

§ 159.3 [Amended]

■ 13. Section 159.3 is amended, in paragraph (k) introductory text, by removing “§ 160.93 of this chapter” and adding in its place the phrase “12 CFR part 32”.

PART 160—LENDING AND INVESTMENTS

■ 14. The authority citation for part 160 continues to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1701j-3, 1828, 3803, 3806, 5412(b)(2)(B); 42 U.S.C. 4106.

§ 160.40 [Amended]

■ 15. Section 160.40 is amended, in paragraph (a)(3), by removing “§ 160.93(c) of this part” and adding in its place the phrase “§ 32.3(a) of this chapter”.

§ 160.60 [Amended]

■ 16. Section 160.60 is amended, in paragraph (b)(3), by removing “§§ 160.93 and 163.43 of this chapter” and adding in its place the phrase “12 CFR part 32 and § 163.43 of this chapter”.

§ 160.93 [Amended]

■ 17. Section 160.93 is removed.

Dated: June 14, 2012.

Thomas J. Curry,

Comptroller of the Currency.

[FR Doc. 2012-15004 Filed 6-20-12; 8:45 am]

BILLING CODE 4810-33-P

FARM CREDIT ADMINISTRATION**12 CFR Part 618**

RIN 3052-AC66

General Provisions; Operating and Strategic Business Planning; Effective Date

AGENCY: Farm Credit Administration.

ACTION: Notice of effective date.

SUMMARY: The Farm Credit Administration (FCA or Agency), through the FCA Board (Board), issued a final rule under part 618 on May 1, 2012 (77 FR 25577) amending our regulations to require the board of directors of each Farm Credit System institution to adopt an operational and strategic business plan to include, among other things, outreach toward diversity and inclusion. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the

records of the sessions of Congress, the effective date of the regulations is June 18, 2012.

DATES: *Effective Date:* Under the authority of 12 U.S.C. 2252, the regulation amending 12 CFR part 618 published on May 1, 2011 (77 FR 25577) is effective June 18, 2012.

FOR FURTHER INFORMATION CONTACT:

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(12 U.S.C. 2252(a)(9) and (10))

Dated: June 18, 2012.

Dale L. Aultman,

Secretary, Farm Credit Administration Board.

[FR Doc. 2012-15197 Filed 6-20-12; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2012-0057; Directorate Identifier 2012-NE-04-AD; Amendment 39-17100; AD 2012-12-20]

RIN 2120-AA64

Airworthiness Directives; Turbomeca S.A. Turboshaft Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Turbomeca S.A. Arriel 2C1, 2C2, and 2S2 turboshaft engines. This AD requires replacement of affected digital engine control units (DECUs). This AD was prompted by a report of a helicopter experiencing a DECU malfunction during flight. We are issuing this AD to prevent loss of automatic control on one or both engines installed on the same helicopter, which could result in an uncommanded in-flight engine shutdown, forced autorotation landing, or accident.

DATES: This AD becomes effective July 26, 2012.

ADDRESSES: The Docket Operations office is located at Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

FOR FURTHER INFORMATION CONTACT: Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7772; fax: 781-238-7199; email: rose.len@faa.gov.

SUPPLEMENTARY INFORMATION:**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on February 21, 2012 (77 FR 9874). That NPRM proposed to correct an unsafe condition for the specified products. European Aviation Safety Agency AD 2011-0249 states:

An incident has been reported of a helicopter which experienced a Digital Engine Control Unit (DECU) malfunction in flight from one of its Arriel 2C1 engines. The indicating system of the helicopter displayed a “FADEC FAIL” message, with a concurrent loss of automatic control of the engine. The mission was aborted and the helicopter returned to its base without any further incident.

The subsequent technical investigations carried out by Turbomeca revealed that a Digital Engine Control Unit (DECU) assembly non-conformity was at the origin of this event. Further investigations performed with the supplier of the DECU led to the conclusion that only a limited number of DECU are potentially affected by the non-conformity.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (77 FR 9874, February 21, 2012).

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

Based on the service information, we estimate that this AD will affect about two engines installed on helicopters of U.S. registry. We also estimate that it will take about one work-hour per engine to comply with this AD. The average labor rate is \$85 per work-hour. Required parts will cost about \$12,551 per engine. Based on these figures, we estimate the cost of the AD on U.S. operators to be \$25,272. Our cost estimate is exclusive of possible warranty coverage.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue