

By order of the Board of Governors of the Federal Reserve System, June 23, 1997.

William W. Wiles,

Secretary of the Board.

[FR Doc. 97-16872 Filed 6-26-97; 8:45 am]

BILLING CODE 6210-01-P

FEDERAL RESERVE SYSTEM

12 CFR Part 265

[Docket No. R-0973]

Rules Regarding Delegation of Authority

AGENCY: Board of Governors of the Federal Reserve System.

ACTION: Final rule.

SUMMARY: The Board is amending its delegation rules to allow the Secretary of the Board to determine the Federal Reserve District in which an institution is located for purposes of Federal Reserve membership and reserve account maintenance. This amendment should provide for more expeditious handling of location determinations.

EFFECTIVE DATE: October 1, 1997.

FOR FURTHER INFORMATION CONTACT:

Oliver Ireland, Associate General Counsel, (202/452-3625) or Stephanie Martin, Senior Attorney (202/452-3198), Legal Division. For the hearing impaired *only*, contact Diane Jenkins, Telecommunications Device for the Deaf (TDD) (202/452-3544), Board of Governors of the Federal Reserve System, 20th and C Streets, N.W., Washington, D.C. 20551.

SUPPLEMENTARY INFORMATION: The Board has adopted amendments to its Regulations D (Reserve Requirements of Depository Institutions, 12 CFR part 204) and Regulation I (Issue and Cancellation of Capital Stock of Federal Reserve Banks, 12 CFR part 209) to define the location of a depository institution for purposes of Federal Reserve membership and reserve account maintenance. (See Docket No. R-0963, elsewhere in today's **Federal Register**.) The amendments provide that an institution is considered to be located in the Federal Reserve District specified in its charter or organizing certificate, or, if no such location is specified, the location of its head office. The Board could make exceptions to the general rule for a particular institution after considering certain criteria. Thus, if the institution's location were uncertain or its location based on its charter, organizing certificate, or head office differed from the location where it conducted most of its business, the Board could designate the appropriate

location, after consultation with the institution and the relevant Reserve Banks. (The relevant Reserve Banks are the Reserve Bank whose district contains the bank's charter, organizing certificate, license, or head office location and the Reserve Bank in whose district the bank is proposed to be located.)

The Board is delegating to the Secretary of the Board the authority to make a location determination under Regulation D or Regulation I if the relevant Federal Reserve Banks and the institution agree on the specific Reserve Bank in which the institution should hold stock or with which the institution should maintain a reserve account, and the agreed-upon location does not raise any significant policy issues.

Administrative Procedure Act

The Administrative Procedure Act (5 U.S.C. 553(b)(A)) exempts "rules of agency organization, procedure, or practice" from the notice of proposed rulemaking and public comment requirements. As the Board's delegation rules fall under this exemption, the Board is adopting these amendments without notice-and-comment procedures.

List of Subjects in 12 CFR Part 265

Authority delegations (Government agencies), Banks, banking, Federal Reserve System.

For the reasons set forth in the preamble, the Board is amending 12 CFR Part 265 as set forth below:

PART 265—RULES REGARDING DELEGATION OF AUTHORITY

1. The authority citation for part 265 continues to read as follows:

Authority: 12 U.S.C. 248 (i) and (k).

2. Section 265.5 is amended by adding a new paragraph (f) to read as follows:

§ 265.5 Functions delegated to Secretary of the Board.

* * * * *

(f) *Location of institution.* To determine the Federal Reserve District in which an institution is located pursuant to § 204.3(b)(2)(ii) of Regulation D (12 CFR part 204) or § 209.15(b) of Regulation I (12 CFR part 209) if:

- (1) The relevant Federal Reserve Banks and the institution agree on the specific Reserve Bank in which the institution should hold stock or with which the institution should maintain reserve balances; and
- (2) The agreed-upon location does not raise any significant policy issues.

By order of the Board of Governors of the Federal Reserve System, June 23, 1997.

William W. Wiles,

Secretary of the Board.

[FR Doc. 97-16871 Filed 6-26-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-154-AD; Amendment 39-10051; AD 97-13-05]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that requires loosening certain nuts on the horizontal stabilizer control unit (HSCU) to reduce stress on bolts; a one-time inspection of certain bolts on the HSCU to detect cracking, and replacement, if necessary; application of corrosion protection to these bolts; and reassembly and reidentification of the modified HSCU. This amendment is prompted by reports indicating that stress corrosion, resulting from overtightening of nuts on these bolts, has caused some of these bolts to crack and fail. The actions specified by this AD are intended to prevent failure of these bolts because of stress corrosion cracking which, if not corrected, could lead to loss of control of the horizontal stabilizer and reduced controllability of the airplane.

DATES: Effective August 1, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 1, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer,

Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2141; fax (425) 227-1149.

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 certain Fokker Model F28 0100 series airplanes was published in the **Federal Register** on November 8, 1996 (61 FR 57832). That action proposed to require loosening of nuts on lower bolts that join the dog-links to the pistons of the horizontal stabilizer control unit (HSCU); a one-time inspection of these bolts to detect cracking, and replacement of discrepant bolts with serviceable bolts; application of corrosion protection to these bolts; and reassembly and reidentification of the HSCU that has been modified. (Some airplanes were modified on the production line, but the HSCU was not reidentified. That action proposes to require that the HSCU on those airplanes also be reidentified.)

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

The commenter supports the proposal and remarks, "However, we seek the FAA to ensure that the change in stress loading of the certain bolts does not result in a change to the integrity of the HSCU that could cause it to become jammed or fail in some manner that could be hazardous if it happened in flight." The FAA has determined that the change does not affect the structural integrity of the HSCU, since the bolts are loaded in shear not tension. No change to the final rule is required.

Conclusion

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

Cost Impact

The FAA estimates that 125 Fokker Model F28 Mark 0100 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per airplane to accomplish the required loosening of nuts, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the loosening of nuts on U.S. operators is estimated to be \$37,500, or \$300 per airplane.

The FAA also estimates that it will take approximately 6 work hours per airplane to accomplish the required

inspection, apply corrosion protection to the bolts, and reassemble and reidentify the HSCU. The average labor rate is \$60 per work hour. Based on these figures, the cost impact of these actions on U.S. operators is estimated to be \$45,000, or \$360 per airplane.

There currently are no known airplanes of U.S. registry that will be required to accomplish the required reidentification of the HSCU because the HSCU was modified on the production line and not reidentified.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

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:

97-13-05 Fokker: Amendment 39-10051. Docket 96-NM-154-AD.

Applicability: Model F28 Mark 0100 series airplanes, as listed in Fokker Service Bulletin SBF100-27-069, dated January 1, 1996; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (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 failure of the lower bolts that join the dog-links to the piston of the horizontal stabilizer control unit (HSCU) because of stress corrosion cracking, which could result in loss of control of the horizontal stabilizer and reduced controllability of the airplane, accomplish the following:

(a) Within 3 months after the effective date of this AD, loosen the nut [part number (P/N) MS17825-10] on each lower bolt (P/N 23233-1) that joins the dog-links to the piston of the HSCU, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-069, dated January 1, 1996, as revised by Part 1 of Fokker Service Bulletin Change Notification SBF100-27-069/01, dated January 8, 1996; and Part A of the Accomplishment Instructions of Menasco Aerospace Ltd. Service Bulletin 23100-27-19, dated November 10, 1995.

(b) Within 6 months after the effective date of this AD, inspect each lower bolt (P/N 23233-1) that joins the dog-links to the pistons of the HSCU to detect cracking and failure, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-069, dated January 1, 1996, as revised by Part 2 of Fokker Service Bulletin Change Notification SBF100-27-069/01, dated January 8, 1996; and Part B of the Accomplishment Instructions of Menasco Aerospace Ltd. Service Bulletin 23100-27-19, dated November 10, 1995.

(1) If no cracking or failure is detected, prior to further flight, apply corrosion protection to each bolt, and reassemble and reidentify the HSCU, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-069, dated January 1, 1996, as revised by Part 2

of Fokker Service Bulletin Change Notification SBF100-27-069/01, dated January 8, 1996; and Part B of the Accomplishment Instructions of Menasco Aerospace Ltd. Service Bulletin 23100-27-19, dated November 10, 1995.

(2) If any cracking or failure is detected, prior to further flight, replace the discrepant bolt with a serviceable bolt, apply corrosion protection to each serviceable bolt, and reassemble and identify the HSCU, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-069, dated January 1, 1996, as revised by Part 2 of Fokker Service Bulletin Change Notification SBF100-27-069/01, dated January 8, 1996; and Part B of the Accomplishment Instructions of Menasco Aerospace Ltd. Service Bulletin 23100-27-19, dated November 10, 1995.

(c) For airplanes having serial numbers 11500, 11505, and 11511: Within 6 months after the effective date of this AD, reidentify the HSCU in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-069, dated January 1, 1996.

(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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

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

(f) The actions shall be done in accordance with Fokker Service Bulletin SBF100-27-069, dated January 1, 1996, as revised by Fokker Service Bulletin Change Notification SBF100-27-069/01, dated January 8, 1996; and Menasco Aerospace Ltd. Service Bulletin 23100-27-19, dated November 10, 1995. 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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on August 1, 1997.

Issued in Renton, Washington, on June 13, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-16103 Filed 6-26-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-24-AD; Amendment 39-10054; AD 97-13-07]

RIN 2120-AA64

Airworthiness Directives; Hamilton Standard 54H60 Series Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Hamilton Standard 54H60 series propellers. This action requires removing from service affected propeller blades, and returning those blades to the manufacturer or an approved facility for inspection, rework, and return to service. This amendment is prompted by reports of a propeller blade manufacturing defect. The actions specified in this AD are intended to prevent propeller blade fracture due to the manufacturing defect, which could result in propeller blade separation and loss of control of the aircraft.

DATES: Effective July 14, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 14, 1997.

Comments for inclusion in the rules docket must be received on or before August 26, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-24-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Hamilton Standard, Attn: Publications Mail Stop 6-B12, One Hamilton Rd., Windsor

Locks, CT 06096-1010; telephone (860) 654-6876, fax (860) 654-6906. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7158, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received reports of a propeller blade fracture and subsequent blade departure on a Hamilton Standard Model 54H60-111 propeller installed on a military Lockheed Martin KC-130 aircraft. Propellers with the same or similar design are installed on many civil aircraft. The crack initiated in the beveled radius of the blade root. The investigation revealed that the propeller blades were manufactured during the fourth quarter of 1983 when a possible random deficiency cold rolling intensity occurred. Further investigation revealed that this manufacturing defect may exist for a larger propeller blade population than those propellers originally inspected in accordance with Hamilton Standard Alert Service Bulletin (ASB) No. 54H60-61-A125, dated May 23, 1990. This condition, if not corrected, could result in propeller blade fracture due to the manufacturing defect, which could result in propeller blade separation and loss of control of the aircraft.

The FAA has reviewed and approved the technical contents of Hamilton Standard Alert Service Bulletin (ASB) No. 54H60-61-A133, Revision 1, dated May 29, 1997, that lists serial numbers of affected propeller blades, and describes procedures for removing from service affected propeller blades, and returning those blades to the manufacturer or an approved repair facility for return to service. The FAA is concerned with the structural integrity of certain propeller blades in the suspect population, identified in that SB, with propeller repair records indicating that the beveled radius was recut and cold rolled at a repair facility as the result of repair of the beveled radius area of the blade root. The recutting and cold rolling repair procedure may mask damage and permit the blade to be acceptable with the inspection method specified in this AD. These propeller blades must be retained