

LLW disposal facilities. The NRC believes that because there would be no health and safety benefit from the proposed change in requirements, it is inappropriate to take an action which could have an adverse impact on the timely development of safe LLW disposal facilities.

For reasons cited in this document, the NRC denies the petition.

Dated at Rockville, Maryland, this 9th day of December, 1996.

For the Nuclear Regulatory Commission.  
James M. Taylor,  
*Executive Director for Operations.*  
[FR Doc. 96-32486 Filed 12-20-96; 8:45 am]  
BILLING CODE 7590-01-P

## FEDERAL RESERVE SYSTEM

### 12 CFR Parts 207, 220, and 221

[Regulations G, T, and U; Docket No. R-0944]

#### Securities Credit Transactions

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

**ACTION:** Proposed rule; extension of comment period.

**SUMMARY:** The Board is extending the comment period on its proposal to amend its margin regulations, Regulations G, T, and U, to give the public additional time to comment on the proposal. The Secretary of the Board, acting pursuant to delegated authority, has extended the comment period from December 26, 1996, to January 31, 1997, to give the public additional time to provide comments.

**DATES:** Comments should be received on or before January 31, 1997.

**ADDRESSES:** Comments should refer to Docket R-0944, and may be mailed to William Wiles, Secretary, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue, N.W., Washington, DC 20551. Comments addressed to Mr. Wiles also may be delivered to Room B-2222 of the Eccles Building between 8:45 a.m. and 5:15 p.m. weekdays, or to the guard station in the Eccles Building courtyard on 20th Street N.W. (between Constitution Avenue and C Street N.W.) at any time. Comments received will be available for inspection in Room MP-500 of the Martin Building between 9:00 a.m. and 5:00 p.m. weekdays, except as provided in 12 CFR 261.9 of the Board's Rules Regarding the Availability of Information.

**FOR FURTHER INFORMATION CONTACT:** Oliver Ireland, Associate General Counsel (202) 452-3625, Gregory Baer,

Managing Senior Counsel (202) 452-3236, or Scott Holz, Senior Attorney (202) 452-2966, Legal Division; for the hearing impaired only, Telecommunications Device for the Deaf (TDD), Dorothea Thompson (202) 452-3544.

**SUPPLEMENTARY INFORMATION:** On November 26, 1996, the Board requested comment on amendments to its margin regulations, Regulations G, T, and U (61 FR 60168).

By order of the Secretary of the Board, acting pursuant to delegated authority for the Board of Governors of the Federal Reserve System, December 17, 1996.

William W. Wiles,

*Secretary of the Board.*

[FR Doc. 96-32474 Filed 12-20-96; 8:45 am]

BILLING CODE 6210-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-SW-28-AD]

#### Airworthiness Directives; Bell Helicopter Textron, Inc. Model 214ST Helicopters

**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 Bell Helicopter Textron, Inc. (BHTI) Model 214ST helicopters. This proposal would require creation of a component history card using a Retirement Index Number (RIN) system; would establish a system for tracking increases to the accumulated RIN; and would establish a maximum accumulated RIN for the pillow block bearing bolts (bearing bolts). This proposal is prompted by fatigue analyses and tests that show certain bearing bolts fail sooner than originally anticipated because of the unanticipated high number of takeoffs and external load lifts utilizing high-power settings in addition to the time-in-service (TIS) accrued under other operating conditions. The actions specified by the proposed AD are intended to prevent fatigue failure of the bearing bolts, which could result in failure of the main rotor system and subsequent loss of control of the helicopter.

**DATES:** Comments must be received by February 21, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-SW-28-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 Bell Helicopter Textron, Inc., Product Support Department, P.O. Box 482, Fort Worth, Texas, 76101.

**FOR FURTHER INFORMATION CONTACT:** Mr. Charles Harrison, Aerospace Engineer, FAA, Rotorcraft Certification Office, Rotorcraft Directorate, Fort Worth, Texas 76193-0170, telephone (817) 222-5447, fax (817) 222-5959.

#### 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-SW28-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-28-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

## Discussion

This notice proposes the adoption of a new airworthiness directive (AD) that is applicable to BHTI Model 214ST helicopters. This proposal would require, within the next 25 hours TIS after the effective date of this AD, creation of a component history card using the RIN system for certain bearing bolts on the Model 214ST helicopters; a system for tracking increases to the accumulated RIN; and would establish a maximum accumulated RIN of 17,000 for the Model 214ST helicopter bearing bolts. Fatigue analyses and tests by the manufacturer show that certain bearing bolts fail sooner than originally anticipated because of the unanticipated high number of takeoffs and external load lifts utilizing high-power settings in addition to the TIS accrued under other operating conditions. This condition, if not corrected, could result in fatigue failure of the bearing bolts, which could result in failure of the main rotor system and subsequent loss of control of the helicopter.

The FAA has reviewed BHTI Alert Service Bulletin (ASB) No. 214ST-94-69, dated November 7, 1994, which describes procedures for creation of a component history card within the next 25 hours TIS for Model 214ST helicopters. The ASB also describes the retirement life as 17,000 RIN for the bearing bolts installed on the Model 214ST helicopters.

Since an unsafe condition has been identified that is likely to exist or develop on other BHTI Model 214ST helicopters of the same type design, the proposed AD would require creation of a component history card using the RIN system; a system for tracking increases to the accumulated RIN; and would establish a maximum accumulated RIN of 17,000 for the Model 214ST helicopter bearing bolts.

The FAA estimates that 6 helicopters of U.S. registry would be affected by this proposed AD, and that it would take (1) 24 work hours per helicopter to replace the affected bearing bolts due to the new method of determining the retirement life required by this AD; (2) 2 work hours per helicopter to create the component history card or equivalent record (record); (3) 10 work hours per helicopter to maintain the record each year, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$2,000 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators for the first year is estimated to be \$7,760 and each subsequent year to be \$7,160. These costs assume replacement of the bearing

bolts in one-sixth of the fleet each year, creation and maintenance of the records for all the fleet the first year, and creation of one-sixth of the fleet's records and maintenance of the records for all the fleet each subsequent year.

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, 44701.

### § 39.13 [Amended]

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

Bell Helicopter Textron Inc.: Docket No. 94-SW-28-AD.

*Applicability:* All Model 214ST helicopters with pillow block bearing bolts (bearing bolts), part number (P/N) 20-057-12-48D or -50D, installed, certificated 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 (e) 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 fatigue failure of the bearing bolts, which could result in failure of the main rotor system and subsequent loss of control of the helicopter, accomplish the following:

(a) Create a component history card or an equivalent record for the bearing bolts, P/N 20-057-12-48D or -50D.

(b) To determine the accumulated RIN to date on parts in service, multiply the factored flight hour total to date by 13.6 (round-off the result to the next higher whole number). Record on the component history card the accumulated Retirement Index Number (RIN).

Note 2: Bell Helicopter Textron, Inc. Alert Service Bulletin 214ST-94-69, dated November 7, 1994, pertains to this AD.

(c) After compliance with paragraphs (a) and (b) of this AD, during each operation thereafter, maintain a count of each takeoff and external load lift performed, and at the end of each day's operations, increase the accumulated RIN on the component history cards as follows:

(1) Increase the RIN by 2 for each takeoff.  
(2) Increase the RIN by 2 for each external load lift or, increase the RIN by 4 for each external load lift operation in which the load is picked up at a higher elevation and released at a lower elevation, and the difference in elevation between the pickup point and the release point is 200 feet or greater.

(d) Remove the bearing bolts from service on or before attaining an accumulated RIN of 17,000. If any of the four bearing bolts are replaced based on condition, then all four bolts must be replaced at that time. The bolts are no longer retired based upon flight hours. This AD revises the Airworthiness Limitations section of the maintenance manual by establishing a new retirement life for the bearing bolts of 17,000 RIN.

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

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

(f) 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 December 9, 1996.

Eric Bries,

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 96-32434 Filed 12-20-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 96-CE-34-AD]

RIN 2120-AA64

**Airworthiness Directives; Raytheon Aircraft Company Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 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 Raytheon Aircraft Company (Raytheon) Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 airplanes. The proposed action would require checking the interior cabin door handle and the interior utility door handle for proper locking, and if the handles do not lock, re-installing the door handles correctly for the lock to engage. Reports of the interior utility and interior cabin door handles opening without depressing the lock release button prompted the proposed action. The actions specified by the proposed AD are intended to prevent unintentional opening of the interior cabin side door and the interior utility door while in flight, which if not detected and corrected, could result in injury to passengers.

**DATES:** Comments must be received on or before February 21, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-34-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 Raytheon Aircraft Company, 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. Larry Engler, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4122; 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. 96-CE-34-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. 96-CE-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### Events Leading to the Proposed Action

Reports received from nine owners/operators of Raytheon Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 airplanes show that the interior side cabin door and utility door may open unintentionally because the door handle's lock release button may not catch due to improper installation. If this problem is not discovered and corrected, a passenger or crew member could lean his/her hand down on the supposedly locked door handle and the door would open without warning.

#### Related Service Information

Raytheon has issued Service Bulletin No. 2693, Issued May 1996 which specifies inspecting the airplane's interior side cabin door and utility door handles for locking and proper installation.

#### Explanation of the Provision of the Proposed Action

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent unintentional opening of the interior cabin side door and the interior utility door while in flight, which if not detected and corrected, could result in injury to passengers.

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, B36TC, 50, B50, C50, 95-55, 95A55, 95B55, 95C55, D55, E55, 56TC, A56TC, 58, 58TC, 95, B95, B95A, D95A, and E95 airplanes of the same type design, the proposed AD would require a certified pilot checking the interior side cabin door handle and the utility door handle for correct locking operation of the handle. If the handle opens the door without pushing the handle's lock release button, prior to further flight, the proposed AD would require a licensed airframe mechanic to correct the door lock by removing the handle, and installing the handle so that