

which are incurred on a continuous basis; and (3) handlers are aware of this action which was unanimously recommended by the Committee at a public meeting. Also, a 30-day comment period was provided for in the proposed rule, and no comments were received.

#### List of Subjects in 7 CFR Part 948

Marketing Agreements, Potatoes, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 948 is amended as follows:

#### PART 948—IRISH POTATOES GROWN IN COLORADO

1. The authority citation for 7 CFR part 948 continues to read as follows:

**Authority:** 7 U.S.C. 601–674.

2. Section 948.216 is revised to read as follows:

##### § 948.216 Assessment rate.

On and after September 1, 2001, an assessment rate of \$0.0035 per hundredweight is established for Colorado Area II potatoes.

Dated: October 5, 2001.

**Kenneth C. Clayton,**

*Associate Administrator, Agricultural Marketing Service.*

[FR Doc. 01–25781 Filed 10–12–01; 8:45 am]

BILLING CODE 3410–02–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001–NE–22; Amendment 39–12445; AD 2001–19–05]

RIN 2120–AA64

#### Airworthiness Directives; Rolls-Royce plc. RB211 535 Turbofan Engines, Correction

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

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

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2001–19–05 applicable to Rolls-Royce plc (RR) models RB211–535C–37, RB211–535E4–37, RB211–535E4–B–37, and RB211–535E4–B–75 turbofan engines, with radial drive steady bearing, part number (P/N) LK76084, that was published in the **Federal Register** on September 26, 2001 (66 FR 49099). A part number referenced in items (3) and (4) of Table 1 in the

regulatory information is incorrect. This document corrects that part number. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** October 11, 2001.

#### FOR FURTHER INFORMATION CONTACT:

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7176, fax (781) 238–7199.

**SUPPLEMENTARY INFORMATION:** A final rule; request for comments airworthiness directive applicable to (RR) models RB211–535C–37, RB211–535E4–37, RB211–535E4–B–37, and RB211–535E4–B–75 turbofan engines, with radial drive steady bearing, part number (P/N) LK76084, was published in the **Federal Register** on September 26, 2001 (66 FR 49099). The following correction is needed:

#### PART 39—[CORRECTED]

##### § 39.13 [Corrected]

On page 49100, in the third column in the Regulatory Information, Table 1, “(3) One engine has a radial drive steady bearing P/N FK76084 with fewer than 600 HSN, and the other engine has a bearing P/N FK76084 with more than 1,500 HSN,” is corrected to read “(3) One engine has a radial drive steady bearing P/N LK76084 with fewer than 600 HSN, and the other engine has a bearing P/N LK76084 with more than 1,500 HSN.” Also, Table 1 “(4) Both engines have a radial drive steady bearing P/N FK76084 with 600 or more HSN,” is corrected to read “(4) Both engines have a radial drive steady bearing P/N LK76084 with 600 or more HSN.”

Issued in Burlington, MA, on October 1, 2001.

**Jay J. Pardee,**

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 01–25053 Filed 10–12–01; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000–SW–67–AD; Amendment 39–12466; AD 2001–20–18]

RIN 2120–AA64

#### Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for Robinson Helicopter Company (RHC) Model R44 helicopters that requires establishing a life limit of 2200 hours time-in-service (TIS) for affected horizontal stabilizers. This amendment is prompted by engineering analysis which indicates that certain vertical-to-horizontal stabilizer attach channels (channels) will crack sooner than the original life limit of the horizontal stabilizer. The actions specified by this AD are intended to prevent a crack through a channel, separation of the stabilizers, and subsequent loss of directional control of the helicopter.

**EFFECTIVE DATE:** November 19, 2001.

**FOR FURTHER INFORMATION CONTACT:** Fred Guerin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627–5232, fax (562) 627–5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend 14 CFR part 39 to include an AD for RHC R44 helicopters was published in the **Federal Register** on June 25, 2001 (66 FR 33653). That action proposed a life limit of 2200 hours TIS for affected horizontal stabilizers and removing, inspecting, and replacing certain channels with airworthy channels.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA’s determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 3 helicopters of U.S. registry will be affected by this AD, that it will take approximately ½ work hour per helicopter to inspect the horizontal stabilizer and replace the channels. The average labor rate is \$60 per work hour. The manufacturer states