SUMMARY: The OCC, Board, FDIC, SEC, and CFTC (together, the agencies) are issuing this correction to make technical corrections to the Federal Register rule adopting amendments to the regulations implementing section 13 of the Bank Holding Company Act published on July 31, 2020.

DATES: Effective October 1, 2020.

FOR FURTHER INFORMATION CONTACT: OCC: Tabitha Edgens, Counsel; Mark O’Horo, Senior Attorney, Chief Counsel’s Office, (202) 649–5490; for persons who are deaf or hearing impaired, TTY, (202) 649–5597, Office of the Comptroller of the Currency, 400 7th Street SW, Washington, DC 20219.  
CFTC: Cantrell Dumas, Special Counsel, (202) 418–5043, cdumas@cftc.gov, Division of Swap Dealer and Intermediary Oversight; Mark Fajfar, Assistant General Counsel, (202) 418–6636, mfaifar@cftc.gov, Office of the General Counsel; Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street NW, Washington, DC 20581.  
SEC: William Miller, Senior Counsel, or Jennifer Songer, Branch Chief at (202) 551–6787 or IRArules@sec.gov, Investment Adviser Regulation Office, Division of Investment Management, U.S. Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549.  
You may also contact any of the individuals for these agencies named in the final rule published on July 31, 2020, at 85 FR 46422.

SUPPLEMENTARY INFORMATION: The agencies are issuing this correction to make technical corrections to the final rule adopting amendments to the regulations implementing section 13 of the Bank Holding Company Act published on July 31, 2020 (the 2020 amendments).1 Two of the amendatory instructions of the 2020 amendments did not accurately reflect changes to the agencies’ rules as described in the Supplementary Information section of the 2020 amendments. This correction corrects the agencies’ Federal Register notice consistent with the Supplementary Information section of the 2020 amendments. Specifically, this correction corrects an instruction stating that the agencies were revising paragraph (d)(1) of section 7c.20 of the 2020 amendments when the agencies intended to revise the introductory text to paragraph (d)(1). This correction also corrects instructions concerning 17 CFR 255.10(c)(11) and 75.10(c)(11) to retain the introductory text for those paragraphs. The agencies note that the effective date for the 2020 amendments is unchanged and continues to be October 1, 2020.

Correction  
In the Federal Register of July 31, 2020, FR Rule Doc. 2020–15525, beginning on page 46422, is corrected as follows:

Title 12  
§ 44.20 [Corrected]  
1. On page 46502, in the third column, in 12 CFR 44.20, in amendment 7b., add the words “introductory text” after the words “paragraph (d)(1)”.

§ 248.20 [Corrected]  
2. On page 46509, in the second column, in 12 CFR 248.20, in amendment 14b., add the words “introductory text” after the words “paragraph (d)(1)”.

§ 351.20 [Corrected]  
3. On page 46516, in the first column, in 12 CFR 351.20, in amendment 21b., add the words “introductory text” after the words “paragraph (d)(1)”.

Title 17  
§ 75.10 [Corrected]  
4. On page 46517, third column, in 17 CFR 75.10, remove “(11) * * *” and add in its place “(11) SBICs and public welfare investment funds. An issuer:”

§ 75.20 [Corrected]  
5. On page 46522, in the second column, in 17 CFR 75.20, in amendment 20b., add the words “introductory text” after the words “paragraph (d)(1)”.

1 85 FR 46422 (July 31, 2020).
Helicopter Textron Canada Limited

Airworthiness Directives; Bell 39–21262; AD 2020–20–06

Identifier 2017–SW–133–AD; Amendment [Docket No. FAA–2018–0334; Product 14 CFR Part 39

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


Airworthiness Directives; Bell Helicopter Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Bell Helicopter Textron Canada Limited (BHTC) Model 429 helicopters. This AD requires repetitive inspections of certain cyclic and collective assembly bearings. This AD was prompted by reports that precipitation can lead to reduced effectiveness of the grease in the bearings. The actions of this AD are intended to address an unsafe condition on these products.

DATES: This AD is effective October 30, 2020.

ADDRESSES: For service information identified in this final rule, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l’Avenir, Mirabel, Quebec J7J1R4; telephone 450–437–2862 or 800–363–8023; fax 450–433–0272; or at https://www.bellcustomer.com. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.

Examining the AD Docket


FOR FURTHER INFORMATION CONTACT: David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5110; email david.hatfield@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to BHTC Model 429 helicopters with a bellcrank assembly part number (P/N) 429–001–523–101, 429–001–523–103, 429–001–532–101 or 429–001–532–103 installed. The NPRM published in the Federal Register on March 20, 2020 (85 FR 16019). The NPRM proposed to require, at specified intervals, disconnecting the forward ends of the collective control tube, longitudinal stability and control augmentation system (SCAS) actuator, and lateral SCAS actuator, and stowing the collective control tube and each SCAS actuator to prevent binding; and then inspecting for any roughness in the flight control system and any binding in any arm end bearing and on the longitudinal bellcrank assembly. If there is any roughness in the flight control system, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, the NPRM proposed to require replacing the six pivot bearings in the collective/lateral bellcrank assembly and the longitudinal bellcrank assembly.

Comments

After the NPRM was published, the FAA received comments from two commenters. However, the comments addressed neither the proposed actions nor the determination of the cost to the public. Therefore, the FAA has made no changes based on those comments.

FAA’s Determination

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United