

4. Appendix B is amended by revising Paragraph II.A to read as follows:

Appendix B to Part 203—Form and Instructions for Data Collection on Ethnicity, Race, and Sex

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II. Procedures

A. You must ask the applicant for this information (but you cannot require the applicant to provide it) whether the application is taken in person, by mail or telephone, or on the Internet. For applications taken by telephone, the information in the collection form must be stated orally by the lender, except for that information which pertains uniquely to applications taken in writing.

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5. In Supplement I to Part 203:

a. Under *Section 203.2—Definitions*, a new heading *2(i) Manufactured Home* and a new paragraph 1 are added.

b. Under *Section 203.4—Compilation of Loan Data*, under *Paragraph 4(a)(12)*, paragraph 1 is revised; and a new heading *Paragraph 4(a)(14)* and a new paragraph 1 are added.

Supplement I to Part 203—Staff Commentary

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Section 203.2—Definitions

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2(i) Manufactured home.

1. *Definition of a manufactured home.* The definition in § 203.2(i) refers to the federal building code for factory-built housing established by the Department of Housing and Urban Development (HUD). The HUD code requires generally that housing be essentially ready for occupancy upon leaving the factory and being transported to a building site. Modular homes that meet all of the HUD code standards are included in the definition because they are ready for occupancy upon leaving the factory. Other factory-built homes, such as panelized and pre-cut homes, generally do not meet the HUD code because they require a significant amount of construction on site before they are ready for occupancy. Loans and applications relating to manufactured homes that do not meet the HUD code should not be identified as manufactured housing under HMDA.

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Section 203.4—Compilation of Loan Data

4(a) Data Format and Itemization. * * *

Paragraph 4(a)(12) Rate spread information.

1. *Treasury securities of comparable maturity.* To determine the yield on a Treasury security, lenders must use the table entitled “Treasury Securities of Comparable Maturity under Regulation C,” which will be published on the FFIEC’s Web site (<http://www.ffiec.gov/hmda>) and made available in paper form upon request. This table will provide, for the 15th day of each month, Treasury security yields for every available

loan maturity. The applicable Treasury yield date will depend on the date on which the financial institution set the interest rate on the loan for the final time before closing. See Appendix A, Paragraphs I.G.1. and 2.

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Paragraph 4(a)(14) Lien status.

1. *Determining lien status for applications and loans originated.* i. Lenders are required to report lien status for loans they originate and applications that do not result in originations. Lien status is determined by reference to the best information readily available to the lender at the time final action is taken and to the lender’s own procedures. Thus, lenders may rely on the title search they routinely perform as part of their underwriting procedures—for example, for home purchase loans. Regulation C does not require lenders to perform title searches solely to comply with HMDA reporting requirements. Lenders may rely on other information that is readily available to them at the time final action is taken and that they reasonably believe is accurate, such as the applicant’s statement on the application or the applicant’s credit report. For example, where the applicant indicates on the application that there is a mortgage on the property or where the applicant’s credit report shows that the applicant has a mortgage—and that mortgage is not going to be paid off as part of the transaction—the lender may assume that the loan it originates is secured by a subordinate lien. If the same application did not result in an origination—for example, because the application is denied or withdrawn—the lender would report the application as an application for a subordinate-lien loan.

ii. Lenders may also consider their established procedures when determining lien status for applications that do not result in originations. For example, a consumer applies to a lender to refinance a \$100,000 first mortgage; the consumer also has a home equity line of credit for \$20,000. If the lender’s practice in such a case is to ensure that it will have first-lien position—through a subordination agreement with the holder of the mortgage on the home equity line—then the lender should report the application as an application for a first-lien loan.

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By order of the Board of Governors of the Federal Reserve System, June 21, 2002.

Jennifer J. Johnson,

Secretary of the Board.

[FR Doc. 02-16191 Filed 6-26-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-SW-40-AD; Amendment 39-12793; AD 2002-13-05]

RIN 2120-AA64

Airworthiness Directives; MD Helicopters, Inc. Model 369D, 369E, 369F, and 369FF Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for specified MD Helicopters, Inc. (MDHI) helicopters with a tailboom modified according to Aerometals Supplemental Type Certificate (STC) SH5055NM or SH4801NM. This AD requires an inspection to identify the part number (P/N) of the bolts that attach the tail rotor gearbox to the tailboom and replacing any bolt of inadequate grip length with an airworthy bolt. This AD also requires determining the number of bolt threads protruding from each nutplate and adding an additional washer if more than four threads protrude. This amendment is prompted by the discovery that bolts of inadequate grip length were specified to attach the tail rotor gearbox to the tailboom. The actions specified by this AD are intended to prevent loss of a tail rotor gearbox due to attaching bolts of inadequate grip length and subsequent loss of control of the helicopter.

DATES: Effective August 1, 2002.

FOR FURTHER INFORMATION CONTACT: John Cecil, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5228, fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend 14 CFR part 39 to include an AD for the specified MDHI helicopters was published in the **Federal Register** on December 27, 2001 (66 FR 66821). That action proposed requiring the following:

- Identifying the P/N of the bolts that attach the tail rotor gearbox to the tailboom;
- Replacing any bolt that is not a NAS1304-26 part-numbered bolt with a NAS1304-26 bolt;
- Replacing any bolt of inadequate grip length; and
- Determining the number of bolt threads protruding from each nutplate

and adding an additional washer if more than four threads protrude.

Aerometals issued Service Bulletin SB-001, dated August 3, 2000 (SB), which describes procedures for verifying that the proper attaching bolts are used to install the tail rotor gearbox to the tailboom.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comment received.

The one commenter states that the applicability of the AD should be limited to certain part-numbered tailbooms with serial number (S/N) 5001–5032 specified in the FAA-approved Aerometals SB. The FAA disagrees because the specified tailbooms, S/N 5001–5032, installed with the affected bolts, may not have remained on the same helicopters. Any of the helicopters listed in the proposed AD may have had bolts with inadequate grip length installed per Aerometals STC SH5055NM or SH4801NM and must be inspected and, if required, modified.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed. However, we have added introductory language for Figure 1 and placed Figure 1 directly after the AD paragraph in which it is referenced. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that this AD will:

- Affect 500 helicopters of U.S. registry;

- Require ½ work hour per helicopter to determine whether a helicopter has been modified by either STC; and
- Require 1 work hour to inspect and replace the bolts for each of approximately 40 helicopters modified by the STC's.

The average labor rate is \$60 per work hour. Required parts will cost approximately \$40 per helicopter. Based

on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$19,000.

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

2002-13-05 MD Helicopters, Inc.:

Amendment 39-12793. Docket No. 2001-SW-40-AD.

Applicability: Model 369D, 369E, 369F, and 369FF helicopters, modified in accordance with Aerometals Supplemental Type Certificate (STC) SH5055NM or SH4801NM, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the tail rotor gearbox due to attaching bolts of inadequate grip length and subsequent loss of helicopter control, accomplish the following:

(a) Within 25 hours time-in-service (TIS), conduct the following inspections:

(1) For each tail rotor gearbox attaching bolt (bolt):

(i) Determine the part number (P/N).

(ii) If the P/N cannot be determined or if the bolt is not P/N NAS1304-26, before further flight, replace the bolt with bolt, P/N NAS1304-26.

(iii) Torque the bolt to 100–110 in-lbs and apply a slippage mark.

(2) Remove the tailboom control rod and determine the number of bolt threads protruding from each nutplate on the internal surface of the aft tailboom frame casting, P/N 369D23503, as shown in Figure 1 of this AD. At least one thread must protrude. If more than four threads protrude, add an additional washer, P/N AN960D416, under the bolt head. Torque the bolt to 100–110 in-lbs, and reapply a slippage mark. See Figure 1:

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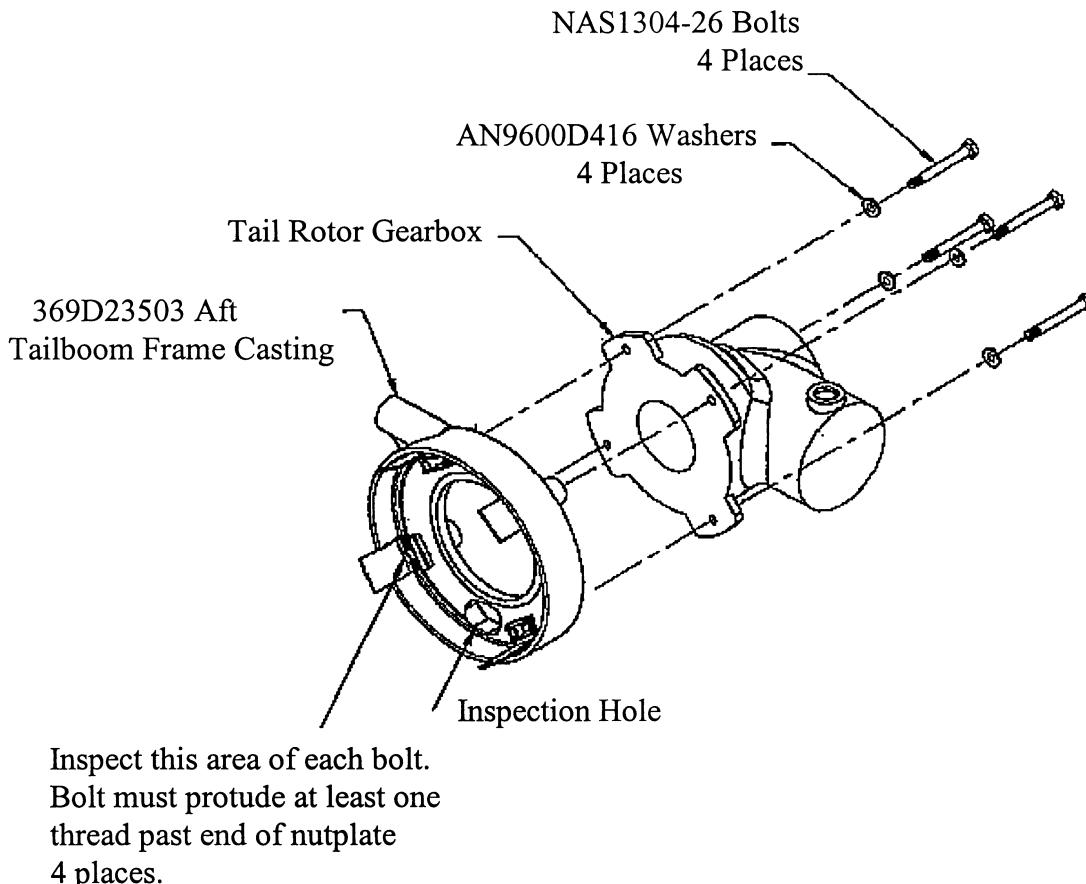


Figure 1 - Inspection Location

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(b) Between 2 and 10 hours TIS after accomplishing the requirements of paragraph (a) of this AD, inspect the torque on each bolt by applying 100 in-lbs. If any bolt movement occurs, retorque the bolt to 100–110 in-lbs and reapply a slippage mark. Reinspect the torque between 2 and 10 hours TIS thereafter until no bolt movement occurs.

Note 2: Aerometals Service Bulletin SB-001, dated August 3, 2000, pertains to the subject of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (LAACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, LAACO.

Note 3: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the LAACO.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on August 1, 2002.

Issued in Fort Worth, Texas, on June 18, 2002.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 02-16057 Filed 6-26-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-49-AD; Amendment 39-12670; AD 2002-05-02]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF34-3A1 and -3B1 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2002-05-02, applicable to General Electric Company (GE) CF34-3A1 and -3B1 series turbofan engines. AD 2002-05-02 was published in the **Federal**