

Ordinary shares, par 25 p
HARRISONS & CROSFIELD PLC
Ordinary shares, par 25 p
MERCURY ASSET MANAGEMENT GROUP
PLC
Ordinary shares, par 5 p
REDLAND PLC
Ordinary shares, par 25 p
TR CITY OF LONDON TRUST PLC
Ordinary shares, par 25 p

Additions to the Foreign Margin List

Australia

TELSTRA CORPORATION
Ordinary shares, par A\$1.00

Austria

AUSTRIAN TABAK
Ordinary shares, par 1000 Austrian

Belgium

UCB SA
Ordinary shares, no par

France

FRANCE TELECOM SA
Ordinary shares, par 25 French
USINOR SA
Common, par 40 French francs

Germany

HOECHST AG
Bearer shares, par DM 50

Hong Kong

CLP HOLDINGS, LIMITED
HK\$5.00 par ordinary shares
KMB HOLDINGS, LIMITED
HK\$1.00 par ordinary shares

Italy

BANCA INTESA SPA
Ordinary shares, par 1000 lira
BANCA INTESA SPA
Non-convertible savings shares, par

Japan

JSR CORPORATION
Y 50 par common
RINNAI CORPORATION
Y 50 par common

Mexico

CIFRA, S.A. DE C.V.
Series V, no par common

Norway

STOREBRAND AS
A Common Shares, par 5 Norwegian

Philippines

AYALA CORPORATION
Common, par 1 Philippine peso
AYALO LAND, INC.
Common, par 1 Philippine peso

Singapore

HAW PAR CORPORATION
Ordinary shares, par S\$1.00
INCHOAPE MOTORS, LTD.
Ordinary shares, par S\$.50

Sweden

FORENINGS SPARBANKEN AB
Series A, par 10 Swedish krona
NORDBANKEN HOLDING AB
Registered shares, par 12.50

United Kingdom

ARRIVA PLC
Ordinary shares, par 5 p
CITY OF LONDON PLC
Ordinary shares, par 25 p
DIAGEO PLC
Ordinary shares, par 25 p
ELEMENTIS PLC
Ordinary shares, par 25 p
By order of the Board of Governors of the
Federal Reserve System, acting by its Director
of the Division of Banking Supervision and
Regulation pursuant to delegated authority
(12 CFR 265.7(f)(10)), January 21, 1998.

Jennifer J. Johnson,

Deputy Secretary of the Board.

[FR Doc. 98-1863 Filed 1-26-98; 8:45 am]

BILLING CODE 6210-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-151-AD; Amendment
39-10292; AD 98-01-14]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Model 182S Airplanes

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule; request for
comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 98-01-14, which was sent previously to all known U.S. owners and operators of Cessna Aircraft Company (Cessna) Model 182S airplanes. This AD requires replacing the left and right Aeroquip engine exhaust mufflers (P/N 71379-1254017-8) with an FAA-approved equivalent part. Reports of carbon monoxide gas entering the cabin heating system and the cabin of the Cessna Model 182S airplanes prompted this action. This condition, if not corrected, could result in passenger and pilot injury with consequent loss of control of the airplane.

DATES: Effective February 23, 1998, to all persons except those to whom it was made immediately effective by priority letter AD 98-01-14, issued December 30, 1997, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before March 27, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel,

Attention: Rules Docket 97-CE-151-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from The Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277, telephone (316) 941-7550, facsimile (316) 942-9008.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Pendleton, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Rm. 100, Mid-Continent Airport, Wichita, Kansas 67209, telephone (316) 946-4128; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

On December 30, 1997, the FAA issued priority letter AD 98-01-14, which applies to Cessna 182S airplanes. Cessna Aircraft Company has recently reported that a quality control problem exists with Aeroquip engine exhaust mufflers installed on certain Cessna Model 182S airplanes. Nineteen Cessna Model 182S airplanes are equipped with these mufflers.

The problem was discovered during a delivery flight from the manufacturing facility. Following this incident, three operators have reported cracked mufflers during use, and two similar failures occurred at Cessna's facility during production acceptance flight tests. Cessna subsequently pressure-tested the Aeroquip muffler assemblies, which revealed that 7 out of 10 mufflers showed gas leak paths through defective weldments.

These inadequate or failed weldments will permit exhaust gas (including carbon monoxide) leakage from the muffler, and consequently into the airplane's cabin and cockpit area.

Cessna reports that 19 of these Model 182S airplanes are directly affected. The serial numbers for these models are 18280050 through 18280060, 18280062, 18280063, 18280066, 18280067 through 18280070, and 18280083. All other Cessna Model 182S airplanes were manufactured with Cessna mufflers, part number (P/N) 1254017-8. After examining the circumstances and reviewing all information related to the situation described above, the FAA has determined that AD action should be taken to prevent carbon monoxide gas from entering the airplane's cabin heating system and cabin, which, if not corrected, could result in passenger and pilot injury with consequent loss of control of the airplane.

Relevant Service Information

Cessna Aircraft Company Service Bulletin No. SB97-78-01, dated

December 23, 1997, titled "Engine Exhaust Muffler Inspection" pertains to the subject of this priority letter AD.

The FAA's Determination and Explanation of the AD

Since an unsafe condition (carbon monoxide leakage into the cabin area) has been identified that is likely to exist or develop in other Cessna Model 182S airplanes of the same type design, the FAA issued priority letter AD 98-01-14 to prevent carbon monoxide gas from entering the airplane's cabin heating system and cabin, which, if not corrected, could result in passenger and pilot injury with consequent loss of control of the airplane. The AD requires replacing the left and right Aeroquip engine exhaust mufflers (P/N 71379-1254017-8) with an FAA-approved equivalent part.

Determination of the Effective Date of the AD

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on December 30, 1997, to all known U.S. operators of Cessna Model 182S airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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. 97-CE-151-AD." The postcard will be date stamped and returned to the commenter.

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.

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.

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) to read as follows:

98-01-14 Cessna Aircraft Company.

Amendment 39-10292; Docket No. 97-CE-151-AD.

Applicability: Model 182S airplanes (all serial numbers), certificated in any category.

Note 1: This AD applies to each airplane 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 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 in the body of this AD, unless already accomplished, except to those operators receiving this action by priority letter issued December 30, 1997, which made these actions effective immediately upon receipt.

To prevent carbon monoxide gas from entering the airplane's cabin heating system and cabin, which, if not corrected, could result in passenger and pilot injury with consequent loss of control of the airplane, accomplish the following:

(a) For Cessna Model 182S airplanes with serial numbers 18280050 through 18280060, 18280062, 18280063, 18280066, 18280067 through 18280070, and 18280083: Prior to further flight after the effective date of this AD, replace the left and right engine exhaust mufflers with an FAA-approved equivalent part in accordance with the appropriate Cessna maintenance manual.

(b) For all Cessna Model 182S airplanes: After the effective date of this AD, no person may install any Aeroquip engine exhaust muffler, part number 71379-1254017-8, on any airplane.

Note 2: Cessna Aircraft Company Service Bulletin No. SB97-78-01, dated December 23, 1997, titled "Engine Exhaust Muffler Inspection" pertains to the subject of this AD.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Rm. 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(e) Copies of the relative service information may be obtained from The Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277. Copies of this document also may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39-10292) becomes effective on February 23, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-01-14, issued December 30, 1997, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on January 20, 1998.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-1860 Filed 1-26-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Highway Traffic Safety Administration

23 CFR Part 1260

[NHTSA-97-3196]

RIN 2125-AE17

Certification of Speed Limit Enforcement

AGENCY: Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule.

SUMMARY: Section 205(d) of the National Highway System Designation Act of 1995 repealed the National Maximum Speed Limit (NMSL) Compliance Program. It made the repeal effective on December 8, 1995, but provided that the Governors of certain States could delay the effective date of the repeal. All possible delay periods have now passed. This Final Rule provides that 23 CFR part 1260, which contains the procedures for implementing the NMSL, is now rescinded.

EFFECTIVE DATE: January 27, 1998.

FOR FURTHER INFORMATION CONTACT: In FHWA, Janet Coleman, Office of Highway Safety, 202-366-4668; or Raymond W. Cuprill, Office of the Chief Counsel, 202-366-1377. In NHTSA, Garrett Morford, Police Traffic Services

Division, 202-366-9790; or Heidi L. Coleman, Office of the Chief Counsel, 202-366-1834.

SUPPLEMENTARY INFORMATION:

Background

The 55 mph National Maximum Speed Limit (NMSL) was first instituted in 1974 as a temporary conservation measure in response to the oil embargo imposed by certain oil-producing nations. Because of the reduction in traffic fatalities that accompanied the institution of the speed limit, it was made permanent in 1975.

In 1978, Congress amended the law to require that, in addition to posting and enforcing the speed limit, States would have to achieve specific levels of compliance. In April 1987, Congress passed legislation that allowed States to post 65 mph maximum speed limits on rural Interstate highways. In December 1987, the President approved legislation enacting a limited demonstration program, that allowed the posting of speed limits as high as 65 mph on certain rural non-Interstate highways through the end of FY 1991.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) made the demonstration program permanent, and allowed other rural non-Interstate highways that were not a part of the demonstration program to be posted at the 65 mph speed limit, provided they met certain criteria.

ISTEA also required the Secretary of Transportation to publish a rule to establish speed limit compliance requirements on 65 mph roads, in addition to 55 mph roads, and to include a formula for determining compliance by the States.

FHWA and NHTSA had shared responsibility for the implementation of the NMSL compliance program since 1980. To implement this program and the requirements of ISTEA, the agencies promulgated a joint regulation, 23 CFR part 1260.

On November 28, 1995, the President signed into law the National Highway System Designation Act of 1995 (NHS Act). Section 205(d) of the NHS Act repealed the NMSL compliance program, as set forth in 23 U.S.C. §§ 141(a) and 154.

The NHS Act made the repeal effective on December 8, 1995, but provided some States with an option to delay this effective date. In any State in which the legislature was not in session on November 28, 1995, the Governor could declare, before December 8, 1995, that the legislature was not in session and that the State preferred to delay the effective date until after the State's legislature next convenes. In accordance

with the NHS Act, such a declaration would delay the effective date of the repeal of the NMSL until the 60th day following the date on which the legislature next convenes. Five States decided to exercise the option: Kansas, Louisiana, Mississippi, Missouri and Ohio.

Accordingly, as provided in the NHS, on December 8, 1995, the NMSL was repealed for all States other than these five States. In those five States, it remained in effect until the 60th day following the date on which the legislature of that State next convened.

The agencies published a final rule in the **Federal Register** on March 20, 1996, 61 FR 11305, which rescinded the regulation for all States except the five which had delayed the effective date until after their legislatures next convened. That final rule added an applicability section to Part 1260 (section 1260.4), making the regulation applicable only to those five States. In addition, sections of the regulation that pertained to speed monitoring, certification requirements and compliance standards were deleted from the regulation because they were no longer applicable to any State. This removed the information collection requirement for all States at that time.

The expiration of the 60-day period has now occurred for all States. Since Part 1260 no longer applies to any State, the regulation is being rescinded in its entirety.

Regulatory Analyses and Notices

Civil Justice Reform

This final rule will not have any preemptive or retroactive effect. It imposes no requirements on the States, but rather removes regulatory obligations that are no longer authorized by statute.

Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The agencies have analyzed the effect of this action and determined that it is not significant within the meaning of Executive Order 12866 or of Department of Transportation regulatory policies and procedures. This final rule imposes no additional burden on the public. Regulatory obligations have been removed since they are no longer authorized by statute. Therefore, a regulatory evaluation is not required and was not prepared.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act, the agencies have evaluated the effects of this action on