

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Office of the Secretary

#### 7 CFR Part 20

RIN 0551-AA51

#### Export Sales Reporting Requirements

**AGENCY:** Office of the Secretary, USDA.

**ACTION:** Delay of the effective date.

**SUMMARY:** On July 25, 2001, USDA published a final rule in the **Federal Register** (66 FR 38526–38528) amending the Export Sales Reporting Requirements Regulation (7 CFR part 20) to add fresh, chilled, or frozen muscle cuts of beef to such regulation, effective August 24, 2001. At that time, USDA believed the current reporting system used for all other agricultural commodities covered by the regulation would require only minor modifications to accommodate beef reporting. The desired changes, however, are more extensive than originally anticipated, and USDA is not fully prepared to begin accepting and reporting export sales of beef. The delay of the effective date would provide USDA the additional time needed to modify and test its reporting system and develop detailed reporting instructions for the reporting entities. This notice advises the public the effective date of the final rule will be delayed.

**DATES:** The effective date of the amendment to 7 CFR part 20 published at 66 FR 38526–38528 has been delayed to January 11, 2002.

**FOR FURTHER INFORMATION CONTACT:** Denise Huttenlocker, Director, Marketing Operations Staff, Foreign Agricultural Service, 1400 Independence Avenue SW., Stop 1042, U.S. Department of Agriculture, Washington, DC 20250–1021, or telephone at 202–720–4327, or e-mail at HuttenlockerD@fas.usda.gov.

Signed at Washington, DC on August 21, 2001.

**Mattie R. Sharpless,**

*Acting Administrator, Foreign Agricultural Service.*

[FR Doc. 01–21422 Filed 8–22–01; 8:45 am]

**BILLING CODE 3410–10–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001–NM–257–AD; Amendment 39–12385; AD 2001–16–16]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Airbus Model A330 and A340 series airplanes. This action requires a one-time inspection to detect cracking of the bogie beams of the main landing gear (MLG), and follow-on actions, if necessary. This action is necessary to detect and correct cracking of the MLG bogie beams, which could result in failure of the beams and consequent loss of the landing gear wheels and brakes, and structural damage to the MLG strut and airframe. This action is intended to address the identified unsafe condition.

**DATES:** Effective September 7, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 7, 2001.

Comments for inclusion in the Rules Docket must be received on or before September 24, 2001.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2001–NM–257–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. Comments may be

submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: 9-anm-iarcomment@faa.gov. Comments sent via fax or the Internet must contain “Docket No. 2001–NM–257–AD” in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2125; fax (425) 227–1149.

**SUPPLEMENTARY INFORMATION:** The Direction Générale de l’Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on all Airbus Model A330 and A340 series airplanes. The DGAC advises that, during a C-check on a Model A330 series airplane, a crack was discovered in the upper part of the left-hand bogie beam of the main landing gear (MLG), in the area of the forward bogie stop pad. The crack was 120 mm (6 inches) long and 12 mm (0.4 inch) deep, and extended longitudinally along the bogie, underneath the stop pad. The airplane had accumulated a total of approximately 10,000 flight hours and 6,000 flight cycles.

The retraction link on that MLG had previously failed, leading to an undamped extension of the MLG. The failure occurred approximately 1,000 flight cycles and 11 months before the crack was discovered in the bogie beam. Analysis has shown that, due to the retraction link failure, loading in this area of the bogie is significantly greater than normally expected. Detailed analysis has not identified any other situation in which the load would cause such damage.

There have been four in-service retraction link failures. In two cases, the