

FEDERAL RESERVE BOARD TENTATIVE SCHEDULE OF SELECTED REGULATORY REVIEWS UNDER SECTION 303

Regulation/policy statement/ other regulatory guidance	Description	Target review dates <sup>1</sup>
Reg. E, 12 CFR Part 205 ...	Electronic Fund Transfers (stored value cards, home banking, etc.) .....	2nd Half 1995.
Reg. H, 12 CFR 208.23 .....	Loans in Areas Having Special Flood Hazards .....	2nd Half 1995.
Reg. K, 12 CFR 211.5, 211.22, 211. ...	International Banking Operations: Representative Office Rules; General Consent Authority; Management of Shell Branches; Subpart B Interstate/Bank Merger Rules.	2nd Half 1995.
Reg. U, 12 CFR Part 221 ...	Credit by Banks for the Purpose of Purchasing or Carrying Margin Stock .....	2nd Half 1995.
Reg. D, 12 CFR Part 204 ...	Reserve Requirements of Depository Institutions .....	1st Half 1996.
Reg. G, 12 CFR Part 207 ...	Securities Credit by Persons Other Than Banks, Brokers, or Dealers .....	1st Half 1996.
Reg. O, 12 CFR Part 215 ...	Loans to Executive Officers, Directors, and Principal Shareholders of Member Banks .....	1st Half 1996.
Reg. R, 12 CFR Part 218 ...	Relationships with Dealers in Securities Under Section 32 of the Banking Act of 1933 .....	1st Half 1996.
4 F.R.R.S. 9-1000 .....	Payments System Risk Policy .....	1st Half 1996.
Reg. L, 12 CFR Part 212 ...	Management Official Interlocks .....	1st Half 1996.
Reg. AA, 12 CFR Part 227 .	Unfair or Deceptive Acts or Practices .....	1st Half 1996.
Reg. Y, 12 CFR Part 225, All Provisions.	Bank Holding Companies and Change in Bank Control .....	1st Half 1996.
Reg. X, 12 CFR Part 224 ...	Borrowers of Securities Credit .....	1st Half 1996.
Reg. CC, 12 CFR Part 229	Availability of Funds and Collection of Checks .....	1st Half 1996.
SR Letters (126) .....	SR Letters on Securities Activities and SR Letters That Are Potentially Obsolete .....	1st Half 1996.
Reg. H, 12 CFR Part 208, All Provisions.	Membership of State Banking Institutions in the Federal Reserve System .....	2nd Half 1996.
Reg. H, Reg. Y, Appen- dices.	Capital Adequacy Guidelines .....	2nd Half 1996.
Reg. K, 12 CFR Part 211, All Provisions.	International Banking Operations (Overall Comprehensive Review) .....	2nd Half 1996.
Reg. B, 12 CFR Part 202 ...	Equal Credit Opportunity .....	2nd Half 1996.
Reg. C, 12 CFR Part 203 ...	Home Mortgage Disclosure .....	2nd Half 1996.
SR Letters (117) .....	SR Letters on Foreign Supervision, Foreign and Domestic Applications Processing, Enforce- ment Activities, Trust Activities, Real Estate Lending Standards, Appraisal Standards, and Accounting Issues.	2nd Half 1996.
Reg. Z, 12 CFR Part 226 ...	Truth in Lending .....	1st Half 1997.
SR Letters (62) .....	SR Letters on Supervisory Examinations and Prompt Corrective Action .....	1st Half 1997.
Reg. DD, 12 CFR Part 230	Truth in Savings .....	2nd Half 1998.

<sup>1</sup> Target Review Dates: Generally, target range to seek public comment. A review of the Board's SR Letters is currently in process and the target ranges for SR Letters reflect those times by which staff expects to complete the reviews.

By order of the Board of Governors of the Federal Reserve System, October 10, 1995.  
William W. Wiles,  
Secretary of the Board.  
[FR Doc. 95-25403 Filed 10-13-95; 8:45 am]  
BILLING CODE 6210-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 95-ANE-16]

**Airworthiness Directives; AlliedSignal, Inc. (Formerly Textron Lycoming) LTS101 Series Turboshaft and LTP101 Series Turboprop Engines**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines. This proposal would require identifying,

removing, and replacing certain defective power turbine rotors. This proposal is prompted by reports of workmanship deficiencies on certain power turbine rotors that can reduce the published life limit of the disk. The actions specified by the proposed AD are intended to prevent power turbine rotor failure, which could result in loss of engine power.

**DATES:** Comments must be received by November 15, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-16, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from AlliedSignal Engines, 550 Main St., Stratford, CT 06497; telephone (203) 385-1135, fax (203) 385-1272. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New

England Executive Park, Burlington, MA.

**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:**

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 summarizing 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 Number 95-ANE-16." 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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-16, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

The Federal Aviation Administration (FAA) has received reports that certain power turbine rotors installed on AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines may have workmanship deficiencies. These deficiencies may have resulted in tool markings and removal of material from unapproved areas on rotor assembly disk surfaces. These deficiencies can reduce the life limit of the disk to below the published life limit. This condition, if not corrected, could result in power turbine rotor failure, which could result in loss of engine power.

The FAA has reviewed and approved the technical contents of Textron Lycoming Service Bulletin (SB) No. LT101-72-50-0144, applicable to all LTS101 series turboshaft engines except the LTS101-750B2 model, and all LTP101 series turboprop engines, dated January 15, 1993; and SB No. LT101-72-50-0145, applicable to Model LTS101-750B2 turboshaft engines, dated November 27, 1991. These SB's describe procedures for identifying, removing, and replacing defective power turbine rotors.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require identifying, removing, and replacing certain defective power turbine rotors. The actions would be required to be accomplished in accordance with the SB's described previously.

There are approximately 645 engines of the affected design in the worldwide fleet. The FAA estimates that 430 engines installed on aircraft of .S. registry would be affected by this proposed AD, that it would take approximately 25 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The manufacturer has advised the FAA that all required hardware will be provided at no cost to the operators. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$645,000.

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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 is contained 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 U.S.C. 106(g), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

AlliedSignal, Inc.: Docket No. 95-ANE-16.

*Applicability:* AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft engines installed on, but not limited to, the Eurocopter AS350 and SA366G1, Messerschmitt-Bolkow-Blohm/Kawasaki MBB-BK117 and the Bell Helicopter Textron 222 aircraft, and LTP101 series turboprop engines, installed on but not limited to, the Piaggio P166DL and Airtractor AT302 aircraft.

Note: 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 use the authority provided in paragraph (c) to request approval from the Federal Aviation Administration (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 engine from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent power turbine rotor failure, which could result in loss of engine power, accomplish the following:

(a) For all LTS101 series turboshaft engines except the LTS101-750B2 model, and all LTP101 series turboprop engines, remove and replace power turbine rotors identified in Table 1 of Textron Lycoming Service Bulletin (SB) No. LT101-72-50-0144, dated January 15, 1993, in accordance with the accomplishment procedures in Textron Lycoming SB No. LT101-72-50-0144, dated January 15, 1993, and the following schedule:

(1) For power turbine rotors with more than 1,000 hours time since new (TSN) on the effective date of this AD, remove and replace within the next 50 hours time in service (TIS), not to exceed 1,800 cycles since new (CSN).

(2) For power turbine rotors with 1,000 hours TSN or less, but more than 800 hours TSN on the effective date of this AD, remove and replace within the next 100 hours TIS, not to exceed 1,800 CSN.

(3) For power turbine rotors with 800 hours TSN or less, but more than 400 hours TSN on the effective date of this AD, remove and replace within the next 150 hours TIS, not to exceed 1,800 CSN.

(4) For power turbine rotors with 400 hours TSN or less on the effective date of this AD, remove and replace no later than 600 hours TSN, not to exceed 1,800 CSN.

(b) For all LTS101-750B2 model engines, remove and replace power turbine rotors, in

accordance with the accomplishment procedures of Textron Lycoming SB No. LT101-72-50-0145 dated November 27, 1991, within the next 100 hours TIS after the effective date of this AD, or 800 hours TSN on the power turbine rotor, whichever occurs first.

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

(d) 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.

Issued in Burlington, Massachusetts, on October 2, 1995.

Jay J. Pardee,

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

[FR Doc. 95-25564 Filed 10-13-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 95-ANE-47]

#### **Airworthiness Directives; CFM International Model CFM56-3C-1 and CFM56-3B-2 Turbofan Engines Installed on Boeing 737-400 Aircraft**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This notice proposes the superseding of an existing airworthiness directive (AD), applicable to all CFM International (CFMI) CFM56-3C-1 and certain CFM56-3B-2 engines, that currently requires the removal from service of certain fan disk and fan blade hardware, and limits the use of CFM56-3C-1 thrust levels. This action would require removal of additional fan blade hardware, require an Airplane Flight Manual (AFM) revision to impose thrust level limitations for airplanes equipped with affected engines, and require the installation of redesigned fan blades as a terminating action to the thrust level limitations of this AD. The current AD requirements for certain CFM56-3B-2 engines are unchanged and carried over into the proposed AD. This proposal is prompted by the availability of redesigned fan blades that are not

subject to the thrust level limitations, and the need to clarify the AD requirements by deleting references to specific AFM's. The actions specified by the proposed AD are intended to prevent a fan blade failure that can result in complete loss of engine power.

**DATES:** Comments must be received by December 15, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-47, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplanes, Publications Department, P.O. Box 3707, Seattle, WA 98124-2207; and CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

**FOR FURTHER INFORMATION CONTACT:** Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7138, fax (617) 238-7199.

#### **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 summarizing 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 Number 95-ANE-47." 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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-47, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

On December 1, 1989, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 89-13-51, Amendment 39-6425 (55 FR 1401, January 16, 1990), to require that all CFM International CFM56-3C-1 and certain CFM56-3B-2 model turbofan engines have their fan blade and fan disk hardware removed from service prior to further flight and replaced with serviceable hardware. That AD also requires that all aircraft with CFM56-3C-1 model turbofan engines must be modified to operate at or below CFM56-3B-2 thrust levels if using auto-throttle. In addition, that AD provides for the use of CFM56-3C-1 thrust levels within a limited operating envelope and with certain operational restrictions. That action was prompted by several fan blade high cycle fatigue failures, and one occurrence of fan disk cracking in the dovetail post area while operating at CFM56-3C-1 thrust levels. That condition, if not corrected, could result in a fan blade failure that can result in complete loss of engine power.

Since the issuance of that AD, the FAA has determined that two additional fan blades, Part Numbers (P/N) 9527M99P10 and 9527M99P11, have the same design configuration as the fan blades restricted in the current AD and therefore also require thrust level limitations.

In addition, since the issuance of AD 89-13-51 a new fan blade design has been introduced that has reduced vibratory stress levels. This new fan blade design and current fan disks in which these blades are installed would not be subject to the thrust level limitations of the current AD. The new fan blades will only be required on CFM56-3C-1 model turbofan engines. Installation of redesigned fan blades prior to June 30, 1996, would constitute