

enclosure does not allow the 6 ft. (1.8 m) separation between multiple ground rods, one rod is to be installed inside the enclosure and the other outside. The ground loop has been redrawn to show a complete loop with a conductor feed from the loop down to the ground rod.

(52) Drawing UM7-1: There is no minimum ground clearance shown on any pole structures. If RUS does not want to show minimum clearances, perhaps a note regarding the source for clearance information would be in order.

*Response:* RUS agrees there is possible confusion here. Clearances were omitted purposefully because alternative working methods may be implemented along with appropriate alternative working clearances as a means of providing safety. To allay concerns of this comment, RUS revised the drawing by adding a note which states that clearances must meet NESC requirements.

(53) Certain existing drawings (UC5) are a different design from the proposed drawings. Certain materials used are different and the specification will also have different record units.

*Response:* RUS agrees and has changed the drawing numbers to the applicable drawings.

(54) When RUS changes a construction specification, maybe RUS should add a suffix to indicate that change (example: UC5 change to UC5A or UC5-1, or UC5-98)

*Response:* RUS agrees and has changed the drawing numbers to the applicable drawings.

(55) Drawing UM48-2: The drawing shows the use of two ground rods in the elevation view, however, the quantity of rods is left open in the material list. I and a number of fellow workers and clients feel that it would be helpful to add a note 3 stating that the quantity of rods is to be determined by the specifier and that the use of two rods rather than one at a multi-phase transformer or enclosure is not a standard or a requirement by RUS.

*Response:* RUS agrees. Depending on the condition and type of soil, installation of multiple ground rods may be necessary to attain a desirable ground resistance. Thus, ground rods need to be specified separately.

In response to this comment, RUS added the following note to the drawing: "The quantity of rods is to be determined by the specifier. The use of two rods rather than one at a multi-phase transformer or enclosure is not a standard or a requirement by RUS."

## List of Subjects in 7 CFR Part 1728

Electric power, Incorporation by reference, Loan programs-energy, Rural areas.

For reasons set out in the preamble, RUS is amending 7 CFR part 1728 as follows:

### PART 1728—ELECTRIC STANDARDS AND SPECIFICATIONS FOR MATERIALS AND CONSTRUCTION

1. The authority citation for part 1728 continues to read as follows:

**Authority:** 7 U.S.C. 901 *et seq.*, 1921 *et seq.*, 6941 *et seq.*

2. Section 1728.97 is amended by revising paragraph (a) and by adding, in numerical order, the entry for Bulletin 1728F-806 to paragraph (b). The revision and addition read as follows:

#### § 1728.97 Incorporation by reference of electric standards and specifications.

(a) The following electric bulletins have been approved for incorporation by reference by the Director of the Office of the Federal Register. The bulletins containing construction standards (50-3 to 50-6 and 1728F-803 to 1728F-811), may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. The bulletins containing specifications for materials and equipment (50-15 to 50-99 and 1728F-700) may be obtained from the Rural Utilities Service, Program Development and Regulatory Analysis, Stop 1522, Room 4028-S, Washington, DC 20250-1522. The terms "RUS form", "RUS standard form", "RUS specification", and "RUS bulletin" have the same meanings as the terms "REA form", "REA standard form", "REA specification", and "REA bulletin", respectively unless otherwise indicated. The bulletins are available for inspection at the Office of the Federal Register, 800 North Capitol Street, NW, Suite 700, Washington, DC. These materials are incorporated as they exist on the date of the approval and a notice of any change in these materials will be published in the **Federal Register**.

(b) \* \* \*

Bulletin 1728F-806 (D-806), Specifications and Drawings for Underground Electric Distribution, June 2000.

\* \* \* \* \*

Dated: May 15, 2000.

**Jill Long Thompson,**

*Under Secretary, Rural Development.*

[FR Doc. 00-13293 Filed 5-25-00; 8:45 am]

**BILLING CODE 3410-15-P**

## FEDERAL RESERVE SYSTEM

### 12 CFR Part 201

[Regulation A]

#### Extensions of Credit by Federal Reserve Banks; Change in Discount Rate

**AGENCY:** Board of Governors of the Federal Reserve System.

**ACTION:** Final rule.

**SUMMARY:** The Board of Governors has amended its Regulation A on Extensions of Credit by Federal Reserve Banks to reflect its approval of an increase in the basic discount rate at each Federal Reserve Bank. The Board acted on requests submitted by the Boards of Directors of the twelve Federal Reserve Banks.

**DATES:** The amendments to part 201 (Regulation A) were effective May 16, 2000. The rate changes for adjustment credit were effective on the dates specified in 12 CFR 201.51.

**FOR FURTHER INFORMATION CONTACT:** Jennifer J. Johnson, Secretary of the Board, at (202) 452-3259; for users of Telecommunications Device for the Deaf (TDD), contact Janice Simms, at (202) 872-4984, Board of Governors of the Federal Reserve System, 20th and C Streets NW, Washington, D.C. 20551.

**SUPPLEMENTARY INFORMATION:** Pursuant to the authority of sections 10(b), 13, 14, 19, *et al.*, of the Federal Reserve Act, the Board has amended its Regulation A (12 CFR part 201) to incorporate changes in discount rates on Federal Reserve Bank extensions of credit. The discount rates are the interest rates charged to depository institutions when they borrow from their district Reserve Banks.

The "basic discount rate" is a fixed rate charged by Reserve Banks for adjustment credit and, at the Reserve Banks' discretion, for extended credit for up to 30 days. In increasing the basic discount rate from 5.5 percent to 6.0 percent, the Board acted on requests submitted by the Boards of Directors of the twelve Federal Reserve Banks. The new rates were effective on the dates specified below. The 50-basis-point increase in the discount rate was associated with a similar increase in the federal funds rate approved by the Federal Open Market Committee and announced at the same time.

Increases in demand have remained in excess of even the rapid pace of productivity-driven gains in potential supply, exerting continued pressure on resources. The Board and the Reserve Banks are concerned that this disparity

in the growth of demand and potential supply will continue, which could foster inflationary imbalances that would undermine the economy's outstanding performance. Against the background of the long-term goals of price stability and sustainable economic growth and of the information currently available, the Board and the Reserve Banks believe the risks are weighted mainly toward conditions that may generate heightened inflation pressures in the foreseeable future.

**Regulatory Flexibility Act Certification**

Pursuant to section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 605(b)), the Board certifies that the change in the basic discount rate will not have a significant adverse economic impact on a substantial number of small entities. The rule does not impose any additional requirements on entities affected by the regulation.

**Administrative Procedure Act**

The provisions of 5 U.S.C. 553(b) relating to notice and public participation were not followed in connection with the adoption of the amendment because the Board for good cause finds that delaying the change in the basic discount rate in order to allow notice and public comment on the change is impracticable, unnecessary, and contrary to the public interest in fostering price stability and sustainable economic growth.

The provisions of 5 U.S.C. 553(d) that prescribe 30 days prior notice of the effective date of a rule have not been followed because section 553(d) provides that such prior notice is not necessary whenever there is good cause for finding that such notice is contrary to the public interest. As previously stated, the Board determined that delaying the changes in the basic discount rate is contrary to the public interest.

**List of Subjects in 12 CFR Part 201**

Banks, banking, Credit, Federal Reserve System.

For the reasons set out in the preamble, 12 CFR part 201 is amended as set forth below:

**PART 201—EXTENSIONS OF CREDIT BY FEDERAL RESERVE BANKS (REGULATION A)**

1. The authority citation for 12 CFR part 201 continues to read as follows:

**Authority:** 12 U.S.C. 343 *et seq.*, 347a, 347b, 347c, 347d, 348 *et seq.*, 357, 374, 374a and 461.

2. Section 201.51 is revised to read as follows:

**§ 201.51 Adjustment credit for depository institutions.**

The rates for adjustment credit provided to depository institutions under § 201.3(a) are:

Federal Reserve Bank	Rate	Effective
Boston .....	6.0	May 16, 2000.
New York .....	6.0	May 19, 2000.
Philadelphia .....	6.0	May 18, 2000.
Cleveland .....	6.0	May 16, 2000.
Richmond .....	6.0	May 16, 2000.
Atlanta .....	6.0	May 17, 2000.
Chicago .....	6.0	May 17, 2000.
St. Louis .....	6.0	May 18, 2000.
Minneapolis .....	6.0	May 18, 2000.
Kansas City .....	6.0	May 17, 2000.
Dallas .....	6.0	May 17, 2000.
San Francisco .....	6.0	May 16, 2000.

By order of the Board of Governors of the Federal Reserve System, May 23, 2000.

**Jennifer J. Johnson,**

*Secretary of the Board.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 99-NM-65-AD; Amendment 39-11741; AD 2000-10-17]

**RIN 2120-AA64**

**Airworthiness Directives; Boeing Model 747 Series Airplanes Equipped With Pratt & Whitney JT9D-70 Series Engines**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that requires inspections, tests, and certain modifications of the thrust reverser control and indication system and wiring on each engine, and corrective action, if necessary. This amendment also requires installation of a terminating modification, and repetitive functional tests of that installation to detect discrepancies, and repair, if necessary. This amendment is prompted by the results of a safety review, which revealed that in-flight deployment of a thrust reverser could result in significant reduction in airplane controllability. The actions specified by this AD are intended to ensure the integrity of the fail-safe features of the

thrust reverser system by preventing possible failure modes, which could result in inadvertent deployment of a thrust reverser during flight, and consequent reduced controllability of the airplane.

**DATES:** Effective June 30, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 30, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Larry Reising, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2683; fax (425) 227-1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 747 series airplanes was published in the **Federal Register** on February 4, 2000 (65 FR 5459). That action proposed to require inspections, tests, and certain modifications of the thrust reverser control and indication system and wiring on each engine, and corrective action, if necessary. That action also proposed to require installation of a terminating modification, and repetitive functional tests of that installation to detect discrepancies, and repair, if necessary.

**Comments**

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.

**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 7 Model 747 series airplanes of the affected design in the worldwide fleet. The FAA estimates