

tary of Agriculture for Rural Development, 7 CFR 2.70.)

NOTE—The Farmers Home Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821 and OMB Circular A-107.

Dated: February 6, 1978.

GORDON CAVANAUGH,
Administrator,
Farmers Home Administration.

[FR Doc. 78-5083 Filed 2-24-78; 8:45 am]

[1505-01]

Title 12—Banks and Banking

CHAPTER II—FEDERAL RESERVE SYSTEM

**SUBCHAPTER A—BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM**

(Reg. Z; Docket Nos. R-0087, R-0093)

PART 226—TRUTH IN LENDING

**Amendment to Regulation Z Concerning
Descriptive Billing Requirements**

Correction

In FR Doc. 78-2955 appearing on page 4419 in the issue of Thursday, February 2, 1978, in the 3rd column, § 226.7(k)(3)(ii), in the 6th line, after the word "transaction" insert the footnote reference "9e".

[4910-13]

Title 14—Aeronautics and Space

**CHAPTER I—FEDERAL AVIATION ADMINISTRATION,
DEPARTMENT OF TRANSPORTATION**

[Docket, No. 77-WE-37-AD; Amdt. 39-3145]

PART 39—AIRWORTHINESS DIRECTIVES

**AiResearch Model TPE331-1, -2, -3, -5, and -6
Series Engines**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires replacement of the propeller pitch control sleeve assembly on certain AiResearch engines to prevent an unanticipated asymmetric thrust during landing roll of twin engine aircraft.

DATES: Effective date—April 1, 1978.

COMPLIANCE SCHEDULE: As prescribed in the body of the AD.

ADDRESSES: The applicable AiResearch Service Bulletin TPE331-72-0115, Revision 1, dated September 26, 1977, and AiResearch Operating Information Letter No. OI331-9, dated August 30, 1977, may be obtained from:

AiResearch Manufacturing Co. of

Arizona, P.O. Box 5217, Phoenix, Ariz. 85010, telephone, 602-287-3011.

*Also, a copy of this service bulletin amendment may be reviewed at, or a copy obtained from:

Rules Docket in Room 916, FAA, 800 Independence Avenue SW., Washington, D.C. 20591, or

Rules Docket in Room 6W14, FAA, Western Region, 15000 Aviation Boulevard, Hawthorne, Calif. 90261.

FOR FURTHER INFORMATION CONTACT:

Jerry J. Presba, Executive Secretary, Airworthiness Directives Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009, telephone, 213-536-6351.

SUPPLEMENTARY INFORMATION:

On November 10, 1977, the FAA proposed to amend Part 39 of the Federal Aviation Regulations (14 CFR Part 39) by adding a new AD applicable to AiResearch TPE331-1, -2, -3, -5, and -6 engines to remove from service an older design propeller pitch control sleeve assembly and replace it with a sleeve assembly of strengthened design (42 FR 58538). The proposal was prompted by three reported occurrences of a propeller pitch control sleeve assembly cam follower pin failure on the TPE331 Series engine which resulted in the pilot being unable to maintain directional control of the aircraft during landing roll.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all comments received in response to the notice of proposed rulemaking. Except for improved clarity and editorial changes, and as specifically discussed, this amendment and the reasons for it are the same as those contained in the notice.

One commuter air carrier operator contends that since their aircraft experience a higher than normal utilization, they would be penalized by the proposed 500 hour compliance time. The FAA disagrees. The compliance time reflects the FAA's appreciation of an aviation safety problem which must be corrected, notwithstanding the incidental inconvenience which may result. Furthermore, the FAA believes that this operator will not experience a significant hardship due to this AD since the majority of his engines have already been modified to the new configuration.

One aircraft manufacturer which produces twin engine aircraft using the subject TPE331 engines has commented that they do not concur with the operational procedures recommended in the referenced AiResearch Operating Instruction, OI331-9. It was not the intention of this AD to make

these procedures mandatory but merely to advise operators of their availability.

DRAFTING INFORMATION

The principal authors of this document are William C. Moring, Aircraft Engineering Division, and Richard G. Wittry, Office of the Regional Counsel.

PROPOSED AMENDMENT

Accordingly, the Federal Aviation Administration proposes to amend § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) by adding the following new Airworthiness Directive:

AiRESEARCH MANUFACTURING Co. OF ARIZONA: Applies to AiResearch Model TPE331-1, -2, -3, -5, and -6 Series engines.

Compliance required as indicated.

To prevent failure of the propeller pitch control cam follower pin accomplish the following:

(1) Within the next 500 hours time in service after the effective date of this airworthiness directive, or prior to April 1, 1979, or at next engine overhaul, whichever comes first, unless already accomplished, remove propeller pitch control sleeve assembly Part Number 869647-1, -2, or -3 from the engine and replace it with a serviceable propeller pitch control sleeve assembly Part Number 869647-4 or other later FAA approved sleeve assembly in accordance with AiResearch Service Bulletin TPE331-72-0115, Revision 1, dated September 26, 1977, or later FAA approved revisions, or by equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region.

(2) Special flight permits may be issued per FAR 21.197 and 21.199 to authorize operation of aircraft to a base where this modification required by this AD may be performed.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, 1423); sec. 8(c) Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89.)

NOTE—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949 and OMB Circular A-107.

Issued in Los Angeles, Calif., on February 15, 1978.

ROBERT H. STANTON,
Director, FAA Western Region.

[FR Doc. 78-5043 Filed 2-24-78; 8:45 am]

[4910-13]

[Docket No. 77-NE-22, Amdt. 39-3146]

PART 39—AIRWORTHINESS DIRECTIVES

Sikorsky Model S-58T Series Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD)