

Cash equivalent means negotiable bank certificates of deposit, bankers acceptances issued by banking institutions in the United States and payable in the United States, and any security issued by an investment company registered under section 8 of the Investment Company Act of 1940 (15 U.S.C. 80a-8) that is a money market fund in compliance with all applicable requirements of SEC Rule 2a-7 (17 CFR 270.2a-7).

* * * * *

Examining authority means:

(1) The national securities exchange or national securities association of which a broker or dealer is a member; or

(2) If a member of more than one self-regulatory organization, the organization designated by the Securities and Exchange Commission (SEC) as the examining authority for the creditor.

* * * * *

Margin stock * * *

(6) * * *

(iv) A company which is a money market fund in compliance with all applicable requirements of SEC Rule 2a-7 (17 CFR 270.2a-7).

Maximum loan value * * * Puts, calls and combinations thereof that do not qualify as margin stock have no loan value. * * *

* * * * *

4. Section 221.3 is amended as follows:

- a. By revising the last sentence of paragraph (a)(1);
b. By revising paragraph (c);
c. By adding a sentence to the end of paragraph (d)(1);
d. By revising paragraph (e). The revisions and additions read as follows:

§ 221.3 General requirements.

(a) * * * (1) * * * All other collateral, except for puts and calls, has good faith loan value, as defined in § 221.2 of this part.

* * * * *

(c) Purpose statement for agreements involving revolving or multiple-draw credit or financing of securities purchases on a payment-against-delivery basis.

(1) If a bank extends credit, secured directly or indirectly by any margin stock, in an amount exceeding \$100,000, under an agreement involving revolving or other multiple-draw credit or financing of securities purchases on a payment-against-delivery basis, Form FR U-1 must be executed at the time the credit arrangement is originally established and must be amended as described in paragraph (c)(2) of this section for each disbursement if all of the collateral for

the agreement is not pledged at the time the agreement is originally established.

(2) If a purpose statement executed at the time the credit arrangement is initially made indicates that the purpose is to purchase or carry margin stock, the credit will be deemed in compliance with this part if the maximum loan value of the collateral at least equals the aggregate amount of funds actually disbursed or at the end of any day on which credit is extended under the agreement, the bank calls for additional collateral sufficient bring the credit into compliance with § 221.8 (the Supplement). For any purpose credit disbursed under the agreement, the bank shall obtain and attach to the executed Form FR U-1 a current list of collateral which adequately supports all credit extended under the agreement.

(d) * * * (1) * * * Syndicated loans need not be aggregated with other unrelated purpose credit extended by the same bank.

* * * * *

(e) Mixed collateral loans. (1) A purpose credit secured in part by margin stock and in part by collateral other than securities and cash equivalents shall be treated as two separate loans, one secured by margin stock and any other securities and cash equivalents and one by all other collateral. A bank may use a single credit agreement, if it maintains records identifying each portion of the credit and its collateral.

(2) A purpose credit secured entirely by securities and cash equivalents may be treated as a single loan.

* * * * *

5. Section 221.4 is amended by revising the parenthetical phrase in the middle of paragraph (a) to read as follows:

§ 221.4 Agreements of nonmember banks.

(a) * * * (See Form FR T-1, T-2)

* * * * *

6. Section 221.6 is amended by revising paragraph (f) to read as follows:

§ 221.6 Exempted transactions.

* * * * *

(f) To any customer, other than a broker or dealer, to temporarily finance the purchase or sale of securities for prompt delivery, if the credit is to be repaid in the ordinary course of business upon completion of the transaction and is not extended to enable the customer to pay for securities purchased in an account subject to part 220 of this chapter;

* * * * *

7. Section 221.7 is amended by revising paragraph (c)(2) to read as follows:

§ 221.7 Requirements for the list of OTC margin stocks.

* * * * *

(c) * * *

(2) No longer substantially meets the provisions of paragraph (b) of this section or the definition of OTC margin stock in § 221.2 of this part.

* * * * *

8. Section 221.8 is amended by revising paragraphs (a) and (c) to read as follows:

§ 221.8 Supplement, maximum loan value of margin stock and other collateral.

(a) Maximum loan value of margin stock. The maximum loan value of any margin stock is fifty percent of its current market value.

* * * * *

(c) Maximum loan value of options.

Except for options that qualify as margin stock, puts, calls, and combinations thereof have no loan value.

By order of the Board of Governors of the Federal Reserve System, December 6, 1995. William W. Wiles, Secretary of the Board.

[FR Doc. 95-30131 Filed 12-11-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-98-AD]

Airworthiness Directives; Boeing Model 747-400 Series Airplanes Powered by General Electric CF6-80C2 or Pratt & Whitney PW4000 Series 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 certain Boeing Model 747-400 series airplanes. This proposal would require modification of the engine fuel feed system. This proposal is prompted by reports indicating that the coupling nut on the fuel tube on the outboard strut (engine position 1) fractured. The actions specified by the proposed AD are intended to prevent such fracturing of the coupling nut, which could result in release of fuel onto the engine cowling and a subsequent fire.

DATES: Comments must be received by February 6, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-98-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tamra J. Elkins, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2669; fax (206) 227-1181.

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 shall 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-NM-98-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-98-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056

Discussion

The FAA has received reports indicating that the coupling nut on the fuel tube on the outboard strut (engine position 1) on several Boeing Model 747-400 series airplanes fractured. Fracturing of the coupling nut caused fuel to leak onto the engine cowling. This fracturing has been attributed to relative movement between the outboard struts (engine positions 1 and 4) and the wing front spar. Fracturing of the coupling nut on the fuel tube can result in release of fuel onto the engine cowling. This condition, if not corrected, could result in a fire.

The FAA has reviewed and approved two service bulletins that describe procedures for modification of the engine fuel feed system:

1. Boeing Alert Service Bulletin 747-28A2185, Revision 1, dated September 21, 1995, which applies to certain Model 747-400 series airplanes powered by either General Electric CF6-80C2 or Pratt & Whitney PW4000 series engines. This service bulletin describes procedures for replacement of the strut fuel tubes and couplings at engine positions 1 and 4. The replacement involves installing new shrouded couplings that have been redesigned to be more flexible in response to the relative movement between the outboard struts and the wing front spar.

2. Boeing Service Bulletin 747-28-2146, dated August 13, 1992, which applies to certain Model 747-400 series airplanes powered by General Electric CF6-80C2 series engines. This service bulletin describes procedures for installation of new fuel lines, shrouded fuel line couplings redesigned to be more flexible (between the strut mid bulkhead and the wing front spar), and drain lines at each engine position to provide a drain path from the new couplings to the existing drain system.

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 modification of the engine fuel feed system. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Operators should note that, although Boeing Service Bulletin 747-28-2146 recommends installation of fuel lines,

couplings, and drain lines at each engine position, this proposed AD would require those installations only at engine positions 1 and 4. The FAA finds that the addressed unsafe condition does not exist with regard to engine positions 2 and 3, since relative movement between those engine positions and the wing front spar is insufficient to cause fracturing of the coupling nut. Further, the FAA has received no reports of fracturing of the coupling nut that have been attributed to relative movement between engine positions 2 and 3 and the wing front spar.

There are approximately 226 Model 747-400 series airplanes of the affected design in the worldwide fleet.

The FAA estimates that 34 airplanes of U.S. registry would be required by this proposed AD to replace the strut fuel tubes and couplings at engine positions 1 and 4 in accordance with Boeing Alert Service Bulletin 747-28A2185. That replacement would take approximately 74 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$9,582 per airplane. Based on these figures, the cost impact of this proposed replacement on U.S. operators is estimated to be \$476,748, or \$14,022 per airplane.

Currently, there are no Model 747-400 series airplanes on the U.S. Register that would be required by this AD to accomplish the installation specified in Boeing Service Bulletin 747-28-2146. However, should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 162 work hours per airplane (81 work hours per engine; 2 engines per airplane) to accomplish the proposed installation, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$9,582 per airplane. Based on these figures, the cost impact of this proposed installation would be \$19,302 per airplane.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

Boeing: Docket 95–NM–98–AD.

Applicability: Model 747–400 series airplanes powered by General Electric CF6–80C2 or Pratt & Whitney PW4000 series engines; as identified in Boeing Alert Service Bulletin 747–28A2185, Revision 1, dated September 21, 1995, and Boeing Service Bulletin 747–28–2146, dated August 13, 1992; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 use the authority provided in paragraph (b) of this AD to request approval from the 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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent fracturing of the coupling nut, which could result in release of fuel onto the engine cowling and a subsequent fire, accomplish the following:

(a) Within 18 months after the effective date of this AD, accomplish the requirements of paragraph (a)(1) or (a)(2), as applicable.

(1) For Model 747–400 series airplanes identified in Boeing Alert Service Bulletin 747–28A2185, Revision 1, dated September 21, 1995: Replace the strut fuel tubes and couplings at engine numbers 1 and 4 with new redesigned (shrouded) couplings, in accordance with that alert service bulletin.

(2) For Model 747–400 series airplanes having variable numbers RT641 through RT650 inclusive, identified in Boeing Service Bulletin 747–28–2146, dated August 13, 1992: On engine positions 1 and 4 only, install new fuel lines, shrouded fuel line couplings (between the strut mid bulkhead and the wing front spar), and drain lines in accordance with that service bulletin.

(b) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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.

Issued in Renton, Washington, on December 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–30213 Filed 12–11–95; 8:45 am]

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14 CFR Part 39

[Docket No. 95–NM–78–AD]

Airworthiness Directives; Airbus Model A300–600 Series Airplanes

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 certain Airbus Model A300–600 series airplanes. This proposal would require inspections to detect corrosion and cracking of the lower horizontal-stabilizer cutout longeron, the corner fitting, the skin strap, and the outer skin; and repair, if necessary. This

proposal is prompted by cracking found at the lower corner of the horizontal-stabilizer cutout longeron during a full scale fatigue test. The actions specified by the proposed AD are intended to prevent such cracking, which could result in reduced structural integrity of the horizontal stabilizer cutout longeron.

DATES: Comments must be received by January 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–78–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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.

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) 277–2589; fax (206) 227–1149.

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 shall identify the Rules Docket number and be submitted in triplicate to the address specified. 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