§ 1270.5 Bank operations.

The Banks, individually and collectively, shall operate in such manner and take any actions necessary, including without limitation reducing leverage, to ensure that consolidated obligations maintain a high level of acceptance by financial markets and are generally perceived by investors as presenting a low level of credit risk.

Dated: May 17, 2013.
Edward J. DeMarco,
Acting Director, Federal Housing Finance Agency.

[FR Doc. 2013–12333 Filed 5–22–13; 8:45 am]
You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Alexander Schleicher GmbH & Co. Segelflugzeugbau has issued Technical Note for Ka 2 and Ka 2h—TM–Nr. 13, Ka 6—TM–Nr. 26, K 7—TM–Nr. 24, K 8—TM–Nr. 30, ASK 13—TM–Nr. 19, ASK 18—TM–Nr. 9, Revision 1, dated January 8, 2013. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI. The service information issued by Alexander Schleicher GmbH & Co. Segelflugzeugbau referenced above contains German to English translation. On the document we received it cites the use of “TM,” which is an abbreviation for Technische Mitteilung. The English translation for Technische Mitteilung is Technical Note. EASA used the English translation in referencing the document from Alexander Schleicher GmbH & Co. Segelflugzeugbau, as stated in the Discussion section above.

For enforceability purposes, we will cite references to the Alexander Schleicher GmbH & Co. Segelflugzeugbau service information as it appears on the document.

FAA’s Determination and Requirements of the Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Costs of Compliance

We estimate that this proposed AD will affect 127 products of U.S. registry. We also estimate that it would take about .5 work-hour per product to comply with the new inspection requirements of this proposed AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of the initial inspection proposed in this AD on U.S. operators to be $3,397.50, or $42.50 per product. We have no way of determining the number of repetitive inspections an owner/operator will incur over the life of the sailplane. In addition, we estimate that any necessary follow-on actions would take about 1 work-hour and require parts costing $119, for a cost of $204 per product. We have no way of determining the number of products that may need these actions.

We also estimate that it will take about 2 work-hours per product to comply with any actions returned from AD 64–07–05, Amendment 701 (29 FR 3227, March 11, 1964) for Models Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K 7, K 8, and K 8 B sailplanes in this proposed AD, which affects 112 products of U.S. registry, and may require parts costing $103, for a cost of $273 per product.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs,” describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in “Subtitle VII, Part A, Subpart III, section 44701: General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD 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.

For the reasons discussed above, I certify 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).
3. Will not affect intrastate aviation in Alaska, and
4. 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.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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. The FAA amends § 39.13 by removing Amendment 701 (29 FR 3227; March 11, 1964), and adding the following new AD:


(a) Comments Due Date

We must receive comments by July 8, 2013.

(b) Affected ADs

This AD supersedes AD 64–07–05, Amendment 701 (29 FR 3227; March 11, 1964).

(c) Applicability


(d) Subject


(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as misalignment of the automatic elevator control connection. The European Aviation Safety Agency (EASA) has issued a new AD to add additional sailplane models to the applicability and to add additional inspections of the elevator control connection. Alexander Schleicher GmbH & Co. Segelflugzeugbau has also issued revised service information to address the unsafe condition. We are issuing this AD to prevent failure of the automatic elevator control connection, which could result in loss of control.

(f) Actions and Compliance Retained From AD 64–07–05, Amendment 701 (29 FR 3227; March 1, 1964)

Unless already done, do the following actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD.
(1) For Models Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B: Unless already done, within the next 10 hours time-in-service (TIS) after April 13, 1964 (the effective date retained from AD 64–07–05, Amendment 701 (29 FR 3227, March 1, 1964)), inspect the automatic elevator control rod for conformity following Alexander Schleicher Automatic Elevator Connection document, dated December 5, 1961.

(2) For Models Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B: If any discrepancy is found during the inspection required in paragraph (g)(1) of this AD, before further flight, make any necessary repairs or modification following Civil Aeronautics Manual (CAM) 18, dated February 11, 1936, which can be found at the following Web site: http://ntl1.specialcollection.net/scripts/ws.dll?websearch&site=dot.cums.


(g) New Actions and Compliance

Unless already done, do the following actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) For all models: Within 90 days after the effective date of this AD and repetitively thereafter at intervals not to exceed 12 months, inspect the elevator control rod in the tailplane following the Action section in Alexander Schleicher Technical Note for Ka 2 and Ka 2b–TM–Nr. 13, Ka 6–TM–Nr. 26, K 7–TM–Nr. 24, K 8–TM–Nr. 30, ASK 13–TM–Nr. 19, ASK 18–TM–Nr. 9, Revision 1, dated January 8, 2013.

(2) For all models: During any inspection required in paragraph (g)(1) of this AD, if any bend and/or misaligned elevator control connection is detected, before further flight after the inspection, replace the elevator control connection with a serviceable part. Do the replacement following the Action section in Alexander Schleicher Technical Note for Ka 2 and Ka 2b–TM–Nr. 13, Ka 6–TM–Nr. 26, K 7–TM–Nr. 24, K 8–TM–Nr. 30, ASK 13–TM–Nr. 19, ASK 18–TM–Nr. 9, Revision 1, dated January 8, 2013.

(h) Credit for Actions Done Following Previous Service Information

This AD provides credit for the initial inspection required in paragraph (g)(1) of this AD and any necessary replacement required in paragraph (g)(2) of this AD if already done before the effective date of this AD following the Action sections in Alexander Schleicher Technical Note for Ka 2 and Ka 2b–TM–Nr. 13, Ka 6–TM–Nr. 26, K 7–TM–Nr. 24, K 8–TM–Nr. 30, ASK 13–TM–Nr. 19, ASK 18–TM–Nr. 9, dated August 30, 2012.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4165; fax: (816) 329–4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA–approved. Corrective actions are considered FAA–approved if they are approved by the Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(j) Related Information


ADDRESSES:

We must receive comments on this proposed AD by July 22, 2013.

You may send comments by any of the following methods:

• Federal eRulemaking Docket: Go to http://www.regulations.gov. Follow the online instructions for sending your comments electronically.
• Fax: 202–493–2251.
• Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M–30, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001.
• Hand Delivery: Deliver to the “Mail” address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the economic evaluation, any comments...