

combining the disclosure requirements of RESPA and TILA (61 FR 69055, Dec. 31, 1996). The notice requested comment on both regulatory and statutory changes to improve the current disclosure scheme. The comments that were received covered a wide range of issues. Nearly all of the recommendations for reconciling the two regulations require legislative action (e.g. changes to the timing of disclosures under the two statutes). The remainder of the recommendations generally involved small changes that could produce only minor improvements that likely would not be worth the corresponding compliance costs for creditors associated with reprinting forms or retraining personnel. HUD is separately considering whether to propose minor simplification amendments to various RESPA-required forms. HUD will also weigh the merits of proposing such changes in light of the associated costs.

On April 2, 1997, the Board published a second notice summarizing the comments and reopening the comment period to allow interested parties more time to comment on potential legislative action. (62 FR 15624) The Board determined, in consultation with HUD, that beyond the revisions that have been made over the past several years, without legislative action any additional regulatory changes would be inadequate to achieve the goal of harmonizing TILA and RESPA to any significant degree. The notice stated that the Agencies would consider holding public meetings, as was suggested by many of the commenters, to help in developing legislative recommendations.

## II. Public Forum

Although TILA and RESPA both regulate mortgage transactions, they differ in fundamental ways. In crafting legislative recommendations, the Board and HUD believe that it is important to examine the goals of RESPA and TILA, and what problems this dual—but not identical—statutory scheme presents. Therefore, the Board and HUD will hold a joint public forum on July 30, 1997, to help the Agencies in their consideration of issues to be addressed in the legislative recommendations. The forum will be held at the Board's offices in Washington, D.C. The Agencies have invited speakers representing industry and consumer interests to participate in the discussion, which will be followed by an open session for other members of the public to express their views.

At the forum, the Board's staff will present preliminary findings of a survey on consumer credit shopping that was commissioned by the Board. Each

invited speaker will be given an opportunity to make a brief introductory statement. The invitees will be asked to discuss a number of topics, including (1) consumer credit shopping behavior, (2) the goals of TILA and RESPA, and whether the current statutory and regulatory scheme for home mortgage lending satisfies those goals, and (3) whether significant improvement can be made to the existing provisions of TILA and RESPA, or whether there is a need for more comprehensive reform.

There will be an opportunity during the open session for other attendees to offer the Agencies their views on these issues. Oral statements in this open session should be brief to allow as many speakers as possible to offer their views. Written statements of any length may be submitted for the record, and are due by August 15, 1997.

Dated: July 14, 1997.

**Nicolas P. Retsinas,**

*Assistant Secretary for Housing-Federal Housing Commissioner.*

By order of the Board of Governors of the Federal Reserve System, July 14, 1997.

**William W. Wiles,**

*Secretary of the Board.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-59-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Lockheed Model L-1011 Series Airplanes Equipped With Rolls Royce Model RB211-22B Engines**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Lockheed Model L-1011 series airplanes, that currently requires various modifications and corrective actions to prevent a potential fire hazard caused by heat damage to the flex fuel feed line from an undetected gearbox fire. In lieu of the various modifications and corrective actions, that AD also provides for an optional terminating action (i.e., installation of a vent air tube in the gear compartment and thickened gearbox housings) for another existing

AD. For airplanes on which that optional terminating action has been accomplished, this action would require accomplishment of the various modifications and corrective actions. This proposal is prompted by a report indicating that, due to bearing failure, an in-flight fire occurred on an airplane on which a thickened gearbox housing was installed. The actions specified by the proposed AD are intended to detect and correct bearing failure, which could lead to a fire in the gearbox.

**DATES:** Comments must be received by August 25, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-59-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia.

**FOR FURTHER INFORMATION CONTACT:** Thomas B. Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

#### **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 shall 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 summarizing 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 Number 96-NM-59-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-59-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

On March 25, 1987, the FAA issued AD 87-07-10, amendment 39-5597 (52 FR 10736, April 3, 1987), applicable to certain Lockheed Model L-1011 series airplanes, equipped with Rolls Royce Model RB211-22B engines. That AD currently requires various modifications and corrective actions that constitute terminating action for AD 85-09-03, amendment 39-5056 (50 FR 18553, May 3, 1985). (These various modifications include installation of: a fire detector segment, a modified gearbox breather duct, and a vent air tube in the gear compartment.) In lieu of the various modifications and corrective actions, that AD also provides for an optional terminating action (i.e., installation of a vent air tube in the gear compartment and installation of thickened gearbox housings) for the requirements of AD 85-09-03. AD 87-07-10 was prompted by reports of gearbox fires, which were caused by failed bearings. The requirements of that AD are intended to prevent a potential fire hazard, as a result of heat damage to the flex fuel feed line from an undetected gearbox fire.

At the time of issuance of AD 87-07-10, the FAA had not received any reports of bearing failure on Lockheed Model L-1011 series airplanes equipped with Rolls Royce Model RB211-524 series engines on which thickened gearbox housings were installed. Since Rolls Royce Model RB211-22B engines are similar in design to Model RB211-524 series engines, the FAA determined that installation of thickened housings

on Model RB211-22B engines would prevent bearing failure that could cause a gearbox fire. Therefore, the FAA included the installation of such housings as optional terminating action in AD 87-07-10.

#### Actions Since Issuance of Previous AD

Since the issuance of that AD, the FAA has received a report indicating that an in-flight fire occurred in a thickened gearbox housing on a Rolls Royce Model RB211-524 series engine installed on a Lockheed Model L-1011 series airplane. (This housing was installed on Model L-1011 series airplanes equipped with Rolls Royce Model RB211-22B engines as an optional terminating action of AD 87-07-10.) In light of this report, the FAA has determined that the optional terminating action of AD 87-07-10 does not adequately preclude bearing failure, as previously believed. Bearing failure, if not detected and corrected, could lead to a fire in the gearbox.

#### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 87-07-10 to continue to require various modifications and corrective actions, which constitute terminating action for AD 85-09-03. For airplanes on which the optional terminating action specified in AD 87-07-10 has been accomplished, this AD would add a requirement to accomplish the various modifications and corrective actions. The actions would be required to be accomplished in accordance with the service bulletins described previously in AD 87-07-10.

#### Other Relevant Rulemaking

The FAA has previously issued AD 94-03-10, amendment 39-8817 (59 FR 6535, February 11, 1994), which is applicable to certain Lockheed Model L-1011 series airplanes equipped with Rolls Royce Model RB211-524 series engines. That AD requires modification of the high speed gearbox of the engines. Operators should note that this proposed AD would not affect the current requirements of AD 94-03-10.

#### Cost Impact

There are approximately 130 Lockheed Model L-1011 series airplanes equipped with Rolls Royce Model RB211-22B engines of the affected design in the worldwide fleet. The FAA estimates that 76 airplanes of U.S. registry would be affected by this proposed AD.

The proposed installation of a fire detector segment would take approximately 3 work hours per engine (3 engines per airplane) to accomplish, at an average labor rate of \$60 per work hour. Required parts for Walter-Kidde systems would cost approximately \$2,100 per engine. Required parts for Gravier systems would cost approximately \$8,100 per engine. Based on these figures, the cost impact on U.S. operators of the installation proposed by this AD is estimated to be \$6,840 per airplane (for Walter-Kidde systems), or \$24,840 per airplane (for Gravier systems).

The proposed modification would take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$10,000 per airplane. Based on these figures, the cost impact on U.S. operators of the modification proposed by this AD is estimated to be \$787,360, or \$10,360 per airplane.

The proposed introduction of a vent air tube would take approximately 3 work hours per engine (3 engines per airplane) to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$500 per engine. Based on these figures, the cost impact on U.S. operators of the introduction of a vent air tube proposed by this AD is estimated to be \$155,040, or \$2,040 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed 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 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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 is contained 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 removing amendment 39-5597 (52 FR 10736, April 3, 1987), and by adding a new airworthiness directive (AD), to read as follows:

**Lockheed:** Docket 96-NM-59-AD.

Supersedes AD 87-07-10, Amendment 39-5597.

**Applicability:** Model L-1011 series airplanes equipped with Rolls Royce RB211-22B engines, certificated in any category.

**Note 1:** If an operator has accomplished the requirements of paragraphs (a) and (b) of this AD on any affected airplane and, subsequently, installs a different Model RB211-22B engine on that airplane, the airplane and all installed engines are still subject to the requirements of this AD.

**Note 2:** 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 (e) 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 detect and correct bearing failure, which could lead to a fire in the gearbox, accomplish the following:

(a) Within 8,000 flight hours or 30 months after May 8, 1987 (the effective date of AD 87-07-10, amendment 39-5597), whichever

occurs first, accomplish the procedures specified in the Accomplishment Instructions of the service bulletins listed in paragraphs (a)(1) and (a)(2) of this AD.

(1) Lockheed Service Bulletin 093-26-036, dated April 1, 1986, *Installation of Fire Detector Segment*; and

(2) Lockheed Service Bulletin 093-71-067, Revision 1, dated April 1, 1986, *Gearbox Breather Duct Modification*.

(b) Within 8,000 flight hours or 30 months after May 8, 1987, whichever occurs first, accomplish the procedures specified in the Accomplishment Instructions of the service bulletins listed in paragraphs (b)(1) and (b)(2) of this AD.

(1) Rolls Royce Service Bulletin RB.211-72-4666, Revision 3, dated October 14, 1977, *Introduction of Vent Air Tube in Gear Compartment*; and

(2) Rolls Royce Service Bulletin RB.211-72-8138, dated March 21, 1986, *Installation of Additional No. 7 Fire Sensor*.

(c) For airplanes on which Rolls Royce Service Bulletin RB.211-72-4666, Revision 3, dated October 14, 1977, and Rolls Royce Service Bulletin RB.211-72-3878, Revision 3, dated June 25, 1976, have been accomplished in accordance with paragraph C of AD 87-07-10: Within 48 months or 16,000 flight hours after the effective date of this AD, whichever occurs first, accomplish the actions specified in paragraphs (a) and (b) of this AD.

(d) Accomplishment of the requirements of paragraphs (a) and (b) of this AD; or accomplishment of the requirements of paragraph (c) of this AD; constitutes terminating action for the requirements of AD 85-09-03, amendment 39-5056. The AFM limitations required by AD 85-09-03 may be removed following accomplishment of the terminating action.

(e) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(f) 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.

Issued in Renton, Washington, on July 11, 1997.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-03-AD]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 727 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Boeing Model 727 series airplanes. This proposal would require repetitive inspections to detect cracks in the forward flange of the vertical beam of the aft fuselage bulkhead at certain buttock lines, and installation of a splice repair, if necessary. The proposed AD also would require installation of a preventative modification on the door frames in certain cases. This proposal is prompted by reports of fatigue cracks found in the vertical beam web and forward flange of the aft fuselage bulkhead. The actions specified by the proposed AD are intended to detect and correct such fatigue cracking, which could result in the inability of the subject vertical beam to withstand the fail-safe loads, and consequent loss of cabin pressurization.

**DATES:** Comments must be received by August 25, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-03-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Walter Sippel, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-2774; fax (425) 227-1181.