

Note 1: This AD applies to each airplane 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 airplanes 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 accomplished previously.

To prevent overheating of the electrical pins inside the cargo control units (CCU) and subsequent release of hot gases and flames, which could result in smoke and fire in the cargo compartment, accomplish the following:

Restatement of Requirements of AD 2000-05-01:

Deactivation

(a) For Group 1 airplanes having serial numbers other than that identified in paragraph (c) of this AD: Within 15 days after March 20, 2000 (the effective date of AD 2000-05-01, amendment 39-11610), deactivate the forward and center CCU's in accordance with the following procedures:

(1) Remove the access panel to the forward cargo compartment CCU circuit breaker panel located at fuselage station 1009.300 (right side looking aft). Pull and collar the following circuit breakers:

B1-506
B1-485
B1-500
B1-489
B1-480
B1-495
B1-488
B1-481
B1-499
B1-487
B1-498
B1-490
B1-486
B1-482

(2) Remove the access panel to the center cargo compartment CCU circuit breaker panel located at fuselage station 1701.000 (right side looking aft). Pull and collar the following circuit breakers:

B1-552
B1-758
B1-753
B1-762
B1-518
B1-764
B1-761
B1-519

B1-752
B1-760
B1-751
B1-763
B1-759
B1-520

(b) For Group 2 airplanes having serial numbers other than that identified in paragraph (c) of this AD: Within 15 days after March 20, 2000, deactivate the forward and center CCU's in accordance with the following procedures:

(1) Remove the access panel to the forward cargo compartment CCU circuit breaker panel located at fuselage station 1009.300 (right side looking aft). Pull and collar the following circuit breakers:

B1-506
B1-485
B1-500
B1-489
B1-480
B1-495
B1-488
B1-481
B1-499
B1-487
B1-498
B1-490
B1-486
B1-482

(2) Remove the access panel to the center cargo compartment CCU circuit breaker panel located at fuselage station 1701.000 (right side looking aft). Pull and collar the following circuit breakers:

B1-552
B1-758
B1-753
B1-762
B1-518
B1-764
B1-761
B1-519
B1-752
B1-760
B1-751
B1-759
B1-520

New Requirements of this AD:

(c) For Group 1 airplane, serial number 48769, and for Group 2 airplane, serial number 48563: Within 15 days after the effective date of this AD, accomplish the actions specified in either paragraph (a) or (b) of this AD, as applicable.

Alternative Methods of Compliance

(d)(1) 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, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane

Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 2000-05-01, amendment 39-11610, are approved as alternative methods of compliance with paragraph (a) or (b) of this AD, as applicable.

Special Flight Permits

(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 airplane to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on May 5, 2000.

Issued in Renton, Washington, on April 12, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-9674 Filed 4-19-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-69-AD; Amendment 39-11695; AD 2000-08-09]

RIN 2120-AA64

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Robinson Helicopter Company (RHC) Model R22 helicopters. This action requires replacing certain serial number sprag clutches with an airworthy sprag clutch as specified in this AD. This amendment is prompted by several reports of clutch assemblies with cracked or fractured sprag ends. The actions specified by this AD are intended to prevent a sprag clutch failure, loss of main rotor RPM during autorotation, and subsequent loss of control of the helicopter.

DATES: Effective May 5, 2000. Comments for inclusion in the Rules Docket must be received on or before June 19, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-69-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Elizabeth Bumann, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5265; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On April 5, 1999, the FAA issued AD 99-07-17 (64 FR 17966, April 13, 1999), Amendment 39-11126, to require inserting a Special Pilot Caution into the Rotorcraft Flight Manual (RFM) to alert pilots of the potential for the sprag clutch failing to overrun during autorotation maneuvers. The Special Pilot Caution was an interim measure until the manufacturer developed a permanent corrective action. Since the sprag clutch is such a critical component of the rotor drive system, the FAA now believes that the affected sprag clutches need to be replaced within 30 days or 50 hours time-in-service (TIS), whichever occurs first. Therefore, this AD requires replacing sprag clutch, part number (P/N) A188-2, serial numbers (S/N) 3708 through 3757 inclusive, 3808 through 3893 inclusive, and 3908 through 4207 inclusive, with sprag clutch, P/N A188-2, S/N 4208 or higher. This amendment is prompted by several reports of clutch assemblies, including one from the wreckage of a helicopter, with cracked or fractured sprag ends. The actions specified by this AD are intended to prevent a sprag clutch failure, loss of main rotor RPM during autorotation, and subsequent loss of control of the helicopter.

The FAA has reviewed RHC Service Bulletin SB-85, dated March 22, 1999, which describes procedures for replacing sprag clutch, part number (P/N) A188-2, serial numbers (S/N) 3708 through 3757 inclusive, 3808 through 3893 inclusive, and 3908 through 4207 inclusive.

Since an unsafe condition has been identified that is likely to exist or develop on other Robinson R22 helicopters of the same type design, this AD is being issued to prevent a sprag clutch failure, loss of main rotor RPM during autorotation, and subsequent loss of control of the helicopter. The short compliance time involved is

required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter after an actual engine failure. Therefore, replacing sprag clutch, P/N A188-2, serial numbers (S/N) 3708 through 3757 inclusive, 3808 through 3893 inclusive, and 3908 through 4207 inclusive, with sprag clutch, P/N A188-2, S/N 4208 and higher, is required within 30 calendar days or 50 hours TIS after the effective date of this AD, whichever occurs first, and this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that 200 helicopters will be affected by this proposed AD, that it will take approximately 3 work hours to replace a sprag clutch, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$2,500 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$536,000.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact

concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-SW-69-AD." The postcard will be date stamped and returned to the commenter.

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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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, 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 (AD) to read as follows:

AD 2000-08-09 Robinson Helicopter Company: Amendment 39-11695. Docket No. 99-SW-69-AD.

Applicability: Model R22 Helicopters, serial numbers (S/N) 0002 through 2862, inclusive, with sprag clutch, part number (P/N) A188-2, S/N 3708 through 3757 inclusive, 3808 through 3893 inclusive, and 3908 through 4207 inclusive, 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 (c) 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 within 30 calendar days or 50 hours time-in-service, whichever occurs first, unless accomplished previously.

To prevent sprag clutch failure, loss of main rotor RPM during autorotation, and subsequent loss of control of the helicopter, accomplish the following:

(a) Replace sprag clutch, P/N A188-2, S/N 3708 through 3757 inclusive, 3808 through 3893 inclusive, and 3908 through 4207 inclusive, with sprag clutch, P/N A188-2, S/N 4208 or higher.

(b) Remove from the Rotorcraft Flight Manual the Special Pilot Caution, revised March 22, 1999, contained in Robinson Helicopter Company R22 Service Bulletin SB-85, dated March 22, 1999, or the Special Pilot Caution insert in the Normal Procedures Section of the Rotorcraft Flight Manual between pages P.4-8 and P.4-9 required by AD 99-07-17, Docket No. 99-SW-24-AD, Amendment 39-11126 (64 FR 17966, April 13, 1999), as applicable.

(c) 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, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

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

(d) 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.

(e) This amendment becomes effective on May 5, 2000.

Issued in Fort Worth, Texas, on April 13, 2000.

Eric Bries,

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

[FR Doc. 00-9897 Filed 4-19-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 101

[T.D. 00-27]

Technical Correction; Description of Gramercy, Louisiana, Boundaries

AGENCY: U.S. Customs Service,
Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations pertaining to the field organization of Customs by correcting the boundary description of Gramercy, Louisiana.

EFFECTIVE DATE: April 20, 2000.

FOR FURTHER INFORMATION CONTACT:
Harold Singer, Chief, Regulations
Branch, U.S. Customs Service, 202-927-2268.

SUPPLEMENTARY INFORMATION:

Background

Customs established a port of entry of Gramercy, Louisiana, by a final rule document published as Treasury Decision (T.D.) 82-93 in the **Federal Register** (47 FR 21039) on May 17, 1982. A description of the port of entry was set forth in the document.

On May 31, 1984, Customs published in the **Federal Register** (49 FR 22629) T.D. 84-126, a final rule document setting forth the port limits of all the ports in the then New Orleans Customs district. One of the ports, of which the boundaries were described, was Gramercy, Louisiana. The document extended the limits of the Gramercy port from those set forth in T. D. 82-93.

In a document published in the **Federal Register** (49 FR 27142) on July 2, 1984, Customs delayed the effective date of T.D. 84-126 regarding the extension of the port boundaries of Gramercy. This document stated that "[t]he listing for Gramercy shall remain as set forth in section 101.3(b), Customs Regulations," meaning that the description of the Gramercy port would continue to be as set forth in T.D. 82-93.

The Customs Regulations correctly reflected that the port limits of Gramercy were as set forth in T.D. 82-

93 until T.D. 95-77 was published in the **Federal Register** (60 FR 50008) on September 27, 1995. In that document, which included a revision of section 101.3 to reflect the reorganization of Customs, the reference to T.D. 84-126 was inadvertently inserted in the "Limits of port" column next to the listing of the port of entry of Gramercy under the State of Louisiana.

This document corrects the error by removing the reference "(Restated in T.D. 84-126)" in the "Limits of port" column adjacent to the entry of Gramercy in the "Ports of entry column" under the State of Louisiana in section 101.3(b), Customs Regulations.

Inapplicability of Public Notice and Comment and Delayed Effective Date

Because this document relates to agency organization and management and merely corrects the geographical description of a port, it is not subject to the notice and public procedure requirements of 5 U.S.C. 553. For the same reasons, pursuant to 5 U.S.C. 553(d)(3), a delayed effective date is not required.

Regulatory Flexibility Act

Because this document is not subject to the notice and public procedure requirements of 5 U.S.C. 553, this document is not subject to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

Executive Order 12866

Agency organization matters are exempt from consideration under Executive Order 12866.

Drafting Information

The principal author of this document was Janet L. Johnson. However, personnel from other offices participated in its development.

List of Subjects in 19 CFR Part 101

Customs duties and inspection, Customs ports of entry, Exports, Imports, Organization and functions (Government agencies).

Amendment to the Regulations

Accordingly, Part 101 of the Customs Regulations is amended as set forth below.

PART 101—GENERAL PROVISIONS

1. The general authority citation for Part 101 and the specific authority citation for § 101.3 continue to read as follows:

Authority: 5 U.S.C. 301, 19 U.S.C. 2, 66, 1202 (General Note 20, Harmonized Tariff Schedule of the United States), 1623, 1624.