

(c) Farm Credit securities which are to be delivered upon withdrawal may be issued in bearer form, to the extent permitted by the applicable securities documentation.

(d) All requests for withdrawal of eligible book-entry securities must be made prior to the maturity or date of call of the Farm Credit securities.

**§ 615.5458 Waiver of regulations.**

The Farm Credit Administration reserves the right, in the Farm Credit Administration's discretion, to waive any provision(s) of the regulations in this subpart in any case or class of cases for the convenience of the Farm Credit banks and the Funding Corporation or in order to relieve any person(s) of unnecessary hardship, if such action is not inconsistent with law, does not adversely affect any substantial existing rights, and the Farm Credit Administration is satisfied that such action will not subject the Farm Credit banks and the Funding Corporation to any substantial expense or liability.

**§ 615.5459 Liability of Farm Credit banks, Funding Corporation and Federal Reserve Banks.**

The Farm Credit banks, the Funding Corporation, and the Federal Reserve Banks may rely on the information provided in a transfer message or other transaction documentation, and are not required to verify the information. The Farm Credit banks, the Funding Corporation, and the Federal Reserve Banks shall not be liable for any action taken in accordance with the information set out in the transfer message, other transaction documentation, or evidence submitted in support thereof.

**§ 615.5460 Additional provisions.**

(a) *Additional requirements.* In any case or any class of cases arising under the regulations in this subpart, the Farm Credit banks and the Funding Corporation may require such additional evidence and a bond of indemnity, with or without surety, as may in the judgment of the Farm Credit banks and the Funding Corporation be necessary for the protection of the interests of the Farm Credit banks and the Funding Corporation.

(b) *Notice of attachment for Farm Credit securities in the Book-entry System.* The interest of a debtor in a security entitlement may be reached by a creditor only by legal process upon the securities intermediary with whom the debtor's securities account is maintained, except where a security entitlement is maintained in the name of a secured party, in which case the

debtor's interest may be reached by legal process upon the secured party. These regulations do not purport to establish whether a Federal Reserve Bank is required to honor an order or other notice of attachment in any particular case or class of cases.

**§ 615.5461 Lost, stolen, destroyed, mutilated or defaced Farm Credit securities, including coupons.**

(a) Relief on the account of the loss, theft, destruction, mutilation, or defacement of any definitive consolidated or Systemwide securities of the Farm Credit banks and coupons of such securities may be granted on the same basis and to the same extent as relief may be granted under the statutes of the United States and the regulations of the Department of the Treasury on the account of the loss, theft, destruction, mutilation, or defacement of United States securities and coupons of such securities.

(b) Applicants for relief under paragraph (a) of this section, shall present claims and proof of loss:

(1) To the Division of Special Investments, Bureau of the Public Debt, P.O. Box 396, Parkersburg, WV 26102-0396, in the case of consolidated or Systemwide securities of the Farm Credit banks issued prior to May 1, 1978; or

(2) To the Federal Farm Credit Banks Funding Corporation, 10 Exchange Place, Suite 1401, Jersey City, NJ 07302, in the case of consolidated or Systemwide securities issued on or after May 1, 1978.

**§ 615.5462 Restrictive endorsement of bearer securities.**

When consolidated and Systemwide bearer securities of the Farm Credit banks are being presented to Federal Reserve Banks, for redemption, exchange, or conversion to book entry, such securities may be restrictively endorsed. The restrictive endorsement shall be placed thereon in substantially the same manner and with the same effects as prescribed in United States Treasury Department regulations, now or hereafter in force, governing like transactions in United States bonds; and consolidated or Systemwide securities of the Farm Credit banks so endorsed shall be prepared for shipment and shipped in the manner prescribed in such regulations for United States bearer securities. (See 31 CFR part 328.)

**Subpart R—Farm Credit System Financial Assistance Corporation Securities**

3. Section 615.5560 is amended by revising paragraph (c) to read as follows:

**§ 615.5560 Book-entry Procedure for Farm Credit System Financial Assistance Corporation Securities.**

\* \* \* \* \*

(c) Financial Assistance Corporation securities shall be governed by §§ 615.5450, and 615.5452 through 615.5460. In interpreting those sections for purposes of this subpart, unless the context requires otherwise, the term "Financial Assistance Corporation securities" shall be read for "Farm Credit securities," and "Financial Assistance Corporation" shall be read for "Farm Credit banks" and "Funding Corporation." These terms shall be read as though modified where necessary to effectuate the application of the designated sections of subpart O of this part to the Financial Assistance Corporation.

**Subpart S—Federal Agricultural Mortgage Corporation Securities**

4. Section 615.5570 is amended by revising paragraph (c) to read as follows:

**§ 615.5570 Book-entry procedures for Federal Agricultural Mortgage Corporation Securities.**

\* \* \* \* \*

(c) Farmer Mac securities shall be governed by §§ 615.5450, and 615.5452 through 615.5460. In interpreting those sections for purposes of this subpart, unless the context requires otherwise, the term "Farmer Mac securities" shall be read for "Farm Credit securities," and "Farmer Mac" shall be read for "Farm Credit banks" and "Funding Corporation." These terms shall be read as though modified where necessary to effectuate the application of the designated sections of subpart O of this part to Farmer Mac.

Dated: December 12, 1996.

Floyd Fithian,

*Secretary, Farm Credit Administration Board.*  
[FR Doc. 96-32310 Filed 12-19-96; 8:45 am]

BILLING CODE 6705-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 96-NM-158-AD; Amendment 39-9845; AD 96-25-03]

RIN 2120-AA64

**Airworthiness Directives; Raytheon (Beech) Model 400A, 400T (Military T-1A), and 400T (Military TX) Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Raytheon (Beech) Model 400A and 400T series airplanes, that currently requires an inspection of certain flap roller retention components to detect discrepant or missing parts; replacement of those parts; and installation of new washers on the roller attach bolts. This amendment requires the replacement of certain previously-installed washers with new and stronger washers. This amendment also expands the applicability of the rule to include additional airplanes. This amendment is prompted by reports indicating that some locking tab washers on the roller attach bolt could fail, due to the absence of an inner tang. The actions specified by this AD are intended to prevent the loss of roller attach nuts and the flap roller, which could result in the loss of a flap when the airplane is subject to load limit conditions, and consequently lead to reduced controllability of the airplane.

**DATES:** Effective January 24, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 24, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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 FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Larry Engler, Aerospace Engineer, Airframe Branch, ACE-115W, FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4122; fax (316) 946-4407.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-14-06, amendment 39-8958 (59 FR 35234, July 11, 1994), which is applicable to certain Raytheon (Beech) Model 400A and 400T

(military T-1A) series airplanes, was published in the Federal Register on September 30, 1996 (61 FR 51064). The action proposed to supersede AD 94-14-06 to require the following actions:

1. For airplanes that have been inspected previously, and on which the washers, tab washers, and flat washers have been installed in accordance with AD 94-14-06: Those washers would be required to be replaced with new washers (including stronger tab washers).

2. For airplanes that have not been inspected previously and have not had the washers, tab washers, and flat washers replaced; and for airplanes that were not included in the applicability of AD 94-14-06: These airplanes would be required to be inspected for discrepancies in the roller attach nuts and bolts of the flaps, and discrepant parts replaced. In addition, the new washers, including the stronger tab washers, would be required to be installed on the attach bolts.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

The FAA has revised the final rule to specify that the type certificate holder for the affected airplanes has been changed from the Beech Aircraft Corporation to Raytheon Aircraft Company.

**Conclusion**

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

**Cost Impact**

There are approximately 212 Raytheon (Beech) Model 400A and 400T series airplanes of the affected design in the worldwide fleet. The FAA estimates that 183 airplanes of U.S. registry will be affected by this AD.

It is estimated that 102 of the U.S.-registered airplanes will be required to have the washers replaced with new and stronger washers. This action will take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$25 per airplane. Based on these figures, the cost impact of the required replacement action on U.S. operators of these airplanes is estimated to be \$14,790, or \$145 per airplane.

It is estimated that 81 of the U.S.-registered airplanes will be required to be inspected for discrepancies of the roller attach nuts and bolts, and will require the installation of new washers.

Those actions will take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$100 per airplane. Based on these figures, the cost impact of the required actions on U.S. operators of these airplanes is estimated to be \$37,260, or \$460 per airplane.

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 removing amendment 39-8958 (59 FR 35234, July 11, 1994), and by adding a new airworthiness directive (AD), amendment 39-9845, to read as follows:

96-25-03 Raytheon Aircraft Company (Formerly Beech): Amendment 39-9845, Docket 96-NM-158-AD. Supersedes AD 94-14-06, Amendment 39-8958.

**Applicability:** Model 400A and 400T series airplanes; as listed in Beech Service Bulletin No. 2522, dated January 1994, and Raytheon Service Bulletin No. 2522, Revision 1, dated May 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 loss of roller attach nuts and the flap roller, which could result in the loss of a flap when the airplane is subject to load limit conditions, and consequently lead to reduced controllability of the airplane, accomplish the following:

(a) For airplanes listed in Beech Service Bulletin No. 2522, dated January 1994, on which the inspection and installation of washers, tab washers, and flat washers have been accomplished prior to the effective date of this AD in accordance with that service bulletin, and in accordance with the requirements of AD 94-14-06, amendment 39-8958: Prior to the accumulation of 200 hours time-in-service or within one year after the effective date of this AD, whichever occurs first, remove the washers, tab washers, and flat washers, having part numbers specified in Table 1 of this AD, from the roller attach bolts of the left and right flaps, and replace them with new washers, tab washers, and flat washers, having part numbers specified in Table 2 of this AD, in accordance with Part I of Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996.

TABLE 1.—PARTS TO BE REPLACED

Part	Beech part No.
Tab Washers .....	NAS460-616 MS27111-3 168AS-06-02
Flat Washers .....	AN960D616L
Washers .....	AN960-616

TABLE 2.—NEW REPLACEMENT PARTS

Part	Beech part No.
Tab Washers .....	45A16122-37
Flat Washers .....	AN960D616L
Washers .....	AN960-616

(b) For all other airplanes not subject to paragraph (a) of this AD: Prior to the accumulation of 200 hours time-in-service after the effective date of this AD, or within one year after the effective date of this AD, whichever occurs first, accomplish the actions specified in paragraphs (b)(1) and (b)(2) of this AD:

(1) Perform an inspection of the roller attach nuts and bolts for the flaps to detect discrepancies (i.e., flattened, worn or damaged threads, damaged keway of bolts, etc.), in accordance with Part II of Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996. If any discrepancies are found, prior to further flight, replace the discrepant parts with new or serviceable parts, in accordance with the service bulletin. And

(2) Remove the washers, tab washers, and flat washers from the roller attachment bolts of the left and right flaps, and replace them with new washers, tab washers, and flat washers that have part numbers specified in Table 2 of this AD, in accordance with Part I of Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996.

(c) As of the effective date of this AD, no person shall install on any airplane any tab washer for the roller attach bolt, having Beech part number 168AS-06-2, NAS460-616, or MS27111-3.

(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, Wichita 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, Wichita ACO.

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

(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 Raytheon Service Bulletin No. 2522, Revision 1, dated May 1996. 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801

Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 24, 1997.

Issued in Renton, Washington, on December 2, 1996.

Gary L. Killion,

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

[FR Doc. 96-31114 Filed 12-19-96; 8:45 am]

BILLING CODE 4910-13-U

**CONSUMER PRODUCT SAFETY COMMISSION****16 CFR Part 1507****Final Rule: Fireworks Devices; Fuse Burn Time**

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Final rule.

**SUMMARY:** The Commission amends its regulation under the Federal Hazardous Substances Act that specifies the allowable fuse burn times of fireworks devices (except firecrackers). The amendment changes the allowable fuse burn times from the presently required range of 3 to 6 seconds to the range of 3 to 9 seconds. Increasing the range will improve safety by allowing manufacturers to more consistently produce fireworks that do not have dangerously short fuse burn times of below 3 seconds. Further, the increase in the maximum allowable fuse burn time to 9 seconds will not create any additional risk of injury to consumers. The amendment originally was requested in a petition from the American Fireworks Standards Laboratory.

**DATES:** Adversely affected persons have until January 21, 1997, to file objections to this rule, stating grounds therefor and requesting a public hearing on those objections.

If no material objections are received, the Commission will promptly publish a Federal Register document announcing that fact and affirming the issuance and the effective date of the amendment. The amendment will go into effect on the date that the affirmation document is published, but not earlier than January 22, 1997. If material objections are received, the Commission will publish a document in the Federal Register specifying whether the amendment has been stayed by the filing of proper objections.

**ADDRESSES:** Objections and requests for hearings must be mailed to the Office of