

of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) 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 main rotor blade root end pocket separation, impact with main rotor or tail rotor blades, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, determine the serial number of each main rotor blade.

(b) Any main rotor blade identified in paragraphs (c) or (d) of this AD that has been repaired in accordance with Sikorsky Aircraft Corporation Overhaul and Repair Instructions (ORI) No. 76150-023, Revision A, dated May 26, 2000, and marked as RS-023-1 is not affected by the requirements of this AD.

(c) Before further flight, remove any main rotor blade identified by serial number (S/N) in the Group 1, paragraph 1.A. Planning Information of Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-50, dated May 25, 2000 (ASB).

(d) Before each flight and at intervals not to exceed 3 hours time-in-service, visually inspect any main rotor blade, identified by S/N in Group 2, paragraph 1.A. of the ASB Planning Information, for a span-wise crack in the upper and lower root end area, in accordance with paragraph 3.B. of the ASB Accomplishment Instructions. Remove any main rotor blade with a span-wise crack and replace with an airworthy blade before further flight.

(e) Accomplishing ORI 76150-023, Revision A, dated May 26, 2000, on each affected blade is terminating action for the requirements of this AD.

Note 2: A crack, other than a span-wise crack, in the root end cap of the main rotor blade should be dispositioned in accordance with the applicable Maintenance Manual.

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

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

(g) 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.

(h) The removal of certain serial numbered main rotor blades shall be done in accordance with Group 1, paragraph 1.A.

Planning Information of Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-50, dated May 25, 2000. The visual inspection shall be done in accordance with paragraph 3.B. of the Accomplishment Instructions of Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-50, dated May 25, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Tech Support, 6900 Main Street, P.O. Box 9729, Stratford, Connecticut 06497-9129, phone (203) 386-7860, fax (203) 386-4703. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on August 31, 2000, to all persons except those persons to whom it was made immediately effective by Emergency AD 2000-11-52, issued May 26, 2000, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on August 7, 2000.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 00-20502 Filed 8-15-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-84-AD; Amendment 39-11860; AD 2000-16-06]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Canada Model 430 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for Bell Helicopter Textron Canada (BHTC) Model 430 helicopters. This AD requires replacing arm clamp screws (screws) in the yaw, roll, pitch, and collective synchro resolvers, and installing a guard bracket on the yaw, roll, pitch, and collective synchro resolvers. This AD is prompted by an operator's report that a yaw control channel jammed during freedom-of-control checks following maintenance. The actions specified by this AD are intended to prevent a jammed flight control and subsequent loss of control of the helicopter.

DATES: Effective September 20, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 20, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec JON1LO, telephone (800) 463-3036, fax (514) 433-0272. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Sharon Miles, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD for BHTC Model 430 helicopters was published in the **Federal Register** on May 3, 2000 (65 FR 25694). That action proposed to require replacing screws in the yaw, roll, pitch, and collective synchro resolvers, and installing a guard bracket on the yaw, roll, pitch, and collective synchro resolvers.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 33 helicopters of U.S. registry will be affected by this AD, that it will take approximately 6 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$548. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$29,964.

The regulations adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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, Incorporation by reference, 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 to read as follows:

2000-16-06 Bell Helicopter Textron

Canada: Amendment 39-11860. Docket No. 99-SW-84-AD.

Applicability: Model 430 helicopters, serial numbers 49001 through 49018, 49020 through 49043, and 49045 through 49051, 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 150 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent a jammed flight control and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the arm clamp screws (screws) in the yaw, roll, pitch, and collective syncro resolvers and replace them with airworthy

screws in accordance with the Accomplishment Instructions in Alert Service Bulletin 430-99-11, dated May 7, 1999 (ASB).

(b) Install a guard bracket on the yaw, roll, pitch, and collective syncro resolvers in accordance with the Accomplishment Instructions in the ASB.

(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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

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

(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) The modifications shall be done in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin 430-99-11, dated May 7, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec JON1LO, telephone (800) 463-3036, fax (514) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 20, 2000.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-99-26, dated September 28, 1999.

Issued in Fort Worth, Texas, on August 2, 2000.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 00-20404 Filed 8-15-00; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

42 CFR Part 70

Food and Drug Administration

21 CFR Part 1240

[Docket No. 00N-1317]

Control of Communicable Diseases; Apprehension and Detention of Persons With Specific Diseases; Transfer of Regulations

AGENCIES: Food and Drug Administration and Centers for Disease Control and Prevention, HHS.

ACTION: Final rule.

SUMMARY: The Secretary of Health and Human Service (the Secretary) is transferring a portion of the Food and Drug Administration (FDA) “Control of Communicable Diseases” regulations to the Centers for Disease Control and Prevention (CDC). In general, these regulations provide the Secretary with the authority to apprehend, detain, or conditionally release individuals to prevent the spread of specified communicable diseases. The regulations implement the provisions of the Public Health Service Act (PHS Act) to prevent the introduction, transmission, or spread of communicable diseases from one State or possession into any other State or possession. CDC will have authority for interstate quarantine over persons, while FDA will retain regulatory authority over animals and other products that may transmit or spread communicable diseases. The Secretary is taking this action to consolidate regulations designed to control the spread of communicable diseases, thereby increasing the agencies’ efficiency and effectiveness.

DATES: This rule is effective September 15, 2000.

ADDRESSES: Submit written comments on the information collection requirements to the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB), New Executive Office Bldg., 725 17th St. NW., rm. 10235, Washington, DC 20503, Attn: Desk Officer for CDC.

FOR FURTHER INFORMATION CONTACT:

James E. Barrow, National Center for Infectious Diseases (E-03), Centers for Disease Control and Prevention, 1600 Clifton Rd. NE., Atlanta, GA 30333, 404-639-8107; or Captain Lawrence C. Edwards, Retail Food and Interstate Travel Team (HFS-627), Food and Drug Administration, 200 “C” St. SW.,