

and the orderly flow of funds among 504 loan recipients, 503 companies, and the Trustee or Transfer Agent (see § 108.505(f)(3) of this part). Pursuant to such master servicing agreement, in consideration of SBA's guaranty of the 503 company's debenture(s), the 503 Company, with the borrower's consent shall enter into a servicing agent agreement (504 program), SBA Form 1506, with the CSA. Execution of such form shall constitute acceptance by the 503 company and the borrower of the terms of the master servicing agreement. Amendments may be made in the terms and conditions of the master servicing agreement as necessary to adapt to changing program needs.

(2) The borrower may be charged an initiation fee and/or a monthly servicing fee as prescribed by Form 1506, which shall be in addition to the fees and charges permitted by § 108.503-6 of this part.

(3) The CSA may be compensated through an initiation fee and/or a monthly service fee. Pursuant to instructions in the master servicing agreement, the CSA's compensation may be paid from initiation fees on specific loans or from aggregated service fees.

(4) SBA Form 1506 shall prescribe the deposits into and the disbursements from a master reserve account, set up by the CSA pursuant to said master servicing agreement. The master reserve account shall be funded by a reserve deposit, and a funding fee to be published from time to time in the **Federal Register**, and by principal and interest payments of 504 loans. SBA shall add funds pursuant to its guaranty to insure the full and timely payment of the debentures in the event a borrower fails to make full and timely payment on its 504 loan. Funds in the master reserve account shall be used to defray expenses of the program described under paragraph (b) of this section. Interest accruing on loan payments between the date of monthly payment and the debenture payment date shall be paid to the 503 company servicing the loan and shall be disbursed to 503 companies periodically on a pro rata basis. Funds in the master reserve escrow account representing interest earned prior to October 1991 and not distributed to a specific 503 company may be expended by SBA for the purposes of program administration.

\* \* \* \* \*

(Catalog of Federal Domestic Assistance 59.036 Certified Development Company Loans (503 Loans); 59.041 Certified Development Company Loans (504 Loans)).

Dated: June 29, 1995.

**Philip Lader,**

*Administrator.*

[FR Doc. 95-22064 Filed 9-7-95; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-SW-16-AD]

#### **Airworthiness Directives; Bell Helicopter Textron, Inc. Model 206A and 206B Helicopters**

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

**ACTION:** Notice of Proposed Rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to Bell Helicopter Textron, Inc. (BHTI) Model 206A and 206B helicopters, that currently requires an inspection of the main transmission input driveshaft assembly (driveshaft) at intervals of 300 hours time-in-service (TIS); the application of a zinc chromate primer inspection visual aid; and, daily visual checks of the driveshaft. This action would require inspections of the driveshaft at intervals of 300 hours TIS; the application of a self-adhesive temperature indicator visual inspection aid; and, preflight visual owner/operator (pilot) checks of the driveshaft. This proposal is prompted by recent studies that indicate that self-adhesive temperature indicators are a more reliable means of detecting overheated conditions on grease-lubricated couplings than the zinc chromate primers that are currently in use. The actions specified by the proposed AD are intended to prevent failure of the driveshaft due to coupling wear or overheating, which could result in loss of power to the main rotor and a subsequent forced emergency landing.

**DATES:** Comments must be received by November 7, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-SW-16-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from

Bell Helicopter Textron, Inc., Product Support Dept., P.O. Box 482, Fort Worth, Texas 76101. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jurgen Priester, Aerospace Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, Fort Worth, Texas 76193-0170, telephone (817) 222-5159; fax (817) 222-5959.

#### **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. 94-SW-16-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. 94-SW-16-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

##### **Discussion**

On January 26, 1981, the FAA issued AD 81-04-08, Amendment 39-4037 (46 FR 12469, February 17, 1981), to require an inspection of the driveshaft at intervals of 300 hours TIS; the application of a zinc chromate primer

inspection visual aid; and, daily visual checks of the driveshaft that may be performed by the pilot. That action was prompted by reports of excessive wear and failures of the driveshaft. The requirements of that AD are intended to prevent failure of the driveshaft due to coupling wear or overheating, which would result in loss of power to the main rotor and a forced emergency landing.

Since the issuance of that AD, manufacturer's studies have shown that self-adhesive temperature indicators are a more reliable means of detecting overheat conditions on grease-lubricated couplings than zinc chromate primers. BHTI has issued Alert Service Bulletin (ASB) No. 206-93-76, Revision B, dated September 6, 1994, which describes procedures for the application of a self-adhesive temperature indicator, as well as for repetitive visual checks of the driveshaft for grease leakage from the grease-lubricated couplings, overheating, and security of the clamps and bolts used to attach the driveshaft to transmission and engine couplings. The checks described in this proposal before the first flight of each day may be performed by a pilot, but must be entered into the aircraft records showing compliance with the AD in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations. This notice proposes to allow a pilot to perform these checks because they involve only a visual check for grease leakage, overheating, and security of the clamps and bolts used to attach the driveshaft to transmission and engine couplings. These checks can be performed equally well by a pilot or a mechanic. They involve checking items similar to those items that a pilot checks during a preflight check. This notice proposes that a mechanic inspect the driveshaft and driveshaft couplings at intervals of 300 hours TIS.

Since an unsafe condition has been identified that is likely to exist or develop on other BHTI Model 206A and 206B helicopters of the same type design, the proposed AD would supersede AD 81-04-08 to require inspections of the driveshaft at intervals of 300 hours TIS; the application of a self-adhesive visual over-temperature indicator; and, preflight visual pilot checks of the driveshaft. The actions would be accomplished in accordance with BHTI ASB No. 206-93-76, Revision B, dated September 6, 1994, described previously.

The FAA estimates that 4,312 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately one and one-half work hours per helicopter to

accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be provided by the manufacturer at no charge, but installation materials would cost approximately \$10 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$431,200.

The regulations adopted herein will 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 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), 40101, 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-4037 (46 FR 12469, February 17, 1981), and by adding a new airworthiness directive (AD), to read as follows:

**Bell Helicopter Textron, Inc.:** Docket No. 94-SW-16-AD. Supersedes AD 81-04-08, Amendment 39-4037.

*Applicability:* Model 206A and 206B helicopters, 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 (e) 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 main transmission input driveshaft assembly (driveshaft) due to coupling wear or overheating, which could result in loss of power to the main rotor and a subsequent forced emergency landing, accomplish the following:

(a) Before the first flight of each day after the effective date of this AD, visually check the driveshaft, part number (P/N) 206-040-100-13, for: (1) Grease leakage from the driveshaft coupling, P/N 206-040-108-005; and (2) visual damage and security of the clamps and bolts used to attach the driveshaft to the transmission and engine couplings. After compliance with paragraph (d) of this AD, also check the self-adhesive visual over-temperature indicators (over-temperature indicators) for overheating, deterioration, debonding, or discoloration in accordance with Part II of the Accomplishment Instructions of Bell Helicopter Textron, Inc. (BHTI) Alert Service Bulletin (ASB) No. 206-93-76, Revision B, dated September 6, 1994. If any grease leakage exists, or if there are indications of overheating, disassemble and inspect the driveshaft in accordance with the applicable maintenance manual, and replace the over-temperature indicators in accordance with Part III of the Accomplishment Instructions of BHTI ASB 206-93-76, Revision B, dated September 6, 1994.

(b) The visual check required by paragraph (a) may be performed by an owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations.

(c) Inspect and lubricate the driveshaft assembly, P/N 206-040-100-13, and driveshaft grease-lubricated couplings, P/N 206-040-108-005, in accordance with the helicopter's maintenance manual and according to the compliance schedule that follows, and thereafter, inspect and lubricate at intervals not to exceed 300 hours time-in-service (TIS):

(1) For helicopters with 250 hours TIS or more, compliance is required within the next 50 hours TIS; or,

(2) For helicopters with less than 250 hours TIS, compliance is required prior to attaining 300 hours TIS.

(d) Install the over-temperature indicators at the next 300 hours TIS driveshaft coupling inspection and lubrication in accordance with Part I of the Accomplishment Instructions of BHTI ASB 206-93-76, Revision B, dated September 6, 1994.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Certification Office, 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 Certification Office.

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

(f) 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.

Issued in Fort Worth, Texas, on August 31, 1995.

**Daniel P. Salvano,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 95-22338 Filed 9-7-95; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 39

[Docket No. 94-NM-237-AD]

### Airworthiness Directives; Jetstream Model 4101 Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that currently requires repetitive purging of the hydraulic system and installation of a spoiler actuator that has been previously certified. That AD was prompted by a report of damage to the locking mechanisms on some pistons of the spoiler actuators. The actions specified by the AD are intended to prevent uncommanded extension of the lift spoiler in the event of loss of hydraulic pressure in the spoiler actuator. This action would establish an increased life limit for certain spoiler actuators, and provide an optional terminating action for the requirements of the AD. It would also limit the applicability of the rule to fewer airplanes.

**DATES:** Comments must be received by October 16, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-237-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1320.

#### 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 shall 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 Number 94-NM-237-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-237-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

On August 12, 1994, the FAA issued AD 94-17-12, amendment 39-9007 (59 FR 43025, August 22, 1994), applicable to certain Jetstream Model 4101 airplanes, to require repetitive purging of the hydraulic system and repetitive installation of an actuator that has been previously certified. That action was prompted by a report of damage to the locking mechanisms on some pistons of the spoiler actuators. The cause of this damage has been attributed to inadequate purging of the spoiler hydraulic system. In some instances, the spoiler operation was out of sequence and may have caused damage to the locking mechanisms on the pistons of the spoiler actuators. The requirements of that AD are intended to prevent uncommanded extension of the lift spoiler in the event of loss of hydraulic pressure in the spoiler actuator.

Since the issuance of that AD, the Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has advised the FAA that a standard life limit has been established for Lucas Aerospace spoiler actuators having part numbers TY1763-01A and TY1763-01B. The new life limit has been established at the current declaration of design performance (DDP) life of 5,000 hours time-in-service since new. Therefore, unless a spoiler actuator would fail to perform correctly beforehand, these actuators are permitted to remain installed on the airplane for an interval not to exceed 5,000 hours time-in-service, at which time they must be replaced. The CAA also has advised that compliance with this 5,000-hour life limit on these particular spoiler actuators terminates the need for the currently required repetitive purging of the actuators' hydraulic system and repetitive installation of newly-certified actuators (those marked with an "R" after the serial number) each 500 hours time-in-service.

Additionally, the CAA has advised that, based on further review, fewer airplanes are subject to the identified unsafe condition than previously considered.

Jetstream has issued Service Bulletin J41-A27-034, Revision 1, dated October 28, 1994, which describes procedures for a one-time removal of the left and