

the nearest main or branch office, the federal credit union board of director's approval of the group and the date approved. See Appendix D for the SEP Control Log, NCUA 4016.

- The groups added under SEP must be reported to the federal credit union's board at the next regular board meeting and made a part of the meeting minutes.
- The control log and other SEP documentation must be made available to NCUA upon request.

The regional director may from time to time request service status reports on groups added under SEP. It is advisable to use some method, such as a sponsor prefix added to the member account number, to readily access data for such groups.

Should a federal credit union fail to provide quality credit union service, as determined by the group's members or employees, to a group added under SEP, NCUA may subsequently permit dual membership with another credit union.

Should a federal credit union fail to follow the above procedures or deteriorate financially or operationally, NCUA, at its discretion, may revoke the SEP privilege.

If a federal credit union that has SEP in its charter merges with another federal credit union that does not have SEP, the continuing credit union, if it desires to have SEP, must submit a charter amendment and receive approval from NCUA to implement SEP. Otherwise, the groups obtained by the merging credit union through SEP must be listed specifically in the continuing credit union's field of membership or a reference to the merging credit union's SEP log must be made in the continuing credit union's field of membership as of the date of the merger.

12. Chapter 2, Section VIII.G is revised to read as follows:

VIII.G—Appeal of Regional Director Decision

If a field of membership expansion, merger, or spin-off is denied by the Regional Director, the federal credit union may appeal the decision to the NCUA Board. If not included with the denial notice, a copy of these procedures may be obtained from the Regional Director who made the decision. An appeal must be sent to the appropriate regional office within sixty days of the denial. The Regional Director will then forward the appeal to the NCUA Board. NCUA central office staff will make an independent review of the facts and present the appeal to the Board with a recommendation.

The federal credit union may, within thirty days of the denial, request reconsideration and provide

supplemental information to the regional director. The request for reconsideration will not be considered an appeal but will toll the sixty day requirement to file an appeal until a ruling is received on the request for reconsideration.

13. Chapter 3, Section 3.H, is added as follows:

III.H—Appeal of Regional Director Decision

If a conversion to a state charter is denied by the Regional Director, the credit union may appeal the decision to the NCUA Board. If not included with the denial notice, a copy of these procedures may be obtained from the Regional Director who made the decision. An appeal must be sent to the appropriate regional office within sixty days of the denial. The Regional Director will then forward the appeal to the NCUA Board. NCUA central office staff will make an independent review of the facts and present the appeal to the Board with a recommendation.

The federal credit union may, within thirty days of the denial, request reconsideration and provide supplemental information to the regional director. The request for reconsideration will not be considered an appeal but will toll the sixty day requirement to file an appeal until a ruling is received on the request for reconsideration.

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[FR Doc. 95-24689 Filed 10-3-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-46-AD]

Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Beech Aircraft Corporation (Beech) Models 1900, 1900C, and 1900D airplanes that do not have canted bulkhead Repair Kit No. 129-4005-1 S incorporated. The proposed action would require repetitively inspecting the canted bulkhead located at Fuselage Station 588.10 for cracks, and, if cracks are

found that exceed certain limits, incorporating canted bulkhead Repair Kit No. 129-4005-1 S as terminating action for the repetitive inspection requirement. Numerous reports of multi-site cracks occurring in the canted bulkhead at Fuselage Station 588.10 on the affected airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent the inability of the bulkhead to carry its ultimate design load because of cracks in the canted bulkhead, which, if not detected and corrected, could affect rudder cable tension and result in reduced rudder power.

DATES: Comments must be received on or before December 4, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-46-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

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 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, 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 that summarizes 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 No. 95-CE-46-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-46-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received numerous reports of multi-site cracks in the canted bulkhead at Fuselage Station 588.10 on three Beech Models 1900, 1900C, and 1900D airplanes. Specifically, these cracks were found at the outer flange radius and outer flange stringer cutouts of the canted bulkhead. This condition, if not detected and corrected, could prevent the bulkhead from carrying its ultimate design load because of cracks in the canted bulkhead, which, if not detected and corrected, could affect rudder cable tension and result in reduced rudder power.

Beech has issued Service Bulletin (SB) No. 2564, Revision 1, dated April 1995, which specifies procedures for inspecting the canted bulkhead at Fuselage Station 588.10. This service bulletin also references canted bulkhead Repair Kit No. 129-4005-1 S, which, when incorporated on the affected airplanes, reinforces this area at Fuselage Station 588.10.

After examining the circumstances and reviewing all available information related to the incidents described above including the referenced service information, the FAA has determined that AD action should be taken to prevent the inability of the bulkhead to carry its ultimate design load because of cracks in the canted bulkhead, which, if not detected and corrected, could affect rudder cable tension and result in reduced rudder power.

Since an unsafe condition has been identified that is likely to exist or develop in other Beech Models 1900, 1900C, and 1900D airplanes of the same type design that do not have canted bulkhead Repair Kit No. 129-4005-1 S incorporated, the proposed AD would require repetitively inspecting the canted bulkhead located at Fuselage

Station 588.10 for cracks, and, if cracks are found that exceed certain limits, incorporating canted bulkhead Repair Kit No. 129-4005-1 S as terminating action for the repetitive inspection requirement. Accomplishment of the proposed inspections would be in accordance with Beech SB No. 2564, Revision 1, dated April 1995. Accomplishment of the proposed possible reinforcement would be in accordance with the instructions included with the above referenced kit.

The FAA estimates that 364 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours per airplane to accomplish the proposed inspections, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$43,680. This figure does not take into account the number of repetitive inspections an affected airplane owner/operator would incur and is based on the assumption that no canted bulkhead would be found cracked during the inspection. The FAA has no way of determining the number of repetitive inspections a particular airplane owner/operator would incur or how many canted bulkheads would be found cracked during the proposed inspections. This figure also does not take into account the number of affected airplane owners/operators that may have incorporated the inspection-terminating reinforcement kit.

Beech has notified the FAA that 36 reinforcement kits have been distributed to the affected airplane owners/operators. If each of the kits has been installed on an affected airplane, then the inspection requirement for these airplanes is eliminated. Based on this assumption, the cost impact of the proposed AD upon U.S. owners/operators of the affected airplanes would be reduced \$4,320 from \$43,680 to \$39,360.

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 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) 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 has been placed 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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Beech Aircraft Corporation: Docket No. 95-CE-46-AD.

Applicability: The following airplane models and serial numbers, certificated in any category, that do not have canted bulkhead Repair Kit No. 129-4005-1 S incorporated:

Model	Serial Nos.
1900	UA-1 through UA-3.
1900C	UB-1 through UB-74 and UC-1 through UC-174.
1900C (C12J)	UD-1 through UD-6.
1900D	UE-1 through UE- 113.

Note 1: This AD applies to each airplane identified in the preceding applicability revision, 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 (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 in the

body of this AD, unless already accomplished.

To prevent the inability of the bulkhead to carry its ultimate design load because of cracks in the canted bulkhead, which, if not detected and corrected, could affect rudder cable tension and result in reduced rudder power, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 2 structures are designations of the Level 1 paragraph they immediately follow.

(a) Upon the accumulation of 5,000 hours time-in-service (TIS) or within the next 600 hours TIS, whichever occurs later, inspect the canted bulkhead at Fuselage Station 588.10. Accomplish this inspection in accordance with the Accomplishment Instructions section of Beech Service Bulletin (SB) No. 2564, Revision 1, dated April 1995.

(b) If, during the inspection, one or more of the limits specified in paragraphs (b)(1), (b)(2), or (b)(3) of this AD are found (also specified in Beech SB No. 2564), prior to further flight, incorporate Beech Kit No. 129-4005-1 S, which reinforces the canted bulkhead at Fuselage Station 588.10.

(1) Any one crack that is greater than 2.5 inches in length.

(2) The sum of all crack lengths in any 12 inches of consecutive frame length is greater than 4.0 inches

(3) Any crack that progresses through the width of the bulkhead.

(c) If no cracks are found during an inspection or a crack is found that does not exceed one of the limits specified in paragraphs (b)(1), (b)(2), or (b)(3) of this AD, accomplish one of the following:

(1) Repeat the inspection specified in paragraph (a) of this AD at intervals not to exceed 600 hours TIS, and prior to further flight, reinforce the canted bulkhead as specified in paragraph (b) of this AD if cracks are found that exceed one or more of the limits specified in paragraphs (b)(1), (b)(2), or (b)(3) of this AD; or

(2) Within 600 hours after the last canted bulkhead inspection, incorporate Beech Kit No. 129-4005-1 S. Incorporating this kit reinforces the canted bulkhead at Fuselage Station 588.10.

(d) Special flight permits may be issued in accordance with §§ 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.

(e) 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 (ACO), 1801 Airport Road, Room 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 ACO.

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

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on September 26, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-24605 Filed 10-3-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-50-AD]

Airworthiness Directives; I.A.M. Rinaldo Piaggio S.p.A. Model P 180 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain I.A.M. Rinaldo Piaggio S.p.A. (Piaggio) Model P 180 series airplanes. The proposed action would require installing a shield on the front section of the engine cradle. A report of power control jamming as a result of freezing conditions during a high altitude flight prompted this AD action. The actions specified by the proposed AD are intended to prevent loss of engine power or the propeller controls from jamming as a result of freezing rain entering the engine nacelle, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Comments must be received on or before December 5, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-50-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Delano D. Castle, Program Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East

Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513.3830, ext. 2716; facsimile (322) 230.6899; or Mr. J. Mike Kiesov, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105; telephone (816) 426-6932; facsimile (816) 426-2169.

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 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, 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 that summarizes 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 No. 95-CE-50-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-50-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Registro Aeronautico Italiano (RAI), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on certain Piaggio Model P 180 series airplanes. The RAI advised of an incident in which water entered the accessory gearbox zone during heavy rain conditions, and passed through the starter generator air discharge port or