ICAO-referenced standards.

**EFFECTIVE DATE:** November 5, 1999.

**FOR FURTHER INFORMATION CONTACT:** Edward McQueen, telephone (202) 267-3560.

#### Correction

In the final rule FR Doc. 99-1608, published in the **Federal Register** of February 3, 1999 (64 FR 5556), make the following corrections:

1. On page 5557, in the first column, under Section 34.71, sixth line, correct "Appendices 3 and 5 of this document specify the system and procedures for sampling and measurement of gaseous emissions" to read "Appendix 6 of this document specifies the compliance procedure for gaseous emissions and smoke."

2. On page 5557, in the first column, under Section 34.82, sixth line, correct "Appendices 3 and 5 of this document specify the system and procedures for sampling and measurement of smoke emissions" to read "Appendix 2 of this document specifies the system and procedures for sampling and measurement of smoke emissions."

3. On page 557, in the first column, under Section 34.89, sixth line, correct "Appendices 3 and 5 of this document

specify the system and procedures for sampling and measurement of smoke emissions" to read "Appendix 6 of this document specifies the compliance procedure for gaseous emissions and smoke."

**§ 34.64 [Corrected]**

4. On page 559, in the third column, in § 34.64, eighth line, add ", effective March 20, 1997" to the end of the first sentence of the section.

**§ 34.71 [Corrected]**

5. On page 5559, in the third column, in § 34.71, thirteenth line, correct "effective March 20, 1997" to read "effective July 26, 1993."

**§ 34.82 [Corrected]**

6. On page 5560, in the first column, in § 34.82, seventh line, add ", effective July 26, 1993" to the end of the first sentence of the section.

**§ 34.89 [Corrected]**

7. On page 5560, in § 34.89, in the third column, fourth line, add ", effective July 26, 1993" to the end of the third sentence of the section.

Issued in Washington, DC, on November 1, 1999.

**Donald P. Byrne,**

*Assistant Chief Counsel.*

[FR Doc. 99-29043 Filed 11-4-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 99-SW-01-AD; Amendment 39-11403; AD 99-23-07]

RIN 2120-AA64

**Airworthiness Directives; Eurocopter France Model SA330F, G, J, and AS332C, L, and L1 Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain Eurocopter France Model SA330F, G, J, and AS332C, L, and L1 helicopters. This action requires inserting statements into the Limitations section of the Rotorcraft Flight Manual (RFM) prohibiting flight under certain atmospheric conditions. This amendment is prompted by one incident in which a Multi-Purpose Air Intake (MPAI) inlet seal deflated after the P2 air system line, which feeds the

seal, clogged due to the formation of ice. The actions specified in this AD are intended to prevent clogging of the MPAI seal P2 air system line due to ice formation, which could result in deflation of the MPAI seal, loss of engine power, and subsequent loss of control of the helicopter.

**DATES:** Effective November 22, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 4, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-01-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**FOR FURTHER INFORMATION CONTACT:**

Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** The Direction Generale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on Model SA330F, G, J, and AS332C, L, and L1 helicopters. The DGAC has advised that there was an incident in which an MPAI seal deflated. This deflation could lead to ice formation in the MPAI during flight in moist atmospheric conditions.

These helicopter models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other Eurocopter France Model SA330F, G, J, and AS332C, L, and L1 helicopters of the same type design registered in the United States, this AD is being issued to prevent clogging of the MPAI seal P2 air system line due to ice formation, which could result in deflation of the MPAI seal, loss of engine power, and subsequent loss of control of the helicopter. This AD requires, before further flight, inserting statements into the Limitations section

of the RFM which prohibit flight in certain atmospheric conditions, and prohibit flight in specific conditions unless operation of the MPAI seal has been visually checked. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, inserting the pages into the RFM is required prior to further flight, and this AD must be issued immediately.

None of the helicopters affected by this action are registered in the U.S. All helicopters included in the applicability of this rule are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject helicopters are imported and placed on the U.S. Register in the future.

Should an affected helicopter be imported and placed on the U.S. Register in the future, it would require approximately 1 work hour to insert the statements into the RFM, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$60 per helicopter.

Since this AD action does not affect any helicopter that is currently on the U.S. Register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

**Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.