

**SUMMARY:** The Farm Credit Administration (FCA or agency) announces a public meeting to hear your views about whether and how we should revise our regulations governing eligibility and scope of financing for farmers, ranchers, and aquatic producers or harvesters who borrow from Farm Credit System institutions that operate under titles I or II of the Farm Credit Act of 1971, as amended (Act) and our definition of “moderately priced” rural housing.

**DATES:** The public meeting will be held on June 26, 2003, in McLean, Virginia, 22102–5090 (703) 883–4056.

**ADDRESSES:** The FCA will hold the public meeting at our headquarters location at 1501 Farm Credit Drive, McLean, Virginia at 9 a.m. eastern daylight savings time. You may submit requests to appear and present testimony for the public meeting by electronic mail to “[reg-comm@fca.gov](mailto:reg-comm@fca.gov),” through the Pending Regulations section of FCA’s Web site, “[www.fca.gov](http://www.fca.gov),” or through the government-wide “[www.regulations.gov](http://www.regulations.gov)” portal. You may also submit requests to Robert E. Donnelly, Acting Director, Regulation and Policy Division, Office of Policy and Analysis, Farm Credit Administration, 1501 Farm Credit Drive, McLean, Virginia 22102–5090 or by facsimile to (703) 734–5784.

**FOR FURTHER INFORMATION CONTACT:**

Mark L. Johansen, Policy Analyst, Office of Policy and Analysis, Farm Credit Administration, McLean, VA 22102–5090, (703) 883–4498, TTY (703) 883–4434,

or

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

**SUPPLEMENTARY INFORMATION:**

**I. Background**

We started this rulemaking in response to two petitions that asked us to repeal the scope of financing regulations in § 613.3005. One petitioner also asked us to modify our definition of “moderately priced” rural housing in § 613.3030(a)(4). The goal of this rulemaking is to explore how our regulations can become more responsive to the needs of all eligible ranchers, and aquatic producers or harvesters (collectively referred to as “farmers”) and non-farm rural residents within the boundaries of the Act. We are publishing an Advance Notice of Proposed Rulemaking (ANPRM) in this issue of the **Federal Register**. In this

document, we are announcing that we will hold a public meeting so you have another forum to present your views to us.

**II. Topics**

At the hearing, we will ask that you answer the same questions we asked in the ANPRM:

1. Current § 613.3000(a)(1) defines a *bona fide* farmer, rancher, or aquatic producer as a person who either owns agricultural land, or is engaging in the production of agricultural products. Do you think the FCA should retain or change this definition? If you favor changing this definition, please offer specific recommendations.
2. What limits, if any, should FCA regulations place on lending for farmers’ other credit needs?
3. How should we regulate access to the other credit needs of eligible farmers who derive most of their income from off-farm sources? Do you favor retaining the current regulatory distinction between full-time and part-time farmers? If not, what would be a better approach?
4. Should we change our definition of “moderately priced” rural housing in § 613.3030(a)(4)? If you favor changing the definition, please offer specific recommendations.

**III. Request To Present Testimony**

Anyone wishing to present testimony in person may notify us by June 21, 2003, or register to speak on the day of the meeting. A request to speak should provide the name, address, and telephone number of the person wishing to testify and the general nature of the testimony. Requests to provide testimony in person will be honored in order of receipt.

Parties who register to speak on the day of the meeting may be invited to provide their testimony if time permits. If more people wish to testify than time permits, we will accept written statements for the record for 30 calendar days following the date of the public meeting.

Please limit oral testimony at the meeting to 10 minutes per person and allow 5 minutes for follow-up questions. At the public meeting, we will also accept, for the record, written comments on questions and issues raised in the ANPRM or any other comments that attendees may have on the subject of eligibility and scope of financing for farmers, ranchers, and aquatic producers and harvesters and the definition of “moderately priced” rural housing.

You may also wish to submit written statements or detailed summaries of the

text of your testimony. Written comments that you wish to submit to supplement your testimony should be presented to us by the close of the public meeting.

Written copies of the testimony, along with a recorded transcript of the proceedings, will be included in our official public record. A transcript of the public meeting and any written statements submitted to the agency will be available for public inspection at our office in McLean, Virginia.

**IV. Special Accommodations**

The meeting is accessible to people with disabilities. Requests for sign language interpretation or other auxiliary aids should be received by FCA’s Office of Communications and Public Affairs at (703) 883–4056, (TTY (703) 883–4056) by June 21, 2003.

Dated: April 29, 2003.

**Jeanette C. Brinkley,**  
Secretary, Farm Credit Administration Board.  
[FR Doc. 03–10899 Filed 5–1–03; 8:45 am]

**BILLING CODE 6705–01–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 2003–CE–14–AD]

**RIN 2120–AA64**

**Airworthiness Directives; EXTRA Flugzeugbau GmbH Models EA–300/200, EA–300L, and EA–300S Airplanes**

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

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

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to all EXTRA Flugzeugbau GmbH (EXTRA) Models EA–300/200, EA–300L, and EA–300S airplanes. This proposed AD would require you to inspect the fuel selector valve for leakage and the wing for structural damage and correct any damage or leakage. This proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this proposed AD are intended to detect and correct fuel leakage in the wings, which could lead to structural damage of the wings and possible reduced structural margins. Reduced structural margins could lead to eventual structural failure.

**DATES:** The Federal Aviation Administration (FAA) must receive any

comments on this proposed rule on or before June 9, 2003.

**ADDRESSES:** Submit comments to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003–CE–14–AD, 901 Locust, Room 506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send comments electronically to the following address: 9–ACE–7–Docket@faa.gov. Comments sent electronically must contain “Docket No. 2003–CE–14–AD” in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII text.

You may get service information that applies to this proposed AD from EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, D–46569 Hünxe, Federal Republic of Germany; telephone: (0 28 58) 91 37–00; facsimile: (0 28 58) 91 37–30. You may also view this information at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4146; facsimile: (816) 329–4090.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

*How do I comment on this proposed AD?* The FAA invites comments on this proposed rule. You may submit whatever written data, views, or arguments you choose. You need to include the proposed rule’s docket number and submit your comments to the address specified under the caption **ADDRESSES**. We will consider all comments received on or before the closing date. We may amend this proposed rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of this proposed AD action and determining whether we need to take additional rulemaking action.

*Are there any specific portions of this proposed AD I should pay attention to?* The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of this proposed rule that might suggest a

need to modify the rule. You may view all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each contact we have with the public that concerns the substantive parts of this proposed AD.

*How can I be sure FAA receives my comment?* If you want FAA to acknowledge the receipt of your mailed comments, you must include a self-addressed, stamped postcard. On the postcard, write “Comments to Docket No. 2003–CE–14–AD.” We will date stamp and mail the postcard back to you.

**Discussion**

*What events have caused this proposed AD?* The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified FAA that an unsafe condition may exist on all EXTRA Models EA–300/200, EA–300L, and EA–300S airplanes. The LBA reports several occurrences where the fuel selector valve did not operate correctly. When the wing tanks are selected, the acro/center tank is not completely shut-off. The result is fuel draining into the wing tanks that must be empty for acrobatics. This failure of the fuel selector valve to correctly operate is caused by the deterioration of the “O”-rings in the valve.

*What are the consequences if the condition is not corrected?* Acrobatic operation with fuel in the wings could lead to structural damage of the wings and possibly reduced structural margins. Reduced structural margins could lead to eventual structural failure.

*Is there service information that applies to this subject?* EXTRA has issued Service Letter No. 300–09–02, Issue: A, dated September 19, 2002, which includes procedures for inspecting the fuel selector valve for leakage.

*What action did the LBA take?* The LBA classified this service bulletin as mandatory and issued German AD Number AD 2002–48, dated January 9, 2003, in order to ensure the continued airworthiness of these airplanes in Germany.

*Was this in accordance with the bilateral airworthiness agreement?* These airplane models are manufactured in Germany and are type certificated for operation in the United

States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement.

Pursuant to this bilateral airworthiness agreement, the LBA has kept FAA informed of the situation described above.

**The FAA’s Determination and an Explanation of the Provisions of this Proposed AD**

*What has FAA decided?* The FAA has examined the findings of the LBA; reviewed all available information, including the service information referenced above; and determined that:

- The unsafe condition referenced in this document exists or could develop on other Models EA–300/200, EA–300L, and EA–300S airplanes of the same type design that are on the U.S. registry;
- The actions specified in the previously-referenced service information should be accomplished on the affected airplanes; and
- AD action should be taken in order to correct this unsafe condition.

*What would this proposed AD require?* This proposed AD would require you to inspect the fuel selector valve for leakage and the wing for structural damage and correct any damage or leakage.

*How does the revision to 14 CFR part 39 affect this proposed AD?* On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA’s AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

**Cost Impact**

*How many airplanes would this proposed AD impact?* We estimate that this proposed AD affects 184 airplanes in the U.S. registry.

*What would be the cost impact of this proposed AD on owners/operators of the affected airplanes?* We estimate the following costs to accomplish this proposed inspection of the fuel selector valve:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
4 workhours × \$60 per hour = \$240 .....	Not applicable ...	\$240	\$240 × 184 = \$44,160.

We estimate the following costs to accomplish any necessary valve repair

that would be required based on the results of this proposed inspection. We

have no way of determining the number of airplanes that may need such repair:

Labor cost	Parts cost	Total cost per airplane
5 workhours × \$60 per hour = \$300 .....	\$122.50	\$422.50.

We estimate the following costs to accomplish the proposed external inspection of the wings:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × \$60 per hour = \$60 .....	Not Applicable ..	\$60	\$60 × 184 = \$11,040.

We are unable to estimate the costs to accomplish any necessary wing repair that would be required based on the results of this proposed inspection. EXTRA will evaluate the damage of each affected airplane and develop an appropriate repair scheme.

#### Regulatory Impact

Would this proposed AD impact various entities? The regulations proposed herein would 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 proposed rule would not have federalism implications under Executive Order 13132.

Would this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this proposed 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed 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, under 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), 40113, 44701.

#### § 39.13 [Amended]

2. FAA amends § 39.13 by adding a new airworthiness directive (AD) to read as follows:

**EXTRA FLUGZEUGBAU GMBH:** Docket No. 2003–CE–14–AD

(a) *What airplanes are affected by this AD?* This AD affects all Models EA–300/200, EA–300L, and EA–300S airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct fuel leakage in the wings, which could lead to structural damage of the wings and possible reduced structural margins. Reduced structural margins could lead to eventual structural failure.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) For all affected airplanes, inspect the fuel selector valve for leakage. Do not use compressed gas to check the valve since it is possible that use of compressed gas will damage or dislodge the valve "O"-rings. Refer to the caution on page 1 of the service letter.	Within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.	In accordance with EXTRA Flugzeugbau GmbH Service Letter No. 300–09–02, Issue: A, dated September 19, 2002, and the applicable airplane maintenance manual.
(2) For all affected airplanes, if any leakage is found during the inspection required by this AD, repair the damage.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	In accordance with the applicable airplane maintenance manual.
(3) For all affected airplanes, inspect the external wing for structural damage..	Within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.	In accordance with the applicable airplane maintenance manual.
(i) Cracks.		
(ii) Delamination.		
(iii) Fuel leakage.		

Actions	Compliance	Procedures
<p>(4) For all affected airplanes, if any cracks, delamination, or fuel leakage is found during the inspection required by this AD, accomplish the following:</p> <p>(i) obtain a repair scheme from the manufacturer;</p> <p>(ii) incorporate this repair scheme; and</p> <p>(iii) accomplish any follow-up actions as directed by the FAA.</p>	<p>Prior to further flight after the inspection required in paragraph (d)(3) of this AD, unless already accomplished.</p>	<p>In accordance with a repair scheme obtained from EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, D-46569 Hünxe, Federal Republic of Germany; telephone: (0 28 58) 91 37-00; facsimile: (0 28 58) 91 37-30. Obtain this repair scheme through the FAA at the address specified in paragraph (e) of this AD.</p>

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.19. Send these requests to the Manager, Standards Office, Small Airplane Directorate. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(f) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD from EXTRA Flugzeugbau GmbH, Flugplatz Dinslaken, D-46569 Hünxe, Federal Republic of Germany; telephone: (0 28 58) 91 37-00; facsimile: (0 28 58) 91 37-30. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

**Note:** The subject of this AD is addressed in German AD 2002-48, dated January 9, 2003.

Issued in Kansas City, Missouri, on April 25, 2003.

**James E. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-10846 Filed 5-1-03; 8:45 am]

**BILLING CODE 4910-13-P**

## NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

### 36 CFR Part 1280

**RIN 3095-AB17**

#### NARA Facilities; Public Use; Correction

**AGENCY:** National Archives and Records Administration (NARA).

**ACTION:** Proposed rule; correction.

**SUMMARY:** This document corrects the preamble to a proposed rule published in the **Federal Register** of April 18, 2003, regarding public use of NARA facilities. This document corrects a fax number in the **ADDRESSES** section.

**DATES:** Comments are due by June 17, 2003.

**FOR FURTHER INFORMATION CONTACT:** Kim Richardson at telephone number 301-837-2902 or fax number 301-837-0319.

**ADDRESSES:** In the proposed rule FR Doc. 03-9585, beginning on page 19168 in the issue of April 18, 2003, make the following correction, in the **ADDRESSES** section. On page 19168 in the third column, in the **ADDRESSES** section, second sentence, change the fax number to 301-837-0319.

Dated: April 28, 2003.

**Nancy Allard,**

*Federal Register Liaison Officer.*

[FR Doc. 03-10808 Filed 5-1-03; 8:45 am]

**BILLING CODE 7515-01-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[PA183-4203b; FRL-7480-3]

#### Approval and Promulgation of Air Quality Implementation Plans; Pennsylvania; VOC and NO<sub>x</sub> RACT Determinations for Three Individual Sources

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA proposes to approve the State Implementation Plan (SIP) revisions submitted by the Commonwealth of Pennsylvania to establish and require reasonably available control technology (RACT) for three major sources of volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) located in Pennsylvania. The three major sources are: Bethlehem Structural Products Corporation in Northampton County; International Paper Company in Erie County; and National Fuel Gas Supply in Jefferson County. In the Final Rules section of

this **Federal Register**, EPA is approving Pennsylvania's SIP submittal as a direct final rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to this action, no further activity is contemplated. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period. Any parties interested in commenting on this action should do so at this time.

**DATES:** Comments must be received in writing by June 2, 2003.

**ADDRESSES:** Written comments should be addressed to Makeba Morris, Acting Branch Chief, Air Quality Planning & Information Services Branch, Air Protection Division, Mailcode 3AP21, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air Protection Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103; and the Pennsylvania Department of Environmental Resources, Bureau of Air Quality Control, PO Box 8468, 400 Market Street, Harrisburg, Pennsylvania 17105.

**FOR FURTHER INFORMATION CONTACT:** Betty Harris at (215) 814-2168 or Rose Quinto at (215) 814-2182 or via e-mail at [harris.betty@epa.gov](mailto:harris.betty@epa.gov) or [quinto.rose@epa.gov](mailto:quinto.rose@epa.gov).

**SUPPLEMENTARY INFORMATION:** For further information, please see the information provided in the direct final action, Pennsylvania's Approval of VOC and NO<sub>x</sub> RACT Determinations for