

as rapidly as possible under the loan program, and the maximum payment disclosed should reflect the amortization of the loan during this period. Thus, in a loan with 2 percentage point annual (and 5 percentage point overall) interest rate limitations or "caps," the maximum interest rate would be 5 percentage points higher than the [most recent rate shown in the historical example] initial rate disclosed. Moreover, the loan would not reach the maximum interest rate until the fourth year because of the 2 percentage point annual rate limitations, and the maximum payment disclosed would reflect the amortization of the loan during this period. If the loan program includes a discounted or premium initial interest rate, the [most recent rate shown in the historical example] initial rate should be adjusted by the amount of the discount or premium reflected elsewhere in the disclosure for purposes of the requirements of this paragraph. Furthermore, this disclosure should state the amount by which the most recent rate has been adjusted. (see the commentary to § 226.19(b)(2)(viii) regarding disclosure of the amount of a discount or premium.) The creditor may use an interest rate applicable to the program that is more recent than the [latest rate shown in the historical example] initial rate.

\* \* \* \* \*

Paragraph 19(b)(2)(xi)(x)

\* \* \* \* \*

Paragraph 19(b)(2)(xii) (xi)

\* \* \* \* \*

Paragraph 19(b)(2)(xiii) (xii)

\* \* \* \* \*

5. In Supplement I to Part 226, all references to "section 226.19(b)(2)(viii)" are revised to read "section 226.19(b)(2)(viii)(A)".

6. In Supplement I to Part 226, all references to "comment 19(b)(2)(viii)" are revised to read "comment 19(b)(2)(viii)(A)".

7. In Supplement I to Part 226, all references to "section 226.19(b)(2)(x)" are revised to read "section 226.19(b)(2)(viii)(B)".

8. In Supplement I to Part 226, all references to "comment 19(b)(2)(x)" are revised to read "comment 19(b)(2)(viii)(B)".

9. In Supplement I to Part 226, Appendix H—Closed-End Model Forms and Clauses, Paragraph 18, would be amended by removing the fourth through the eighth sentences and adding seven new sentences in their place to read as follows:

\* \* \* \* \*

Appendix H—Closed-End Model Forms, and Clauses

\* \* \* \* \*

18. *Sample H-14.* \* \* \* It includes information on how the interest rate is determined and how it can change over time[, and]. Section 226.19(b)(2)(viii) permits creditors to provide either an historical

example or an initial rate and maximum rate and payment example; both are illustrated in the sample disclosure. The historical example explains how the monthly payment can change based on a \$10,000 loan amount, payable in 360 monthly installments, based on historical changes in the values for the weekly average yield on U.S. treasury securities adjusted to a constant maturity of one year. Index values are measured as of the first week ending in July for the years 1977 through 1987. This reflects the requirement that the index history be based on values for the same date or period each year beginning with index values for 1977. The [sample disclosure also illustrates the requirement under § 226.19(b)(2)(x) that the] initial and the maximum interest rates and payments [be] are shown for a \$10,000 loan originated at the most recent rate [shown in the historical example] in effect within one year of the date the loan program is provided along with the month and year the rate was in effect. In the sample, the loan is assumed to have an initial interest rate of 9.71 percent (which was the interest rate in [1987 for the example shown] in effect January 1987) and to have 2 percentage point annual (and 5 percentage point overall) interest rate limitations or caps. \* \* \*

\* \* \* \* \*

By order of the Board of Governors of the Federal Reserve System, January 24, 1997.

William W. Wiles,

Secretary of the Board.

[FR Doc. 97-2293 Filed 2-3-97; 8:45 am]

BILLING CODE 6210-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-SW-23-AD]

#### Airworthiness Directives; Eurocopter Deutschland GmbH Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2 and C-1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Eurocopter Deutschland GmbH (Eurocopter) Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters. This proposal would establish a new retirement life for the clutch and would require an entry into the Accessory Replacement Record indicating the new life limit. This proposal is prompted by a recalculation of life limitations by the part manufacturer, Warner Electric. The clutch manufacturer used the airframe load spectrum to establish the new life

limit of 3,600 hours time-in-service (TIS). The actions specified by the proposed AD are intended to prevent failure of the clutch, loss of power to the main rotor and a subsequent forced landing of the helicopter.

**DATES:** Comments must be received by April 7, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-23-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005.

#### FOR FURTHER INFORMATION CONTACT:

Mr. Lance T. Gant, Aerospace Engineer, FAA, Rotorcraft Standards Staff, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5114, fax (817) 222-5961.

#### SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-SW-23-AD." The

postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-23-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

#### Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for the Federal Republic of Germany, recently notified the FAA that an unsafe condition may exist on Eurocopter Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters. The LBA advises that an entry will be made in the Accessory Replacement Record (ARR) to reflect a life limit change, and the clutch will be replaced, if necessary, and then reidentified. The LBA has issued AD 95-242, dated June 13, 1995, in order to assure the continued airworthiness of these helicopters in the Federal Republic of Germany.

This helicopter model is manufactured in the Federal Republic of Germany and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, 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 Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters of the same type design registered in the United States, the proposed AD would establish a new retirement life for the clutch of 3,600 hours TIS; and would require, within 30 hours TIS after the effective date of this AD, an entry into the ARR indicating the new life limit.

The FAA estimates that 130 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 12 work hours per helicopter to accomplish the clutch replacement, if necessary, and to annotate the ARR; and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$6,000. Based on these

figures, the total cost impact of the proposed AD on U.S. operators if clutches are replaced in the entire fleet, is estimated to be \$873,600.

The regulations proposed herein would not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Eurocopter Deutschland GmbH: Docket No. 96-SW-23-AD.

*Applicability:* Model MBB-BK 117 A-1, A-3, A-4, B-1, and B-2 helicopters, serial numbers (S/N) 7001 through 7250, and Model MBB-BK 117 C-1, S/N 7500 through 7520 helicopters, with clutch, part number (P/N) 4639302044 or P/N CL42067-1, installed, certificated in any category.

Note 1. This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been 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 use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent failure of the clutch, loss of power to the main rotor and a subsequent forced landing of the helicopter:

(a) Within 30 hours time-in-service (TIS) after the effective date of this AD, make an entry into the Accessory Replacement Record to reflect a new life limit of 3,600 hours TIS for the clutch, P/N 4639302044 or P/N CL42067-1.

(b) Remove the clutch, P/N 463902044 or P/N CL42067-1, from service on or before reaching 3,600 hours TIS. This AD revises the Airworthiness Limitations section of the maintenance manual by establishing a new retirement life for the clutch, P/N 463902044 or P/N CL42067-1, 3,600 hours TIS.

(c) Replacement of the clutch with a clutch, P/N 4639202011, constitutes a terminating action for the requirements of this AD.

(d) 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, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note 2. Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on January 27, 1997.

Larry M. Kelly,

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

[FR Doc. 97-2720 Filed 2-3-97; 8:45 am]

**BILLING CODE 4910-13-M**