

By the Office of Thrift Supervision.

Deborah Dakin,

Senior Deputy Chief Counsel.

By the National Credit Union
Administration Board on December 15, 2005.

Mary F. Rupp,

Secretary of the Board.

[FR Doc. 05-24370 Filed 12-21-05; 8:45 am]

BILLING CODE 4810-33-P; 6210-01-P; 6714-10-P;
6720-01-P; 7535-01-P

SMALL BUSINESS ADMINISTRATION

13 CFR Part 106

RIN 3245-AF37

Cosponsorships, Fee and Non-Fee Based SBA-Sponsored Activities, and Gifts

AGENCY: U.S. Small Business Administration.

ACTION: Final Rule; correction.

SUMMARY: The U.S. Small Business Administration (SBA) is correcting a final rule regarding cosponsorships, fee and non-fee based SBA-sponsored activities, and gifts that was published in the **Federal Register** on November 23, 2005. The final rule implemented SBA's statutory authority to provide assistance for the benefit of small businesses through activities sponsored with outside entities (for-profit and non-profit entities and Federal, State, and local government officials or entities) as well as activities sponsored solely by SBA. The final rule also established minimum requirements for those activities as well as the Agency's solicitation and acceptance of gifts. The rule was effective on November 23, 2005, the date of publication, but did not contain a justification for the immediate effective date as required by the Administrative Procedures Act. SBA is correcting the final rule by adding a paragraph which sets forth an appropriate justification for immediate effective date of final rule.

DATES: Effective December 22, 2005.

FOR FURTHER INFORMATION CONTACT: Robert L. Gangwere, Deputy General Counsel, (202) 205-6642.

SUPPLEMENTARY INFORMATION: On November 23, 2005, SBA published a final rule regarding cosponsorships, fee and non-fee based SBA-sponsored activities, and gifts (70 FR 70703). The rule was effective on November 23, 2005, the date of publication, but did not contain a justification for the immediate effective date as required by the Administrative Procedures Act, § 553(d)(3). SBA is correcting the final rule by adding a paragraph which sets

forth an appropriate justification for immediate effective date of final rule.

On page 70704, in the second column, add the following paragraph as subsection D of the **SUPPLEMENTARY INFORMATION** section:

D. Justification for Immediate Effective Date of Final Rule

The APA requires that "publication or service of a substantive rule shall be made not less than 30 days before its effective date, except * * * as otherwise provided by the agency for good cause found and published with the rule." 5 U.S.C. 553(d)(3). SBA finds that good cause exists to make this final rule effective on the same day it is published in the **Federal Register**.

The purpose of the APA provision delaying the effective date of a rule for 30 days after publication is to provide interested and affected members of the public sufficient time to adjust their behavior before the rule takes effect. In this case, however, the 30-day delay is unnecessary because this final rule addresses administrative requirements for Agency management of SBA outreach programs and does not require small business concerns, cosponsors or SBA's other strategic partners to change their behavior when participating with SBA in cosponsorships and other outreach activities. Further, immediate implementation of the final rule is justifiable because SBA's statutory authority for cosponsorship and fee-based SBA-sponsored events will terminate on September 30, 2006. Immediate implementation will give SBA the maximum amount of time to measure the effectiveness of the statutory authorities in furthering the SBA's mission. Furthermore, SBA did not receive any comments on the proposed rule, which was published in the **Federal Register** on July 1, 2005, and does not expect any opposition to an immediate effective date of this final rule from small businesses or other entities participating in its outreach programs.

Adela M. Soriano,

Associate Administrator for Strategic Alliances.

[FR Doc. 05-24374 Filed 12-21-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[FAA-2005-23400; Directorate Identifier 2005-NM-217-AD; Amendment 39-14429; AD 2005-19-16 R1]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320-111, -211, -212, -214, -231, -232, and -233 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; rescission.

SUMMARY: This amendment rescinds Airworthiness Directive (AD) 2005-19-16, which is applicable to certain Airbus Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes. That AD requires installing a bonding strip between each of the two water scavenge jet pumps of the center fuel tank and the rear spar in section 21. That AD resulted from fuel system reviews conducted by the manufacturer. The requirements of that AD were intended to prevent an ignition source for fuel vapor in the wing, which could result in fire or explosion in the center wing fuel tank. Since the issuance of that AD, the FAA has determined that the procedures specified in the service bulletin and French AD referenced in that AD would result in duplicate actions.

Effective Date: December 22, 2005.

ADDRESSES: You can examine the contents of this AD docket on the Internet at <http://dms.dot.gov>, or at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, on the plaza level of the Nassif Building, 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: On September 9, 2005, the Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 2005-19-16, amendment 39-14281 (70 FR 55233, September 21, 2005), applicable to certain Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes. That AD requires installing a bonding strip between each of the two water scavenge jet pumps of the center fuel tank and the rear spar in section 21. That action resulted from fuel system reviews conducted by the manufacturer.

The actions required by that AD are intended to prevent an ignition source for fuel vapor in the center wing fuel tank. That condition, if not corrected, could result in fire or explosion in the center wing fuel tank.

Actions Since Issuance of Previous AD

Since the issuance of that AD, Airbus notified the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, and informed us that it had issued Service Bulletin A320-28-1104, dated December 2, 2003; Revision 01 dated December 8, 2004; and Revision 02 dated February 21, 2005. That service bulletin has been mandated by the European Aviation Safety Authority (EASA) AD F-2005-028 and FAA AD 2005-19-14. That service bulletin specifies inspections and the restoring of electrical bonding integrity in the center tank, including the bonding addressed by Airbus Service Bulletin A320-28-1067, Revision 02, dated January 27, 1997. Airbus states that Service Bulletin A320-28-1067, Revision 02, the service bulletin cited in AD 2005-19-16, is no longer required due to the issuance of Service Bulletin A320-28-1104, original version; Revision 01; and Revision 02. Accordingly, the DGAC canceled French AD F-2005-056 by issuing AD F-2005-056 R1 on September 28, 2005.

FAA's Determination

Since the issuance of AD 2005-19-16, we have determined that it is necessary to rescind that AD in order to prevent operators from performing unnecessary actions.

Since this action rescinds a requirement to perform an unnecessary action, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the rescission may be made effective upon publication in the **Federal Register**.

The Rescission

■ 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 an AD which removes amendment 39-14281, to read as follows:

2005-19-16 R1 Airbus: Amendment 39-14429, FAA-2005-23400; Directorate Identifier 2005-NM-217-AD.

Effective Date

(a) This AD becomes effective December 22, 2005.

Affected ADs

(b) This action rescinds AD 2005-19-16.

Applicability

(c) This action applies to Airbus Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes, certificated in any category; except those airplanes on which Airbus Modification 25513 has been accomplished in production.

Issued in Renton, Washington, on December 8, 2005.

Michael Zielinski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-24343 Filed 12-21-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-22124; Directorate Identifier 2005-NE-21-AD; Amendment 39-14427; AD 2005-26-06]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-45A, CF6-50A, CF6-50C, and CF6-50E Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for General Electric Company (GE) CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan engines. This AD requires removing from service pre-GE Service Bulletin (SB) No. CF6-50S/B 72-1268 configuration low pressure turbine (LPT) stage 2 interstage seal assemblies and stage 3 interstage seal assemblies. This AD also requires installing new or reworked configuration stage 2 interstage seal assemblies and stage 3 interstage seal assemblies. This AD results from reports of fan mid shaft separation, leading to separation of the LPT stage 1 disk, disk overspeed, and uncontained engine failure. We are issuing this AD to prevent uncontained

engine failure and damage to the airplane.

DATES: This AD becomes effective January 26, 2006.

ADDRESSES: You can get the service information referenced in this AD from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422.

You may examine the AD docket on the Internet at <http://dms.dot.gov> or in Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7192; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to GE CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan engines. We published the proposed AD in the **Federal Register** on August 19, 2005 (70 FR 48660). That action proposed to require removing from service pre-GE SB No. CF6-50 S/B 72-1268 configuration LPT stage 2 interstage seal assemblies and stage 3 interstage seal assemblies. That action also proposed to require installing new or reworked configuration stage 2 interstage seal assemblies and stage 3 interstage seal assemblies.

Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the DMS receives them.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the three comments received. The commenters support the proposal.

Conclusion

We have carefully reviewed the available data, including the comments