

species had become widely distributed in the United States. We did not receive any information on the distribution of any species of the genus *Homeria*, and, therefore, could not select that alternative.

This final rule contains no new information collection or recordkeeping requirements.

#### Executive Order 12372

This program/activity is listed in the Catalog of Federal Domestic Assistance under No. 10.025 and is subject to Executive Order 12372, which requires intergovernmental consultation with State and local officials. (See 7 CFR part 3015, subpart V.)

#### Executive Order 12988

This final rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule: (1) Preempts all State and local laws and regulations that are inconsistent with this rule; (2) has no retroactive effect; and (3) does not require administrative proceedings before parties may file suit in court challenging this rule.

#### Paperwork Reduction Act

This final rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

#### List of Subjects

##### 7 CFR Part 360

Imports, Plants (Agriculture), Quarantine, Reporting and recordkeeping requirements, Transportation, Weeds.

##### 7 CFR Part 361

Agricultural commodities, Imports, Labeling, Quarantine, Reporting and recordkeeping requirements, Seeds, Vegetables, Weeds.

Accordingly, we are amending 7 CFR parts 360 and 361 as follows:

#### PART 360—NOXIOUS WEED REGULATIONS

1. The authority citation for part 360 continues to read as follows:

**Authority:** 7 U.S.C. 2803 and 2809; 7 CFR 2.22, 2.80, and 371.2(c).

##### § 360.200 [Amended]

2. In § 360.200, paragraph (c) is amended by adding, in alphabetical order, an entry for “*Homeria* spp.”.

#### PART 361—IMPORTATION OF SEED AND SCREENINGS UNDER THE FEDERAL SEED ACT

3. The authority citation for part 361 continues to read as follows:

**Authority:** 7 U.S.C. 1581–1610; 7 CFR 2.22, 2.80, and 371.2(c).

##### § 361.6 [Amended]

4. In § 361.6, paragraph (a)(1) is amended by adding, in alphabetical order, an entry for “*Homeria* spp.”.

Done in Washington, DC, this 19th day of May 2000.

**Craig A. Reed,**

*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 00–13158 Filed 5–24–00; 8:45 am]

BILLING CODE 3410–34–U

#### FARM CREDIT ADMINISTRATION

##### 12 CFR Part 614

##### RIN 3052–AB87

#### Loan Policies and Operations; Participations; Effective Date

**AGENCY:** Farm Credit Administration.

**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration (FCA) published a final rule under part 614 on April 25, 2000 (65 FR 24101). This final rule deletes requirements for a Farm Credit System (Farm Credit or System) institution to provide notice to or seek consent from other System institutions when it buys participation interests in loans originated outside its chartered territory. Repealing these notice and consent requirements can help increase the flow and availability of agricultural credit and help diversify geographic and industry concentrations in the loan portfolios of Farm Credit banks and associations. As a result of this rule, a Farm Credit bank or association will no longer need approval from other System institutions when it buys participations in loans from non-System lenders. 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 May 25, 2000.

**EFFECTIVE DATE:** The regulation amending 12 CFR part 614 published on April 25, 2000 (65 FR 24101) is effective May 25, 2000.

#### FOR FURTHER INFORMATION CONTACT:

S. Robert Coleman, Senior Policy Analyst, Office of Policy and Analysis, Farm Credit Administration, McLean, VA 22102–5090, (703) 883–4498; or

Richard A. Katz, Senior Attorney, Office of General Counsel, Farm Credit Administration, McLean, VA 22102–5090, (703) 883–4020, TDD (703) 883–4444.

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

Dated: May 22, 2000.

**Vivian L. Portis,**

*Secretary, Farm Credit Administration Board.*

[FR Doc. 00–13191 Filed 5–24–00; 8:45 am]

BILLING CODE 6705–01–P

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

##### 14 CFR Part 39

[Docket No. 99–SW–04–AD; Amendment 39–11729; AD 2000–10–05]

##### RIN 2120–AA64

#### Airworthiness Directives; Eurocopter France Model SE.3160, SA.316B, SA.316C, SA.319B, SA330F, SA330G, SA330J, SA341G, and SA342J Helicopters

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Eurocopter France Model SE.3160, SA.316B, SA.316C, SA.319B, SA330F, SA330G, SA330J, SA341G, and SA342J helicopters. This AD requires inspecting each inflation head and union nut on certain emergency flotation gear nitrogen cylinders and replacing each cracked inflation head with an airworthy inflation head. This amendment is prompted by the discovery of cracked inflation heads during routine maintenance inspections of emergency flotation systems. The actions specified by this AD are intended to prevent an emergency flotation gear nitrogen cylinder from exploding with resultant high velocity shrapnel, which could cause airframe damage or personal injury and subsequent loss of control of the helicopter.

**DATES:** Effective June 29, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 29, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Robert McCallister, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5121, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that applies to Eurocopter France Model SE.3160, SA.316B, SA.316C, SA.319B, SA330F, SA330G, SA330J, SA341G, and SA342J helicopters was published in the **Federal Register** on December 10, 1999 (64 FR 69206). That action proposed to require inspecting each inflation head and union nut on certain emergency flotation gear nitrogen cylinders and replacing each cracked inflation head with an airworthy inflation head.

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 except for minor editorial changes.

The FAA estimates that 114 helicopters of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$2,138 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$271,092.

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 Rules Docket at the location provided under the caption **ADDRESSES**.

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

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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:

##### **AD 2000-10-05 Eurocopter France:**

Amendment 39-11729. Docket No. 99-SW-04-AD.

**Applicability:** Model SE.3160, SA.316B, SA.316C, SA.319B, SA330F, SA330G, SA330J, SA341G, and SA342J helicopters with emergency flotation gear nitrogen cylinder, P/N ARZ 74921, with inflation head, part number (P/N) 74929, that has no serial number (S/N), or with a S/N lower than 12000, or has a union nut, P/N 75441 or 75834, 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 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 (d) 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 previously accomplished.

To prevent an emergency flotation gear nitrogen cylinder from exploding with resultant high velocity shrapnel, which could cause airframe damage or personal injury and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model SE.3160, SA.316B, SA.316C, SA.319B, SA330F, SA330G, or SA330J helicopters,

(1) At the next scheduled emergency flotation gear maintenance inspection or 400 hours time-in-service (TIS), whichever occurs first, accomplish the following:

(i) Discharge each emergency flotation gear nitrogen cylinder (cylinder) in accordance with the “Discharge Procedure for the 74921G Cylinder” in Eurocopter France Service Bulletin 05.66, Revision 3, dated May 4, 1998 or Eurocopter France Service Bulletin 05.58, Revision 3, dated May 4, 1998.

(ii) Remove the inflation head and degrease the assembly.

(iii) Perform a dye penetrant inspection of each inflation head and union nut on each emergency flotation gear nitrogen cylinder.

(2) Thereafter, conduct a dye penetrant inspection of each inflation head and union nut on each cylinder at each scheduled emergency flotation gear maintenance inspection or at intervals of not more than 400 hours TIS, whichever occurs first.

(b) For Model SA341G or SA342J helicopters,

(1) At the next scheduled emergency flotation gear maintenance inspection or 520 hours time-in-service, whichever occurs first, accomplish the following:

(i) Discharge each emergency flotation gear nitrogen cylinder in accordance with the “Discharge Procedure for the 74921G Cylinder” in Eurocopter France Service Bulletin 05.19, Revision 3, dated May 4, 1998.

(ii) Remove the inflation head and degrease the assembly.

(iii) Perform a dye penetrant inspection of each inflation head and union nut on each cylinder.

(2) Thereafter, conduct a dye penetrant inspection of each inflation head and union nut on each cylinder at each scheduled emergency flotation gear maintenance inspection or at intervals of not more than 520 hours TIS, whichever occurs first.

(c) Before further flight, replace each cracked inflation head, P/N 74929, with an airworthy inflation head having S/N 12000 or higher.

(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, Regulations Group, 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, Regulations Group.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(e) Special flight permits may be issued in accordance with sections 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.

(f) The discharge of each cylinder shall be done in accordance with the "Discharge Procedure for the 74921G Cylinder" in Eurocopter France Service Bulletin 05.66, Revision 3, dated May 4, 1998; Eurocopter France Service Bulletin 05.58, Revision 3, dated May 4, 1998; or Eurocopter France Service Bulletin 05.19, Revision 3, dated May 4, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on June 29, 2000.

**Note 3:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile AD's 80-062-041(A) R2, 80-063-030(A) R2, and 80-061-028(A) R2, all dated July 15, 1998.

Issued in Fort Worth, Texas, on May 5, 2000.

**Eric Bries,**

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

[FR Doc. 00-12351 Filed 5-24-00; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-112-AD; Amendment 39-11747; AD 99-15-04 R1]

**RIN 2120-AA64**

#### **Airworthiness Directives; The New Piper Aircraft, Inc., Models PA-46-310P and PA-46-350P Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment revises Airworthiness Directive (AD) 99-15-04, which currently requires you to calibrate, inspect, and repair or replace portions of the turbine inlet temperature system on all The New Piper Aircraft, Inc. (New Piper) Models PA-46-310P and PA-46-350P airplanes (different actions for different airplane models). Information reveals that the AD should not apply to airplanes where the factory installed turbine inlet temperature gauge and associated probe have been replaced through supplemental type certificate (STC). This AD retains the actions of AD 99-15-04, and restricts the applicability accordingly. The

actions specified by this AD are intended to prevent improper engine operation caused by improperly calibrated turbine inlet temperature indicators or defective turbine inlet temperature probes, which could result in engine damage/failure with consequent loss of control of the airplane.

**EFFECTIVE DATE:** This AD becomes effective on July 28, 2000.

**ADDRESSES:** You may examine information related to this AD at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-112-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Donald J. Young, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6079; facsimile: (770) 703-6097; e-mail address: "Donald.Young@faa.gov".

#### **SUPPLEMENTARY INFORMATION:**

#### **Events Leading to the Issuance of This AD**

*Has FAA taken any action to this point?* Field reports that indicated service accuracy problems with the existing turbine inlet temperature system on certain New Piper Models PA-46-310P and PA-46-350P airplanes caused FAA to issue AD 99-15-04, Amendment 39-11223. This AD currently requires you to accomplish the following:

1. Calibrate the turbine inlet temperature system to assure the accuracy of the existing turbine inlet temperature indicator and wiring on all airplanes;
2. Repair or replace any turbine inlet temperature system that fails the calibration test on all airplanes;
3. Repetitively replace the turbine inlet temperature probe on the Model PA-46-350P airplanes; and
4. Insert a copy of the AD into the Pilot's Operating Handbook (POH) of certain airplanes.

Since issuing AD 99-15-04, we have received information to show that the AD should not apply on airplanes where the factory installed turbine inlet temperature gauge and associated probe were replaced through supplemental type certificate (STC).

To address this issue, we issued a notice of proposed rulemaking (NPRM) to revise AD 99-15-04. This NPRM was published in the **Federal Register** on November 5, 1999 (64 FR 60383). The NPRM proposed to continue to require you to accomplish all the actions that AD 99-15-04 currently requires. Those

airplanes that do not have a Lewis or Transicoil Turbine Inlet Temperature Gauge and associated probe installed, and where this system was replaced in accordance with an STC, would be excluded from the AD. Relief from the AD is available only if the gauge and probe are replaced through STC and not if a second turbine inlet temperature gauge was installed while retaining the Lewis or Transicoil gauge and probe.

*Was the public invited to comment on the NPRM?* The FAA invited interested persons to participate in the making of the amendment. A summary of the comments and FAA's responses follows:

#### **Comment Issue No. 1: Provide Justification for Indefinite Life of Probes Installed Through STC**

*What is the commenter's concern?* One commenter requests an explanation on how FAA determined that the turbine inlet temperature gauge and associated probe would last indefinitely if installed through STC.

*What is FAA's response to the concern?* Our intent of this AD is not to life limit the turbine inlet temperature system. We are issuing the AD to assure that the system is calibrated correctly and assure that certain parts of this system are checked and replaced accordingly. We have not received any service history or other evidence of problems with those systems installed in accordance with an STC. We also have not received any evidence of inadequate maintenance instructions for any system installed in accordance with an STC. If an unsafe condition develops on airplanes with these systems installed per STC, we will issue an AD against airplanes with that specific configuration.

We are not changing the AD as a result of this comment.

#### **Comment Issue No. 2: Provide Specific STC Numbers and Holders**

*What are the commenter's concerns?* One commenter requests that FAA include a list of STC numbers and holders of those STC's that provide relief from this AD. This commenter also points out that relief should also be given if New Piper (the manufacturer) develops a new turbine temperature inlet system since we are allowing relief for any STC, whether currently-approved or approved in the future.

*What is FAA's response to the concerns?* We have elected not to provide a list of STC's that provide relief because the FAA having to revise the AD every time a new STC was developed and certificated would make tracking of this AD action confusing and impractical. We acknowledge that New