

§ 560.33 De minimis investments.

A federal savings association may invest in the aggregate up to the greater of one-fourth of 1% of its capital or \$100,000, in community development investments of the type permitted for a national bank under 12 CFR Part 24.

PART 563—OPERATIONS

6. The authority citation for part 563 continues to read as follows:

Authority: 12 U.S.C. 375b, 1462, 1462a, 1463, 1464, 1467a, 1468, 1817, 1828, 3806; 42 U.S.C. 4106.

§§ 563.37, 563.38, 563.132 [Removed]

7. Sections 563.37, 563.38, and 563.132 are removed.

8. Section 563.41 is amended by revising paragraph (b)(4) to read as follows:

§ 563.41 Loans and other transactions with affiliates and subsidiaries.

* * * * *

(b) * * *

(4) The term *subsidiary* with respect to a specified savings association means a company that is controlled by such specified savings association;

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9. Section 563.93 is amended by revising paragraph (a) to read as follows:

§ 563.93 Lending limitations.

(a) *Scope.* This section applies to all loans and extensions of credit to third parties made by a savings association and its subsidiaries or service corporations. This section does not apply to loans made by a savings association to operating subsidiaries or affiliates of the savings association. The term *operating subsidiary* has the same meaning indicated in § 559.2 of this chapter. The terms *subsidiary* and *affiliate* have the same meanings as those terms are defined in § 563.41.

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PART 567—CAPITAL

10. The authority citation for part 567 continues to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1828 (note).

11. Section 567.1 is amended by removing in paragraph (l)(1) the phrase “(either directly or through ownership of a subsidiary)”, and by revising paragraph (dd) to read as follows:

§ 567.1 Definitions.

* * * * *

(dd) *Subsidiary.* The term *subsidiary* means any corporation, partnership, business trust, joint venture, association or similar organization in which a savings association directly or indirectly

holds more than a 50% ownership interest.¹ This definition does not include ownership interests that were taken in satisfaction of debts previously contracted, provided that the reporting association has not held the interest for more than five years or a longer period approved by the OTS.

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PART 571—STATEMENTS OF POLICY

12. The authority citation for part 571 continues to read as follows:

Authority: 5 U.S.C. 552, 559; 12 U.S.C. 1462a, 1463, 1464.

§ 571.21 [Removed]

13. Section 571.21 is removed.

Dated: May 28, 1996.

By the Office of Thrift Supervision.

Jonathan L. Fiechter,

Acting Director.

[FR Doc. 96-13828 Filed 6-12-96; 8:45 am]

BILLING CODE 6720-01-P

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

[Docket No. 95-CE-21-AD]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) Model PA31T2 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document proposes to revise an earlier proposed airworthiness directive (AD), which would have required rerouting the landing gear emergency extension air line on The New Piper Aircraft, Inc. (Piper) Model PA31T2 airplanes that have Parker Hannifin Wheel and Brake Conversion Kit 199-111 incorporated in accordance with Supplemental Type Certificate (STC) SA599GL. Three incidents of the brake cylinder contacting the landing gear emergency extension air line on both wheel wells of the affected

¹ The Office reserves the right to review a savings association's investment in a subsidiary on a case-by-case basis. If the Office determines that such investment is more appropriately treated as an equity security or an ownership interest in a subsidiary it will make such determination regardless of the percentage of ownership held by the savings association.

airplanes prompted the proposal. Since issuance of the proposal, the Federal Aviation Administration (FAA) has determined that additional serial numbers of Piper Model PA31T2 airplanes should be included in the Applicability section of the proposed AD, and that revised service information should be incorporated. The actions specified by the proposed AD are intended to prevent the brake cylinder from chafing against the landing gear emergency extension air line when the gear is in the up and locked position, which could result in damage to the air line and subsequent loss of emergency gear extension capability. Since the comment period for the original proposal has closed and the change described above goes beyond the scope of what was originally proposed, the FAA is allowing additional time for the public to comment.

DATES: Comments must be received on or before August 16, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-21-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the Parker Hannifin Corporation, Aircraft Wheel & Brake, 1160 Center Road, P.O. Box 158, Avon, Ohio 44011; telephone (216) 937-6211; facsimile (216) 937-5409. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Nick Miller, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone (847) 294-7837; facsimile (847) 294-7834.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this

supplemental notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this supplemental notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-21-AD." The postcard will be date stamped and returned to the commenter.

Availability of Supplemental NPRM

Any person may obtain a copy of this supplemental NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-21-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Piper Model PA31T2 airplanes that have Parker Hannifin Wheel and Brake Conversion Kit 199-111 incorporated in accordance with STC SA599GL was published in the Federal Register on April 17, 1995 (60 FR 19174). The action proposed to require rerouting the landing gear emergency extension air line. Accomplishment of the proposed action would be in accordance with Parker Hannifin Service Bulletin SB7034, dated March 23, 1994 (since revised to Revision B, dated December 19, 1995).

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since issuance of the notice of proposed rulemaking (NPRM), the FAA has determined that the Applicability section of the proposed AD should be revised to include additional serial numbers of Piper Model PA31T2 airplanes. In addition, Parker Hannifin Service Bulletin SB7034 has been revised (Revision B, dated December 19, 1995) to reflect the Piper Model PA31T2 airplane serial numbers change.

Evaluation of All Applicable Information

After examining the circumstances and reviewing all available information related to the subject described above, including the comments received, the FAA has determined that the NPRM should be revised to include the above-referenced serial number change and revised service bulletin, and that AD action should still be taken to prevent brake cylinders from chafing against the landing gear emergency extension air line when the gear is in the up and locked position. This condition could result in damage to the air line and subsequent loss of emergency gear extension capability.

Since this revision of the NPRM to add serial numbers for the Piper Model PA31T2 airplanes proposes actions that go beyond the scope of what was already proposed, the FAA is reopening the comment period to allow the public additional time to comment on this proposed action.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Piper Model PA31T2 airplanes of the same type design that have a Parker Hannifin Wheel and Brake Conversion Kit 199-111 incorporated in accordance with STC SA599GL, the proposed AD would require rerouting the landing gear emergency extension air line. Accomplishment of the proposed action would be in accordance with Parker Hannifin Service Bulletin SB7034, Revision B, dated December 19, 1995.

Cost Impact

The FAA has determined that there are 62 Piper Model PA31T2 airplanes in the U.S. registry that could incorporate a Parker Hannifin Wheel and Brake Conversion Kit 199-111 (in accordance with STC SA599GL), that it would take approximately 4 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$20 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators could be as much as \$16,120 if all affected airplanes had the referenced conversion kit installed.

Parker Hannifin has informed the FAA that it has distributed 31 kits (shipped after March 28, 1994) to Piper Model PA31T2 airplane owners/operators. Kits shipped after March 28, 1994, included the replacement parts referenced in Parker Hannifin SB7034,

Revision B. Based on each of the 31 kits being incorporated on an affected airplane, the cost impact of the proposed AD on U.S. owners and operators would be reduced 50 percent from \$16,120 to \$8,060. The reduction results from the difference between the 62 airplanes that are type certificated to have a Parker Hannifin Wheel and Brake Conversion Kit 199-111 incorporated (in accordance with STC SA599GL) and the 31 kits that have already been distributed.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment. 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 (AD) to read as follows:

The New Piper Aircraft, Inc.: Docket No. 95–CE–21–AD.

Applicability: Model PA31T2 airplanes (serial numbers 31T–8166001 through 31T–8166062), certificated in any category, that have a Parker Hannifin Wheel and Brake Conversion Kit 199–111 incorporated in accordance with Supplemental Type Certificate (STC) SA599GL.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes 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 the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the brake cylinder from chafing against the landing gear emergency extension air line when the gear is in the up and locked position, which could result in damage to the air line and subsequent loss of emergency gear extension capability, accomplish the following:

(a) Reroute the landing gear emergency extension air line in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Parker Hannifin Service Bulletin SB7034, Revision B, dated December 19, 1995.

(b) 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 airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

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

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Parker Hannifin Corporation, Aircraft Wheel & Brake, 1160 Center Road, P.O. Box 158, Avon, Ohio 44011; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on June 4, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–14954 Filed 6–12–96; 8:45 am]

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14 CFR Part 39

[Docket No. 96–CE–11–AD]

RIN 2120–AA64

Airworthiness Directives; Beech Aircraft Corporation 90, 99, 100, 200, and 1900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 92–27–10, which currently requires inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks on certain Beech Aircraft Corporation (Beech) 90, 99, 100, 200, and 1900 series airplanes, and modifying any chair where any locking pin fails to fully engage or is misaligned. Reports of pilot and copilot chair locking pin malfunctions prompted AD 92–27–10. Since issuance of that AD, the Federal Aviation Administration (FAA) has determined that additional airplanes should be affected by the pilot and copilot chair locking pins inspection and modification (if required), and that the inspection should be accomplished in accordance with revised procedures. The proposed action would retain the inspection and modification requirements of AD 92–27–10; incorporate additional airplanes into the applicability over that included in AD 92–27–10; and require the inspection in accordance with revised service information. The actions specified by the proposed AD are intended to prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver.

DATES: Comments must be received on or before August 16, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–CE–11–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4124; facsimile (316) 946–4407.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96–CE–11–AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–CE–11–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 92–27–10, Amendment 39–8444 (58 FR 5923, January 25, 1993), currently requires the following on certain Beech Aircraft Corporation (Beech) 90, 99, 100, 200, and 1900 series