

## PART 204—RESERVE REQUIREMENTS OF DEPOSITORY INSTITUTIONS (REGULATION D)

1. The authority citation for part 204 continues to read as follows:

Authority: 12 U.S.C. 248(a), 248(c), 371a, 461, 601, 611, and 3105.

2. Section 204.2 is amended as follows:

a. In paragraph (c)(1)(i), the introductory text of footnote 1 is amended by removing “before maturity” and adding in its place, “during the period when an early withdrawal penalty would otherwise be required under this part”, removing “the” after “imposing” adding in its place, “an”, removing “penalties” and adding in its place “penalty”, and footnote 2 is removed.

b. In paragraphs (c)(1)(iv)(C), (c)(1)(iv)(E), and (d)(2), footnotes 3 through 6 are redesignated as footnotes 2 through 5, respectively.

c. Paragraph (f)(1)(iii) is revised.

d. Paragraph (f)(1)(iv) is removed and paragraph (f)(1)(v) is redesignated as paragraph (f)(1)(iv).

e. In newly redesignated paragraphs (f)(1)(iv)(C) and (f)(1)(iv)(E), footnotes 7 and 8 are redesignated as footnotes 6 and 7, respectively.

f. Paragraph (f)(3) is removed.

g. In paragraph (h)(1)(ii)(A), footnote 10 is redesignated as footnote 8 and is amended by removing “(1) that were acquired before October 7, 1979, or (2)”.

h. In paragraphs (h)(2)(ii) and (t), footnotes 11 and 12 are redesignated as footnotes 9 and 10, respectively, and newly redesignated footnote 9 is amended by revising “Footnote 10” to read “footnote 8”. The revisions are as follows:

### § 204.2 Definitions.

\* \* \* \* \*

(f)(1) *Nonpersonal time deposit* \* \* \*

\* \* \* \* \*

(iii) A transferable time deposit. A time deposit is transferable unless it contains a specific statement on the certificate, instrument, passbook, statement or other form representing the account that is not transferable. A time deposit that contains a specific statement that it is not transferable is not regarded as transferable even if the following transactions can be effected: a pledge as collateral for a loan, a transaction that occurs due to circumstances arising from death, incompetency, marriage, divorce, attachment, or otherwise by operation of law or a transfer on the books or records of the institution; and

\* \* \* \* \*

3. Section 204.3 is amended as follows:

a. Paragraph (a)(3)(i) is removed and the paragraph designation (a)(3)(ii) is removed.

b. Paragraph (f)(1) is revised.

c. Paragraph (i)(5)(iv) is removed.

The revisions are as follows:

### § 204.3 Computation and maintenance.

\* \* \* \* \*

(f) *Deductions allowed in computing reserves.* (1) In determining the reserve balance required under this part, the amount of cash items in process of collection and balances subject to immediate withdrawal due from other depository institutions located in the United States (including such amounts due from United States branches and agencies of foreign banks and Edge and agreement corporations) may be deducted from the amount of gross transaction accounts. The amount that may be deducted may not exceed the amount of gross transaction accounts.

\* \* \* \* \*

4. Section 204.4 is revised to read as follows:

### § 204.4 Transitional adjustments in mergers.

In cases of mergers and consolidations of depository institutions, the amount of reserves that shall be maintained by the surviving institution shall be reduced by an amount determined by multiplying the amount by which the required reserves during the computation period immediately preceding the date of the merger (computed as if the depository institutions had merged) exceeds the sum of the actual required reserves of each depository institution during the same computation period, times the appropriate percentage as specified in the following schedule:

Maintenance periods occurring during quarters following merger or consolidation	Percentage applied to difference to compute amount to be subtracted
1 .....	87.5
2 .....	75.0
3 .....	62.5
4 .....	50.0
5 .....	37.5
6 .....	25.0
7 .....	12.5
8 and succeeding .....	0

5. Section 204.8 is amended as follows:

a. In paragraph (a)(2)(i)(B)(5), footnotes 13 and 14 are redesignated as footnotes 11 and 12, respectively.

b. In paragraph (a)(3)(v), footnotes 15 and 16 are redesignated as footnotes 13 and 14, respectively, and revised to read as follows:

### § 204.8 International banking facilities.

(a) *Definitions.* \* \* \*

\* \* \* \* \*

(3) *International banking facility extension of credit or IBF loan* \* \* \*

\* \* \* \* \*

(v) \* \* \* 13 \* \* \* 14 \* \* \*

### § 204.9 [Amended]

6. Section 204.9 is amended by removing paragraph (b), by redesignating paragraph (a)(1) as paragraph (a), and by redesignating paragraph (a)(2) as paragraph (b).

By order of the Board of Governors of the Federal Reserve System, June 10, 1996.

William W. Wiles,

Secretary of the Board.

[FR Doc. 96-15120 Filed 6-14-96; 8:45 am]

BILLING CODE 6210-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-SW-17-AD]

### Airworthiness Directives; Schweizer Aircraft Corporation and Hughes Helicopters, Inc. Model 269A, 269A-1, 269B, and TH-55A Helicopters

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

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

**SUMMARY:** This document proposes to supersede an existing airworthiness directive (AD), applicable to Schweizer Aircraft Corporation and Hughes Helicopters, Inc. Model 269A, 269A-1, 269A-2, and 269B helicopters, that currently requires initial and repetitive inspections of the main rotor thrust bearing (bearing) for bearing rotational roughness, corrosion, inadequate lubrication, physical damage, or excessive zinc chromate paste or moisture. This action would require the same initial and repetitive inspections required by the existing AD, but would extend the retirement life for certain bearings, and would remove the Model 269A-2 helicopter from, and add the Model TH-55A helicopters to the applicability of this AD. This proposal is prompted by an FAA analysis of service information issued by the

<sup>13</sup> See footnote 11.

<sup>14</sup> See footnote 12.

manufacturer that extends the retirement life for certain bearings. The actions specified by the proposed AD are intended to prevent failure of the bearing, loss of the main rotor, and subsequent loss of control of the helicopter.

**DATES:** Comments must be received by August 16, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-SW-17-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. This information may be examined at the FAA, Office of the Assistant Chief Counsel, Room 663, 2601 Meacham Blvd., Fort Worth, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ray O'Neill, Aerospace Engineer, Airframe and Propulsion Branch, New York Aircraft Certification Office, FAA, New England Region, 10 5th Street, Valley Stream, New York 11581, telephone (516) 256-7505, fax (516) 568-2716.

#### **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 No. 94-SW-17-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, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-SW-17-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137

##### **Discussion**

On October 11, 1968, the FAA issued AD 68-21-05, Amendment 39-672 (33 FR 15543, October 19, 1968), to require, for Model 269A helicopters, serial numbers (S/N) 0011 through 0979 (except Model TH-55A helicopters), Model 269A-1 helicopters, S/N 0001 through 0041, Model 269A-2 helicopter, S/N 0001, and Model 269B, S/N 0001 through 0370, an initial inspection at 25 hours time-in-service (TIS) and thereafter, repetitive inspections at 150 hours TIS intervals of the bearing, part number (P/N) 269A5050-50 or P/N 269A5050-51, for bearing corrosion, inadequate lubrication, physical damage, or evidence of excessive zinc chromate paste or moisture; and, to establish a bearing retirement life of 300 hours TIS. The AD was revised and issued on July 24, 1970 (35 FR 12532, August 6, 1970) to require, for bearings, P/N 269A5050-73, repetitive inspections at 600 hours TIS intervals for bearing corrosion, rust, freedom of rotation, looseness, binding, nicks, burrs, cracks, and inadequate lubrication; and to establish a bearing retirement life of 1,800 hours TIS. These actions were prompted by several reports of failures of the bearings in military-use helicopters (Model TH-55A) that were equipped with the same bearings. That condition, if not corrected, could result in failure of the main rotor thrust bearing, loss of the main rotor, and subsequent loss of control of the helicopter.

Since the issuance of that AD, Hughes Helicopters, Inc., issued a report (Hughes Report JS-10-3, Revised May 4, 1979), which stated that the retirement life for the bearing, P/N 269A5050-73, should be extended from 1,800 hours TIS to 3,000 hours TIS. There have been no reports of failures of that bearing since the issuance of AD 68-21-05. In 1979, the FAA incorporated the 3,000 hours TIS retirement life into Type Certificate Data Sheet 4H12, Revision 19, which governs Schweizer Aircraft Corporation Model 269A, 269A-1, 269B, and former TH-55A helicopters.

Additionally, the Model 269A-2 Serial No. 0001) was deleted from that Type Certificate Data Sheet. Therefore, the Model 269A-2 is removed from the applicability of this AD. Finally the Model TH-55A helicopter was omitted from the applicability of the existing AD, and has been added to the applicability of this AD.

Since an unsafe condition has been identified that is likely to exist or develop another Schweizer Aircraft Corporation and Hughes Helicopters, Inc. Model 269A, 269A-1, 269B, and TH-55A helicopters of the same type design, the proposed AD would supersede AD 68-21-05 to require the same initial and repetitive inspections required by the existing AD, but extend the retirement life for bearings, P/N 269A5050-73, from 1,800 hours TIS to 3,000 hours TIS.

The FAA estimates that 500 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,890 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,185,000.

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 USC 106(g), 40113, and 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-1055 (35 FR 12532, August 6, 1970), and Amendment 39-672 (33 FR 15543, October 19, 1968), and by adding a new airworthiness directive (AD), to read as follows:

Schweizer Aircraft Corporation and Hughes Helicopters, Inc.: Docket No. 94-SW-17-AD. Supersedes AD 68-21-05, Amendment 39-1055 and Amendment 39-672.

**Applicability:** Model 269A helicopters, serial numbers (S/N) 0011 through 1109, Model 269A-1 helicopters, S/N 0001 through 0041, Model 269B, S/N 0001 through 0444, and Model TH-55A, with main rotor thrust bearing, part number (P/N) 269A5050-50, -51 or -73, installed, certified in any category.

**Note 1:** This AD applies to each helicopter 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 helicopters 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 (g) 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 helicopter from the applicability of this AD.

**Compliance:** Required within 25 hours time-in-service (TIS) after the effective date of this AD, unless accomplished previously.

To prevent failure of the main rotor thrust bearing, loss of the main rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) From available helicopter records, determine the TIS of the appropriate main rotor thrust bearing (bearing), part number (P/N) 269A5050-50, 269A5050-51, or 269A5050-73.

(1) If the TIS on the bearing, P/N 269A5050-50 or -51, equals or exceeds 300

hours TIS, replace the bearing before further flight.

(2) If the TIS on the bearing, P/N 269A5050-50 or -51, equals or exceeds 275 hours TIS, retire the bearing from service within 25 hours TIS after the effective date of this AD.

(b) Inspect bearing, P/N 269A5050-50 or -51, for rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste in accordance with Step II, paragraph b of Schweizer Service Notice (SSN) No. N-59, dated October 9, 1968.

(1) If bearing rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, replace the bearing with an airworthy bearing.

(2) If no bearing rotational roughness, corrosion, lack of lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, thereafter, inspect the bearing in accordance with this paragraph upon attaining an additional 150 hours TIS.

(3) For replacement bearings, inspect in accordance with this paragraph upon attaining 150 hours TIS, unless the bearing reaches its 300 hour TIS retirement life limit prior to this inspection.

(c) For bearing, P/N 269A5050-73:

(1) Inspect the bearing for corrosion, rust, freedom of rotation, looseness, binding, nicks, burrs, cracks and lubrication. Thereafter, inspect the bearing at intervals not to exceed 600 hours TIS.

(2) As necessary, repack the bearing cavity in accordance with Schweizer Aircraft Corporation CKP-C-41 "Installation Instructions For 269 Series Helicopters, SA-269K-057-1 Main Rotor Thrust Bearing Kit," dated June 9, 1994.

(d) This AD establishes a retirement life of 300 hours TIS for bearings, P/Ns 269A5050-50 and -51 and a retirement life of 3,000 hours TIS for bearing, P/N 2695050-73. However, bearings, P/Ns 269A5050-50 and -51, with at least 275 hours TIS but less than 300 hours TIS on the effective date of this AD, need not be retired until or before the accumulation of an additional 25 hours TIS after the effective date of this AD.

(e) Inspect the thrust bearing nut (nut), P/N 269A1306-5, for corrosion and physical damage and determine whether the nut has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(1) If corrosion or physical damage is found, replace the nut with an airworthy nut that has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(2) If the nut has not been modified, modify the nut in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(f) Inspect the interior of the main rotor mast (mast) for corrosion, physical damage, foreign materials, moisture or inadequate drainage due to a buildup of zinc chromate paste and determine whether the mast has been modified in accordance with Step II of SSN No. N-59, dated October 9, 1968 to install a drain hole.

(1) If corrosion or physical damage is found, replace the mast with an airworthy mast that has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(2) If the interior of the mast has foreign materials, moisture or inadequate drainage due to a buildup of zinc chromate paste, clean the area with a suitable solvent in accordance with Step II of SSN No. N-59, dated October 9, 1968.

(3) If the mast has not been modified, modify the mast in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(g) 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, New York Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(h) 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 helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on June 6, 1996.

Larry M. Kelly,

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 96-15214 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 95-ASO-22]

### Proposed Establishment of VOR Federal Airways V-603 and V-605; SC

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposed rule would establish two Federal Airways, V-603 from Pulaski, VA, to Columbia, SC, and V-605 from Holston Mountain, TN, to Spartanburg, SC. Establishing new airways would expedite the flow of air traffic and reduce the workload for the pilot and controller.

**DATES:** Comments must be received on or before July 29, 1996.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ASO-500, Docket No. 95-ASO-22, Federal Aviation Administration, P.O. Box 20636, Atlanta, GA 30320.

The official docket may be examined in the Rules Docket, Office of the Chief