

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## FEDERAL RESERVE SYSTEM

### 12 CFR Part 228

[Docket No. R-1735]

RIN 7100-AG05

### Community Reinvestment Act Regulations (Regulation BB); Correction

**AGENCY:** Board of Governors of the Federal Reserve System.

**ACTION:** Correcting amendment(s).

**SUMMARY:** On December 23, 2020, the Board of Governors of the Federal Reserve System (Board) published final asset threshold adjustments to Regulation BB, which implements the Community Investment Act (CRA). The Board is correcting a typographical error in the regulatory text adjusting the asset-size threshold for Board-supervised intermediate small banks.

**DATES:** Effective March 11, 2021.

#### FOR FURTHER INFORMATION CONTACT:

Amal S. Patel, Counsel, (202) 912-7879, or Cathy Gates, Senior Project Manager, (202) 452-2099, Division of Consumer and Community Affairs; or Gavin L. Smith, Senior Counsel, (202) 452-3474, Legal Division.

**SUPPLEMENTARY INFORMATION:** The Board is correcting an error in the Regulation BB regulatory text of the CRA final rule published on December 23, 2020 (85 FR 83747).

In the **SUPPLEMENTARY INFORMATION** of the CRA final rule, the Board and the FDIC correctly indicated that beginning January 1, 2021, banks that, as of December 31 of either of the prior two calendar years, had assets of less than \$1.322 billion are small banks and that small banks with assets of at least \$330 million as of December 31 of both of the prior two calendar years and less than \$1.322 billion as of December 31 of either of the prior two calendar years are intermediate small banks. However, due to an inadvertent typographical error, the text of the Board's Regulation BB

incorrectly specified the lower-end of the asset-size range for intermediate small banks. Accordingly, the Board is issuing this notification to correct the regulatory text so that it includes the correct asset-size range for intermediate small banks, as described in the **SUPPLEMENTARY INFORMATION** of the CRA final rule.

### List of Subjects in 12 CFR Part 228

Banks, banking, Community development, Credit, Investments, Reporting and recordkeeping requirements.

### Authority and Issuance

For the reasons set forth in the **SUPPLEMENTARY INFORMATION** the Board corrects 12 CFR part 228 as follows:

### PART 228—COMMUNITY REINVESTMENT (REGULATION BB)

■ 1. The authority citation for part 228 continues to read as follows:

**Authority:** 12 U.S.C. 321, 325, 1828(c), 1842, 1843, 1844, and 2901 *et seq.*

■ 2. In § 228.12, revise paragraph (u)(1) to read as follows:

#### § 228.12 Definitions.

\* \* \* \* \*

(u) \* \* \*

(1) *Definition.* *Small bank* means a bank that, as of December 31 of either of the prior two calendar years, had assets of less than \$1.322 billion. *Intermediate small bank* means a small bank with assets of at least \$330 million as of December 31 of both of the prior two calendar years and less than \$1.322 billion as of December 31 of either of the prior two calendar years.

\* \* \* \* \*

By order of the Board of Governors of the Federal Reserve System, acting through the Secretary of the Board under delegated authority.

**Ann Misback,**

*Secretary of the Board.*

[FR Doc. 2021-05085 Filed 3-10-21; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. FAA-2020-0974; Project Identifier MCAI-2020-00273-R; Amendment 39-21392; AD 2021-02-09]

RIN 2120-AA64

### Airworthiness Directives; Airbus Helicopters

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Model EC 155B and EC155B1 helicopters. This AD was prompted by a report that non-destructive tests of the main gearbox (MGB) housing may have been evaluated incorrectly during production. This AD requires replacing affected MGBs with serviceable MGBs, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products. **DATES:** This AD is effective April 15, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 15, 2021.

**ADDRESSES:** For material incorporated by reference (IBR) in this AD, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADS@easa.europa.eu](mailto:ADS@easa.europa.eu); internet [www.easa.europa.eu](http://www.easa.europa.eu). You may find this material on the EASA website at <https://ad.easa.europa.eu>. You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. It is also available in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0974.

### Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for

and locating Docket No. FAA–2020–0974; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 470 L'Enfant Plaza SW, Washington DC 20024; telephone 202–267–9167; email [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2020–0043, dated March 2, 2020 (EASA AD 2020–0043) (also referred to as the Mandatory Continuing Airworthiness Information, or the MCAI), to correct an unsafe condition for all Airbus Helicopters Model EC 155 B and EC 155 B1 helicopters.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Helicopters Model EC 155B and EC155B1 helicopters. The NPRM published in the **Federal Register** on November 2, 2020 (85 FR 69267). The NPRM was prompted by a report that non-destructive tests of the MGB housing may have been evaluated incorrectly during production. The NPRM proposed to require replacing affected MGBs with serviceable MGBs, as specified in an EASA AD.

The FAA is issuing this AD to address failure of the affected MGB housing, possibly resulting in reduced control of the helicopter. See the MCAI for additional background information.

##### Comments

The FAA gave the public the opportunity to participate in developing this final rule. The FAA received no comments on the NPRM or on the determination of the cost to the public.

##### Conclusion

The FAA reviewed the relevant data and determined that air safety and the public interest require adopting this final rule as proposed, except for minor

editorial changes. The FAA has determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

#### Related Service Information Under 1 CFR Part 51

EASA AD 2020–0043 describes procedures for replacing affected MGBs with serviceable MGBs.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

#### Differences Between This AD and the MCAI

EASA AD 2020–0043 specifies to do the replacement “within 10 flight hours or 75 days, whichever occurs first.” The compliance time for this AD is within 10 hours time-in-service.

#### Costs of Compliance

The FAA estimates that this AD affects 18 helicopters of U.S. registry. The FAA estimates the following costs to comply with this AD:

#### ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
40 work-hours × \$85 per hour = \$3,400 .....	\$141,137	\$144,537	\$2,601,666

#### 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.

The FAA is 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

This AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, 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.

#### List of Subjects in 14 CFR Part 39

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

#### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 adding the following new airworthiness directive:

**2021–02–09 Airbus Helicopters:**  
Amendment 39–21392; Docket No. FAA–2020–0974; Project Identifier MCAI–2020–00273–R.

##### (a) Effective Date

This airworthiness directive (AD) is effective April 15, 2021.

##### (b) Affected ADs

None.

**(c) Applicability**

This AD applies to all Airbus Helicopters Model EC 155B and EC155B1 helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 6320, Main Rotor Gearbox.

**(e) Reason**

This AD was prompted by a report that non-destructive tests of the main gearbox (MGB) housing may have been evaluated incorrectly during production. The FAA is issuing this AD to address failure of the affected MGB housing, possibly resulting in reduced control of the helicopter.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Requirements**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0043, dated March 2, 2020 (EASA AD 2020-0043).

**(h) Exceptions to EASA AD 2020-0043**

(1) Where EASA AD 2020-0043 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2020-0043 specifies to do the replacement "within 10 flight hours or 75 days, whichever occurs first after the effective date of this AD," for this AD, the compliance time for the replacement is within 10 hours time-in-service after the effective date of this AD.

(3) Although the service information referenced in EASA AD 2020-0043 specifies to return certain parts, this AD does not include that requirement.

(4) The "Remarks" section of EASA AD 2020-0043 does not apply to this AD.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110. Information may be emailed to: [9-ASW-FTW-AMOC-Requests@faa.gov](mailto:9-ASW-FTW-AMOC-Requests@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(j) Related Information**

For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 470 L'Enfant Plaza SW, Washington, DC 20024;

telephone 202-267-9167; email [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov).

**(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0043, dated March 2, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0043, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADS@easa.europa.eu](mailto:ADS@easa.europa.eu); internet [www.easa.europa.eu](http://www.easa.europa.eu). You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0974.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov), or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on January 12, 2021.

**Lance T. Gant,**

*Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2021-05089 Filed 3-10-21; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2020-1118; Project Identifier MCAI-2020-00516-E; Amendment 39-21451; AD 2021-05-08]**

**RIN 2120-AA64**

**Airworthiness Directives; Safran Helicopter Engines, S.A. (Type Certificate Previously Held by Turbomeca, S.A.) Turboshaft Engines**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Safran Helicopter Engines, S.A. Arriel 2C, 2C1, 2S1, and 2S2 model turboshaft engines. This AD was prompted by investigations by the manufacturer

following level 1 failures in flight (minor anomalies) and level 2 failures on the ground (minor failures), where cracks were found on the soldered joints of torque conformation boxes. This AD requires performing initial and repetitive inspections of the resistance values of the torque conformation box and, depending on the results of the inspections, replacement of the torque conformation box. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective April 15, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 15, 2021.

**ADDRESSES:** For service information identified in this final rule, contact Safran Helicopter Engines, S.A., Avenue du 1er Mai, Tarnos, France; phone: +33 (0) 5 59 74 45 11. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1118.

**Examining the AD Docket**

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1118; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

Wego Wang, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7134; fax: (781) 238-7199; email: [wego.wang@faa.gov](mailto:wego.wang@faa.gov).

**SUPPLEMENTARY INFORMATION:****Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Safran Helicopter Engines, S.A. Arriel 2C, 2C1, 2S1, and 2S2 model turboshaft engines. The NPRM published in the **Federal Register** on