

**SMALL BUSINESS ADMINISTRATION****13 CFR Part 120**

RIN 3245-AE68

**Business Loans and Development Company Loans**

**AGENCY:** Small Business Administration (SBA).

**ACTION:** Withdrawal of direct final rule.

**SUMMARY:** The SBA is withdrawing the direct final rule published on November 14, 2001 (66 FR 56985) implementing various changes in the Business Loan Program enacted by the Small Business Reauthorization Act of 2000. Pending further evaluation SBA will publish a new rule.

**DATES:** The direct final rule published at 66 FR 56985, November 14, 2001 is withdrawn, as of December 14, 2001.

**FOR FURTHER INFORMATION CONTACT:** James W. Hammersley, Director, Office of Loan Programs, Office of Financial Assistance, (202) 205-6490.

**SUPPLEMENTARY INFORMATION:** The SBA published a direct final rule on November 14, 2001, (66 FR 56985), which incorporated changes to SBA rules concerning loan guaranty and loan amounts, minimum guaranteed dollar amount of 7(a) loans, percentages of financing which can be guaranteed by SBA, guarantee fees paid by lenders, real estate occupancy rules, and borrower prepayment penalties. Subsequent to the publication of the direct final rule, SBA has decided to withdraw it and reconsider portions of the rule. After such reconsideration, SBA will publish a new rule at an early date.

**List of Subjects in 13 CFR Part 120**

Loan program—business, Small businesses.

**Authority:** 15 U.S.C. 634(b)(6), 636(a) and (h), 696(3), and 697(a)(2).

**Hector V. Barreto,**  
*Administrator.*

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

[Docket No. 2000-NM-68-AD; Amendment 39-12488; AD 2001-22-09]

RIN 2120-AA64

**Airworthiness Directives; Bombardier Model CL-600-2B19 Series Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects information in an existing airworthiness directive (AD) that applies to certain Bombardier Model CL-600-2B19 series airplanes. That AD currently requires repetitive eddy current inspections for cracking of the main landing gear (MLG) main fittings, and replacement with a new or serviceable MLG, if necessary. That AD also requires servicing the MLG shock struts; inspecting the MLG shock struts for nitrogen pressure, visible chrome dimension, and oil leakage; and performing corrective actions, if necessary. This document corrects an error that resulted in the omission of the AD and amendment numbers in the "Product Identification" section of the AD. This correction is necessary to ensure that the correct AD and amendment numbers are specified.

**DATES:** Effective December 4, 2001.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of December 4, 2001, (66 FR 54658, October 30, 2001).

**FOR FURTHER INFORMATION CONTACT:** Serge Napoleon, Aerospace Engineer, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7512; fax (516) 568-2716.

**SUPPLEMENTARY INFORMATION:** On October 22, 2001, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 2001-22-09, amendment 39-12488 (66 FR 54658, October 30, 2001), which applies to certain Bombardier Model CL-600-2B19 series airplanes. A correction of the rule was published in the **Federal Register** on November 26, 2001 (66 FR 58931). That AD requires repetitive eddy current inspections for cracking of the main landing gear (MLG) main fittings, and replacement with a new or serviceable MLG, if necessary. That AD also requires servicing the MLG shock struts; inspecting the MLG shock struts

for nitrogen pressure, visible chrome dimension, and oil leakage; and performing corrective actions, if necessary. The actions specified by that AD are intended to prevent failure of the MLG main fitting, which could result in collapse of the MLG upon landing. The actions are intended to address the identified unsafe condition.

**Need for the Correction**

The FAA inadvertently omitted the AD and amendment numbers from the "Product Identification" section of the AD. As a result, we have determined that a correction to AD 2001-22-09 is necessary. The correction will correctly add the AD and amendment numbers in the "Product Identification" section of the AD.

**Correction of Publication**

This document corrects the error and correctly adds the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The AD is reprinted in its entirety for the convenience of affected operators. The effective date of the AD remains December 4, 2001.

Since this action only adds the omitted AD and amendment numbers, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public procedures are unnecessary.

**List of Subject in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Correction**

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 [Corrected]**

2. Section 39.13 is amended by correctly adding the following airworthiness directive (AD):

**2001-22-09 Bombardier:** Amendment 39-12488. Docket 2000-NM-68-AD.

*Applicability:* Model CL-600-2B19 series airplanes, certificated in any category, having serial numbers 7003 and subsequent, and equipped with a main landing gear (MLG) main fitting having part number (P/N)