

PART 747—ADMINISTRATIVE ACTIONS, ADJUDICATIVE HEARINGS, RULES OF PRACTICE AND PROCEDURE, AND INVESTIGATIONS

3. The authority citation for part 747 continues to read as follows:

Authority: 12 U.S.C. 1766, 12 U.S.C. 1786, 12 U.S.C. 1784, 12 U.S.C. 1787.

4. Section 747.25 is amended by revising the reference "12 CFR part 4" to "12 CFR 792.5(b)" in the fifth sentence of paragraph (b).

PART 790—DESCRIPTION OF NCUA; REQUESTS FOR AGENCY ACTION

5. The authority citation for part 790 continues to read as follows:

Authority: 12 U.S.C. 1766, 12 U.S.C. 1789, 12 U.S.C. 1795f.

6. Section 790.2 is amended by revising paragraph (b)(5); revising the first sentence of paragraph (b)(6)(i); replacing the last three sentences of paragraph (b)(6)(ii) with four new sentences; and replacing "Controller" with "Chief Financial Officer" in paragraph (b)(7) to read as follows:

§ 790.2 Central and regional office organization.

* * * * *

(b) * * *

(5) Office of Chief Financial Officer. NCUA's chief financial officer is in charge of budgetary, accounting and financial matters for the NCUA, including responsibility for submitting annual budget and staffing requests for approval by the Board and, as required, by the Office of Management and Budget; for managing NCUA's budgetary resources; for managing the operations of the National Credit Union Share Insurance Fund (NCUSIF) to include accounting, financial reporting and the collection and payment of capitalization deposits, insurance premiums and insurance dividends; for collecting annual operating fees from federal credit unions, for maintaining NCUA's accounting system and accounting records; for processing payroll, travel, and accounts payable disbursements; and for preparing internal and external financial reports.

(6) Office of Examination and Insurance. (i) The Director of the Office of Examination and Insurance: Formulates standards and procedures for examination and supervision of the community of federally insured credit unions, and reports to the Board on the performance of the examination program; manages the risk to the NCUSIF, to include overseeing the NCUSIF Investment Committee, monitoring the adequacy of NCUSIF

reserves, analyzing the reasons for NCUSIF losses, formulating policies and procedures regarding the supervision of financially troubled credit unions, and evaluating certain requests for special assistance pursuant to Section 208 of the Federal Credit Union Act and for certain proposed administrative actions regarding federally-insured credit unions; serves as the Board expert on accounting principles and standards and on auditing standards; represents NCUA at meetings with the American Institute of Certified Public Accountants (AICPA), Federal Financial Institutions Examination Council (FFIEC) and General Accounting Office (GAO); and collects data and provides statistical reports. * * *

(ii) * * * The CLF is managed by the President of the CLF, under the general supervision of the NCUA Board which serves as the CLF Board of Directors. The Chairman of the NCUA Board serves as the Chairman of the CLF Board of Directors. The Secretary of the NCUA Board serves as the Secretary of the CLF Board. The Director of the Division of Risk Management, Office of Examination and Insurance, serves as the President of the CLF.

* * * * *

[FR Doc. 96-22169 Filed 8-29-96; 8:45 am]

BILLING CODE 7535-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-13-AD; Amendment 39-9729; AD 96-18-05]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, A Division of Textron Canada Ltd. Model 206L, 206L-1, and 206L-3 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing priority letter airworthiness directive (AD), applicable to Bell Helicopter Textron, A Division of Textron Canada Ltd. (BHTC) Model 206L, 206L-1, and 206L-3 helicopters, that currently requires a visual inspection of the tailboom skin in the areas around the nutplates and in the areas of the tailboom drive shaft cover retention clips for cracks and corrosion using a 10-power or higher magnifying glass. This amendment requires the

same actions as the existing AD, but corrects a part number that was incorrectly stated in that AD. This amendment is prompted by a recent accident and several reports of fatigue cracks in the tailboom skin in the areas around the nutplates for the tail rotor fairing and in the areas of the tail rotor drive shaft cover retention clips. The actions specified by this AD are intended to prevent failure of the tailboom and subsequent loss of control of the helicopter.

DATES: Effective September 16, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 16, 1996.

Comments for inclusion in the Rules Docket must be received on or before October 29, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-13AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from Bell Helicopter Textron Canada, A Division of Textron Canada Ltd., 12,800 rue de L'Avenir, Mirabel, Quebec, Canada, JON 1LO. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Tony Nguyen, Aerospace Engineer, FAA, Rotorcraft Certification Office, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5177, fax (817) 222-5960.

SUPPLEMENTARY INFORMATION: On July 3, 1996, the FAA issued priority letter AD 96-14-10, to require, before further flight, and thereafter at intervals not to exceed 50 hours time-in-service (TIS), a visual inspection of the tailboom skin in the areas around the nutplates and in the areas of the tailboom drive shaft cover retention clips for cracks and corrosion using a 10-power or higher magnifying glass. This inspection interval was to be repeated until the tailboom was replaced by part number (P/N) 206-033-004-143 or -173. That action was prompted by a recent accident and several reports of fatigue cracks in the tailboom skin in the areas around the nutplates for the tail rotor fairing and in the areas of the tail rotor drive shaft cover retention clips. That

condition, if not corrected, could result in failure of the tailboom and subsequent loss of control of the helicopter.

Since the issuance of that AD, the FAA has determined that one of the replacement tailboom's P/N should have been stated as P/N 206-033-004-177 instead of P/N 206-033-004-173.

Since an unsafe condition has been identified that is likely to exist or develop on other BHTC Model 206L, 206L-1, and 206L-3 helicopters of the same type design, this AD supersedes priority letter AD 96-14-10 to require, before further flight, and thereafter at intervals not to exceed 50 hours TIS, a visual inspection of the tailboom skin in the areas around the nutplates and in the areas of the tailboom drive shaft cover retention clips for cracks and corrosion using a 10-power or higher magnifying glass. This inspection interval will be repeated until the tailboom is replaced by P/N-206-033-004-143 or -177. The actions are required to be accomplished in accordance with the service bulletin described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-SW-13-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 a new airworthiness directive

(AD), Amendment 39-9729, to read as follows:

AD 96-18-05 Bell Helicopter Textron, a Division of Textron Canada Ltd.: Amendment 39-9729. Docket No. 96-SW-13-AD. Supersedes priority letter AD 96-14-10.

Applicability: Model 206L, 206L-1, and 206L-3 helicopters, with tailboom, part number (P/N) 206-033-004-3, -11, -45, or -103 installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the tailboom and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, and thereafter at intervals not to exceed 50 hours time-in-service (TIS), using a 10-power or higher magnifying glass, inspect the tailboom for cracks or corrosion. Perform this inspection in accordance with the inspection procedures stated in the Accomplishment Instructions, Part II or Part III, as applicable, of Bell Helicopter Textron Inc. Alert Service Bulletin 206L-87-47, Revision C, dated October 23, 1989. If a crack or corrosion is detected that is beyond the limits prescribed by the applicable maintenance manual, remove the tailboom and replace it with an airworthy tailboom.

(b) Replacement of the tailboom with tailboom, P/N 206-033-004-143 or -177, constitutes terminating action for the requirements of this AD.

(c) 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, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

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

(d) Special flight permits will not be issued.

(e) The inspections and replacement shall be done in accordance with Bell Helicopter

Textron Inc. Alert Service Bulletin 206L-87-47, Revision C, dated October 23, 1989. 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 Bell Helicopter Textron Canada, A Division of Textron Canada Ltd., 12,800 rue de L'Avenir, Mirabel, Quebec, Canada, JON 1LO. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 16, 1996.

Issued in Fort Worth, Texas, on August 22, 1996.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96-22141 Filed 8-29-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-138-AD; Amendment 39-9728; AD 96-18-04]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD), applicable to certain Boeing Model 737-300, -400, and -500 series airplanes, that currently require modification of the packing and slide containers of the escape slide, and repetitive inspections of the velcro girt retaining straps of the escape slides at the forward door. The existing AD's were prompted by reports of slide girt material interfering with the girt bar stowage brackets during door opening. This new amendment requires the installation of a new modification, which constitutes terminating action for the repetitive inspection requirements. The actions specified by this amendment are intended to prevent failure or interference of opening of the forward doors, which could delay or impede the evacuation of passengers during an emergency.

DATES: Effective October 4, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 4, 1996.

ADDRESSES: The service information referenced in this AD may be obtained

from Air Cruisers Company, P.O. Box 180, Belmar, New Jersey 07719-0180; and Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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: Roy Boffo, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2780; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding both AD 88-07-07 [amendment 39-5884 (53 FR 9864, March 28, 1988)] and AD 91-24-04 [amendment 39-8090 (56 FR 57588, November 13, 1991)] was published as a Notice of Proposed Rulemaking (NPRM) in the Federal Register on January 19, 1996 (61 FR 1291). Both of the existing AD's are applicable to various Boeing Model 737 series airplanes.

The NPRM proposed to continue to require modification of the escape slide packing and slide containers, which was required previously by AD 88-07-07. The NPRM also proposed to continue to require repetitive inspections of the velcro girt retaining straps at the forward door of the escape slides, which was required previously by AD 91-24-04. Additionally, the NPRM proposed to require modification of the escape slide girts, which would constitute terminating action for the repetitive inspection requirements.

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

Support for the Proposal

Two commenters support the proposal.

Request To Allow Removal of Placard

One commenter requests that the proposal be revised to allow operators to remove the velcro straps attach points and placard on the slide compartment cover that were installed as part of the modification required by AD 88-07-07. The commenter adds that some operators have already removed these items when they installed a modification that was approved as an

alternative method of compliance with the repetitive inspections required by AD 91-24-04.

The FAA concurs. Once the terminating modification required by paragraph (c) of this final rule is installed, the velcro straps (and their attach points) are no longer necessary, and the placard may be confusing if it remains on the slide compartment. The FAA has revised paragraph (c) of the final rule to indicate that these items should be removed.

Request To Continue Approval of Previous Alternative Methods of Compliance

Several commenters request that the proposal be revised to specify that alternative methods of compliance (AMOC) approved previously by the FAA for AD 91-24-04, continue to be considered approved for this new AD. Specifically, three commenters point out that the FAA had previously approved, as an AMOC, the accomplishment of the modification described in Air Cruisers Service Bulletin S.B. 103-25-23 as terminating action for the repetitive inspections required by AD 91-24-04. These commenters request that the proposed rule likewise cite this service bulletin as an alternative terminating action.

The FAA does not concur. The modification described in Air Cruisers Service Bulletin S.B. 103-25-23 entails adding placards to the escape slide girt (that depict the proper stowed configuration of the girt) and removing the velcro straps that were required to be installed by AD 88-07-07. That modification, however, is reliant upon flight attendant procedures to correctly route the escape slide girt. Several recent ramp inspections of in-service airplanes have revealed that the girt material is still being misrouted, even with the placard installed. In light of this, the FAA has determined that the modification in that Air Cruisers service bulletin does not fully address the safety concern and is not as effective as the modification that is required by this new AD.

The modification specified in this final rule (which is described in Air Cruisers Service Bulletin S.B. 103-25-19) involves removing the existing girt; bonding on the girt attachments; installing a detachable girt; rigging a painter/mooring line; and bonding a placard to the slide assembly and reidentifying it. This modification will improve the operation of the escape slide of the forward entry and service doors, and will eliminate the need to rely on human factors associated with