

provisions of the Act were not deleted. No loan guarantees are currently outstanding and no applications for loan guarantees have been filed for several years.

#### *Repeal of Regulation V*

Repealing Regulation V will achieve the objectives of Section 303 of the Riegle Community Development and Regulatory Improvement Act of 1994 by improving efficiency and removing outmoded requirements while at the same time not adversely affecting the abilities of any parties to participate in a loan guarantee should the need arise. Repealing Regulation V will not affect the existence or availability of the loan guarantee program as provided by the Act. Although the 1975 amendments to the Act make it unlikely that a loan guarantee application will be filed, the Board and the Federal Reserve Banks will be able to perform their fiscal agency and application coordination responsibilities under the Act in the event such an application is filed using fiscal agency procedures already in place in other contexts and on a case-by-case basis.

#### II. Overview of Comments Received

The Board received 5 comment letters on the proposal. The comment letters consisted of 4 letters from Federal Reserve Banks and one letter from the National Aeronautics and Space Administration. In addition, in response to its solicitation of the views of "guaranteeing agencies" under the Act, the Board received a letter from the United States Government Printing Office and a letter from the Department of Agriculture. All commenters expressed support for the proposal.

#### III. Description of the Final Rule

The final rule deletes 12 CFR 245 as obsolete.

#### IV. Regulatory Flexibility Act

Pursuant to section 605(b) of the Regulatory Flexibility Act, the Board hereby certifies that this final rule will not have a significant economic impact on a substantial number of small entities. The final rule does not impose any requirements, but rather deletes an outmoded regulation as obsolete.

#### V. Paperwork Reduction Act of 1995

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Ch. 3506; 5 CFR 1320 Appendix A.1), the Board reviewed the rule under the authority delegated to the Board by the Office of Management and Budget. No collections of information pursuant to

the Paperwork Reduction Act are contained in the final rule.

#### List of Subjects in 12 CFR Part 245

Federal Reserve System, Government contracts, Loan programs-National defense, National defense.

For the reasons set forth in the preamble, and in accordance with its authority under 50 U.S.C. app. 2061 et seq., the Board of Governors of the Federal Reserve is amending Title 12 of the Code of Federal Regulations, Chapter II as follows:

#### **PART 245—[REMOVED]**

##### 1. Part 245 is removed.

By order of the Board of Governors of the Federal Reserve System, October 3, 1996.

William W. Wiles,

*Secretary of the Board.*

[FR Doc. 96-25867 Filed 10-8-96; 8:45 am]

BILLING CODE 6210-01-P

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 95-ANE-68; Amendment 39-9743; AD 96-18-17]

RIN 2120-AA64

#### **Airworthiness Directives; AlliedSignal Inc. TSCP700-4B, -4E, and -5 Auxiliary Power Units**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Garrett) TSCP700-4B, -4E, and -5 auxiliary power units (APUs), that requires removal from service of certain high pressure turbine (HPT) disks identified by serial number, and replacement with serviceable parts. This amendment is prompted by the discovery of a material defect in certain HPT disk forgings that may result in HPT disk rupture prior to reaching the disk cyclic life limit. The actions specified by this AD are intended to prevent an HPT disk rupture.

**DATES:** Effective December 9, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 9, 1996.

**ADDRESSES:** The service information referenced in this AD may be obtained from AlliedSignal Engines, P.O. Box

52181, Phoenix, AZ 85072-2181; telephone (800) 338-3378, fax (602) 231-4402. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5245; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to AlliedSignal Inc. (formerly Garrett) Models TSCP700-4B, -4E, and -5 auxiliary power units (APUs) was published in the Federal Register on March 26, 1996 (61 FR 13113). That action proposed to require removal from service of certain high pressure turbine (HPT) disks identified by serial number, and replacement with serviceable parts, prior to accumulating 7,500 cycles since new (CSN), or 3 years after the effective date of this AD, whichever occurs first. The actions are required to be accomplished in accordance with AlliedSignal Aerospace Service Bulletin (SB) No. TSCP700-49-A7168, dated November 7, 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Four commenters support the rule as proposed.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 31 APUs of the affected design in the worldwide fleet. The FAA estimates that 20 APUs installed on aircraft of U.S. registry will be affected by this AD, that it will take no additional work hours if the disk is replaced during overhaul. The manufacturer has advised the FAA that they will supply required parts at no charge to the operator. The FAA has therefore determined that this AD will impose no additional cost on U.S. operators.

The regulations adopted herein will 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 final rule does 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) 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 the following new airworthiness directive:

96-18-17 AlliedSignal Inc.: Amendment 39-9743. Docket 95-ANE-68.

**Applicability:** AlliedSignal Inc. (formerly Garrett) Models TSCP700-4B, -4E, and -5 auxiliary power units (APUs), with high pressure turbine (HPT) disks identified by serial number in AlliedSignal Aerospace Service Bulletin (SB) No. TSCP700-49-A7168, dated November 7, 1995. These APUs are installed on, but not limited to, McDonnell Douglas DC-10, KC-10 (military), and MD-11 series, and Airbus A300 series aircraft.

**Note:** This airworthiness directive (AD) applies to each APU 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 APUs 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 (d) 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 an HPT disk rupture, accomplish the following:

(a) Prior to accumulating 7,500 cycles since new (CSN), or 3 years after the effective date of this AD, whichever occurs first, remove from service affected HPT disks and replace with a serviceable part.

(b) The definition of a disk cycle may be found in the applicable AlliedSignal Inc. APU Component Maintenance Manual.

(c) Auxiliary power unit maintenance records may be used to determine if the HPT disk installed in the APU has a serial number listed in AlliedSignal Aerospace SB No. TSCP700-49-A7168, dated November 7, 1995.

(d) 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, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

**Note:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) 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 aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following AlliedSignal Aerospace SB:

Document No.	Pages	Date
TSCP700-49-A7168	1-8	Nov. 7, 1995.
Total Pages: 8.		

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 AlliedSignal Engines, P.O. Box 52181, Phoenix, AZ 85072-2181; telephone (800) 338-3378, fax (602) 231-4402. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on December 9, 1996.

Issued in Burlington, Massachusetts, on September 20, 1996.

James C. Jones,

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 96-25168 Filed 10-8-96; 8:45 am]

BILLING CODE 4910-13-U

## **CONSUMER PRODUCT SAFETY COMMISSION**

### **16 CFR Part 1020**

#### **Small Business**

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Final rule.

**SUMMARY:** The Commission is issuing a rule describing how its Small Business Ombudsman and Small Business Program will assist small businesses that interact with the Commission.

**EFFECTIVE DATE:** The rule is effective on October 9, 1996.

#### **FOR FURTHER INFORMATION CONTACT:**

Clarence T. Bishop, Deputy Executive Director and Small Business Ombudsman, Consumer Product Safety Commission, Washington, D.C. 20207; telephone 301-504-0550; telefax 301-504-0121; Web address <http://www.cpsc.gov>. Small businesses can obtain information from the Commission's hotline telephone system by calling 1-800-638-2772, extension 234.

#### **SUPPLEMENTARY INFORMATION:**

##### **A. Background**

In March 1996 Congress enacted the Small Business Regulatory Enforcement Fairness Act, Public Law 104-121. Congress found this legislation necessary because "small businesses bear a disproportionate share of regulatory costs and burdens" and "fundamental changes \* \* \* are needed in the regulatory and enforcement culture of Federal agencies" to make them more responsive to small businesses. (Sections 202 (2) and (3) of the Act.)

The Consumer Product Safety Commission ("Commission" or "CPSC") has been evaluating the special needs of small businesses, and working to address them. In June 1996, the Commission co-sponsored a Small Business Conference with the International Consumer Product Health and Safety Organization. More than 130 representatives of small businesses participated in panels and heard