

days following the end of any subsequent quarter at which the institution's permanent capital ratio decreases by one half of 1 percent or more from the level reported in the notice.

Subpart E—Association Annual Meeting Information Statement

9. Section 620.20 is amended by removing paragraph (c) and revising paragraph (b) to read as follows:

§ 620.20 Preparing and distributing the information statement.

(b) The statement shall incorporate by reference the annual report to shareholders required by subpart B of this part and contain the information specified in § 620.21 and such other material information as is necessary to make the required statement, in light of the circumstances under which it is made, not misleading.

PART 630—DISCLOSURE TO INVESTORS IN SYSTEMWIDE AND CONSOLIDATED BANK DEBT OBLIGATIONS OF THE FARM CREDIT SYSTEM

10. The authority citation for part 630 is revised to read as follows:

Authority: Secs. 5.17, 5.19 of the Farm Credit Act (12 U.S.C. 2252, 2254).

Subpart A—General

11. Section 630.3 is amended by redesignating existing paragraphs (f) and (g) as new paragraphs (g) and (h), respectively, and adding new paragraph (f) to read as follows:

§ 630.3 Publishing and filing the report to investors.

(f) Information in documents prepared for investors in connection with the offering of debt securities issued through the Federal Farm Credit Banks Funding Corporation may be incorporated by reference in the annual and quarterly reports in answer or partial answer to any item required in the reports under this part. A complete description of any offering documents incorporated by reference must be clearly identified in the report (e.g., *Federal Farm Credit Banks Consolidated Systemwide Bonds and Discount Notes*—Offering Circular issued on [insert date]). Offering documents incorporated by reference in either an annual or quarterly report prepared under this part must be filed with the Chief Examiner, Farm Credit Administration, McLean, Virginia 22102-5090, either prior to or at the

time of submission of the report under paragraph (h) of this section. Any offering document incorporated by reference is subject to the delivery and availability requirements set forth in § 630.4(a) (5) and (6).

* * * * *

Dated: March 20, 1997.

Jeanette Brinkley,

Acting Secretary, Farm Credit Administration Board.

[FR Doc. 97-8000 Filed 3-28-97; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-ANE-34; Amendment 39-9956; AD 97-05-12]

RIN 2120-AA64

Airworthiness Directives; General Electric Aircraft Engines CT7 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to General Electric Aircraft Engines (GE) CT7 series turboprop engines. This action requires eddy current inspection of disk holes of stage 1 and 2 gas generator turbine (GGT) disks for cracks, and, if necessary, replacement with serviceable parts. This amendment is prompted by a report of a stage 2 GGT disk failure. The actions specified in this AD are intended to prevent a stage 1 or 2 GGT disk failure, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective April 15, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 15, 1997.

Comments for inclusion in the Rules Docket must be received on or before May 30, 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. 96-ANE-34, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from GE Aircraft Engines, 1000 Western Ave.,

Lynn, MA 01910; telephone (617) 594-3140, fax (617) 594-4805. 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: Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7139, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received a report of a General Electric Aircraft Engines (GE) CT7 series turboprop engine, installed on a SAAB-SCANIA SF340 aircraft, that experienced an uncontained stage 2 gas generator turbine (GGT) failure during takeoff. The investigation revealed that the failure was caused by a crack in a disk cooling hole. The most likely cause of the cracking was machining damage to the disk cooling hole during manufacturing. This condition, if not corrected, could result in a stage 1 or 2 GGT disk failure, which could result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of GE (CT7-TP Series) Alert Service Bulletin (SB) A72-393, dated November 26, 1996, that lists by serial number (S/N) affected stage 1 and 2 GGT disks, and (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, that describes the procedures for eddy current inspection (ECI) of disk holes for cracks.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent stage 1 or 2 GGT disk failure, which could result in an uncontained engine failure and damage to the aircraft. This AD requires a one-time ECI for cracks of disk holes of stage 1 and 2 GGT disks, and, if necessary, replacement with serviceable parts. The inspection compliance time is at the next GGT module removal, or 9 months after the effective date of this AD, whichever occurs first. The actions are required to be accomplished in accordance with the SBs 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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-ANE-34." 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 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 the following new airworthiness directive:

97-05-12 General Electric Aircraft Engines: Amendment 39-9956. Docket 96-ANE-34.

Applicability: General Electric Aircraft Engines (GE) Models CT7-5A2, -7A, -9B, -9C turboprop engines, installed on but not limited to Construcciones Aeronauticas, SA (CASA) CN-235 series and SAAB-SCANIA SF340 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 (l) 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 a stage 1 or 2 gas generator turbine (GGT) disk failure, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) For all stage 1 GGT disks, Part Number (P/N) 6064T06P01, identified in Table 1 of

GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated 7,000 or more cycles since new (CSN) on the effective date of this AD, perform a one time eddy current inspection (ECI) for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, or not to exceed 9 months after the effective date of this AD, whichever occurs first.

(b) For all stage 1 GGT disks, P/N 6064T06P01, identified in Table 1 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated less than 7,000 CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, but not to exceed 9,000 CSN.

(c) For all stage 1 GGT disks, P/N 6064T06P01, identified in Table 2 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated 10,000 or more CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, or not to exceed 9 months after the effective date of this AD, whichever occurs first.

(d) For all stage 1 GGT disks, P/N 6064T06P01, identified in Table 2 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated less than 10,000 CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, but not to exceed 12,000 CSN.

(e) For all stage 2 GGT disks, P/N 6064T12P01, identified in Table 3 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated 7,000 or more CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, or not to exceed 9 months after the effective date of this AD, whichever occurs first.

(f) For all stage 2 GGT disks, P/N 6064T12P01, identified in Table 3 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated less than 7,000 CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, but not to exceed 9,000 CSN.

(g) For all stage 2 GGT disks, P/N 6064T12P01, identified in Table 4 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated 10,000 or more CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-

390, Revision 1, dated December 11, 1996, at the next GGT module removal, or not to exceed 9 months after the effective date of this AD, whichever occurs first.

(h) For all stage 2 GGT disks, P/N 6064T12P01, identified in Table 4 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated less than 10,000 CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, but not to exceed 12,000 CSN.

(i) For all stage 1 GGT disks, P/N 6064T06P01, and all stage 2 GGT disks, P/N 6064T12P01, not identified in Tables 1 through 4 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated 7,000 or more CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the

Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, or not to exceed 9 months after the effective date of this AD, whichever occurs first.

(j) For all stage 1 GGT disks, P/N 6064T06P01, and all stage 2 GGT disks, P/N 6064T12P01, not identified in Tables 1 through 4 of GE (CT7-TP Series) SB A72-393, dated November 26, 1996, that have accumulated less than 7,000 CSN on the effective date of this AD, perform a one time ECI for cracks in accordance with the Accomplishment Instructions of GE (CT7-TP Series) SB 72-390, Revision 1, dated December 11, 1996, at the next GGT module removal, but not to exceed 9,000 CSN.

(k) Prior to further flight, remove from service cracked disks, and replace with serviceable parts.

(l) 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, Engine 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, Engine Certification Office.

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

(m) 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.

(n) The actions required by this AD shall be done in accordance with the following GE (CT7-TP Series) SBs:

Document No.	Pages	Revision	Date
A72-393	1-16	Original	November 26, 1996.
Total	16		
72-390	1-6	1	December 11, 1996.
Total	6		

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 GE Aircraft Engines, 1000 Western Ave., Lynn, MA 01910; telephone (617) 594-3140, fax (617) 594-4805. 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.

(o) This amendment becomes effective on April 15, 1997.

Issued in Burlington, Massachusetts, on February 24, 1997.

James C. Jones,

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

[FR Doc. 97-7595 Filed 3-28-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 97-NM-22-AD; Amendment 39-9974; AD 97-07-01]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD),

applicable to certain Airbus Model A330 and A340 series airplanes. This action requires the deactivation of the avionics ground refrigeration unit (GRU) of the air conditioning system until a modification of avionics ventilation circuit and the GRU is accomplished. This amendment is prompted by reports of water accumulation found in the Air Data/Inertial Reference Unit (ADIRU) trays of the avionics rack; the accumulation is the result of operation of the GRU in high ambient humidity. The actions specified in this AD are intended to prevent water accumulating in this area, which could result in the failure of the ADIRU and consequent loss of air data and navigational information to the flightcrew.

DATES: Effective April 15, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 15, 1997.

Comments for inclusion in the Rules Docket must be received on or before May 30, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-22-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Airbus

Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Charles Huber, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2589; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A330 and A340 series airplanes. The DGAC advises that there have been reports of water accumulation found in the Air Data/Inertial Reference Unit (ADIRU) trays of the avionics racks on in-service airplanes. All of the airplanes on which this phenomenon occurred were equipped with a ground cooling system, identified as Airbus Modification No. 40063S10052. (This is an optional modification available to Model A330 and A340 series airplanes.)

Investigation revealed that water droplets can accumulate on the evaporator cores of the ground refrigeration unit (GRU) as a result of