

national Ministry of Agriculture. Fifty percent of the traps were of the McPhail type, and fifty percent of the traps were of the Jackson type. If the average Jackson trap catch was greater than 7 Medflies per trap per week, measures were taken to control the Medfly population in the production area. The national Ministry of Agriculture kept records of fruit fly finds for each trap, updated the records each time the traps were checked, and made the records available to APHIS inspectors upon request. The records were maintained for at least 1 year.

(h) If the average Jackson trap catch exceeds 14 Medflies per trap per week, importations of papayas from that production area must be halted until the rate of capture drops to an average of 7 or fewer Medflies per trap per week.

(i) All shipments must be accompanied by a phytosanitary certificate issued by the national Ministry of Agriculture stating that the papayas were grown, packed, and shipped in accordance with the provisions of this section.

Done in Washington, DC, this 22nd day of September 1997.

Terry L. Medley,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 97-25487 Filed 9-24-97; 8:45 am]

BILLING CODE 3410-34-P

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Part 725

Central Liquidity Facility

AGENCY: National Credit Union Administration (NCUA).

ACTION: Notice of proposed rulemaking.

SUMMARY: The National Credit Union Central Liquidity Facility (the CLF), a mixed-ownership government corporation within the NCUA, serves as a liquidity source for its member credit unions. The current regulation requires the CLF to secure each loan with a security interest in all of the assets of the member credit union. This requirement interferes with the ability of credit unions to establish credit arrangements with other parties and in some cases may preclude members from borrowing from the CLF. In order to accommodate credit arrangements between the CLF member credit unions and multiple parties, NCUA is proposing to amend this requirement to permit the CLF to take, in lieu of a blanket security interest, a first priority security interest in specific assets of the

credit union with a net book value at least equal to 110% of the amounts owed on the CLF advance or Agent loan. The proposed rule is intended to provide credit unions with greater flexibility in their normal operations while ensuring that the CLF is adequately protected for any loans that it makes.

DATES: Comments must be received on or before November 24, 1997.

ADDRESSES: Comments should be directed to Becky Baker, Secretary of the Board. Mail or hand-deliver comments to: National Credit Union Administration, 1775 Duke Street, Alexandria, Virginia 22314-3428. Fax comments to (703) 518-6319. E-mail comments to boardmail@ncua.gov. Please send comments by one method only.

FOR FURTHER INFORMATION CONTACT: Herbert S. Yolles, President, National Credit Union Central Liquidity Facility, at the above address. Telephone Number (703) 518-6391 or (703) 518-6363.

SUPPLEMENTARY INFORMATION:

Background

Pub. L. 96-630, Title XVIII, 12 U.S.C. 1795, et seq., enacted in 1979, created the CLF. Its purpose is to improve general financial stability by meeting the liquidity needs of credit unions and thereby encourage savings, support consumer and mortgage lending, and provide basic financial resources to all segments of the economy.

Most credit unions are members of a corporate credit union. In addition, credit unions are now eligible for Federal Home Loan Bank membership. Both corporate credit unions and Federal Home Loan Banks require that a credit union provide collateral for borrowing. In addition, credit unions may also borrow from other financial institutions and are required to provide collateral for such borrowings. While multiple security agreements are not prohibited under the current regulation, the presence of competing security interests could result in the CLF being under-collateralized for any advances.

Collateral—Net Book Value

Currently, Section 725.19 requires that the CLF secure each loan with a blanket security interest in all of the assets of the member credit union. The proposed rule gives the CLF the option of taking either a blanket security interest or a first priority security interest in specific collateral of the credit union with a net book value at least equal to 110% of the amounts owed on the CLF advance or Agent loan.

This requirement would permit a credit union to provide collateral to other lenders and still have the ability to borrow from the CLF, so long as it had other assets with sufficient net book value to support the CLF advance or Agent loan. It also would permit the CLF to accept a security interest in all assets of the credit union as collateral for a CLF advance to a Regular member. However, the net book value of the assets would still have to be at least equal to 110% of the amounts amounts owed on the CLF advance or Agent loan.

Superior Perfected Interest

In calculating the value of the assets covered by the security interest, assets in which any third party had a superior perfected interest would be excluded.

Section 208 Assistance

The proposed rule also expressly authorizes the CLF to accept the guarantee of the National Credit Union Share Insurance Fund as collateral for borrowings by a credit union. This provision would facilitate advances by the CLF to credit unions receiving assistance under Section 208 of the Federal Credit Union Act.

Regulatory Procedures

Regulatory Flexibility Act

The NCUA Board certifies that this proposed rule, if adopted, will not have a significant impact on a substantial number of small credit unions (those under \$1 million in assets). The proposed rule will make it easier for credit unions to obtain loans from both CLF and other sources. Accordingly, a regulatory flexibility analysis is not required.

Paperwork Reduction Act

The proposed rule has no information collection requirements; therefore, no Paperwork Reduction Act analysis is required.

Executive Order 12612

The NCUA Board has determined that the proposed rule, if adopted, will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among various levels of government.

List of Subjects in 12 CFR Part 725

Credit, Credit unions, Reporting and recordkeeping requirements.

By the National Credit Union
Administration Board on September 17,
1997.

Becky Baker,
Secretary of the Board.

For the reasons set forth in the
preamble, NCUA proposes to amend 12
CFR part 725 as set forth below:

PART 725—NATIONAL CREDIT UNION ADMINISTRATION CENTRAL LIQUIDITY FACILITY

1. The authority citation for part 725
continues to read as follows:

Authority: Secs. 301–307 Federal Credit
Union Act, 92 Stat. 3719–3722 (12 U.S.C.
1795–1795f).

2. Section 725.19 is revised to read as
follows:

§ 725.19 Collateral requirements.

(a) Each CLF advance and each Agent
loan shall be secured by a first priority
security interest in collateral of the
credit union with a net book value at
least equal to 110% of all amounts due
under the applicable CLF advance or
Agent loan, or by guarantee of the
National Credit Union Share Insurance
Fund.

(b) The CLF may accept as collateral
for each CLF advance to a Regular
member, a security interest in all assets
of the Regular member; provided
however, that the value of any assets in
which any third party has a perfected
security interest that is superior to the
security interest of the CLF shall be
excluded for purposes of complying
with the requirements of paragraph (a)
of this section.

(c) The CLF may accept as collateral
for each CLF advance to an Agent
member, a security interest in the Agent
loans for which the CLF advance was
made; provided however, that the
collateral for such Agent loan meets the
requirements of paragraph (a) of this
section.

[FR Doc. 97–25359 Filed 9–24–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–54–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 757–200 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 Boeing Model 757–200 series
airplanes. This proposal would require
the application of a sealant, secondary
fuel barrier, and corrosion-inhibiting
compound to certain portions of the
wing center section. This proposal is
prompted by reports indicating that,
during manufacture, the secondary fuel
barrier was not applied to certain
portions of the wing center section. The
actions specified by the proposed AD
are intended to prevent leakage of fuel
through the fasteners, sealant, or
structural cracks in the center section
structure, which could result in fuel or
fuel vapors entering the cargo or
passenger compartment of the airplane.

DATES: Comments must be received by
November 5, 1997.

ADDRESSES: Submit comments in
triplicate to the Federal Aviation
Administration (FAA), Transport
Airplane Directorate, ANM–103,
Attention: Rules Docket No. 97–NM–
54–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:
Kathrine Rask, Aerospace Engineer,
Propulsion Branch, ANM–140S, FAA,
Seattle Aircraft Certification Office,
1601 Lind Avenue SW., Renton,
Washington; telephone (425) 227–1547;
fax (425) 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 97–NM–54–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.
97–NM–54–AD, 1601 Lind Avenue SW.,
Renton, Washington 98055–4056.

Discussion

The FAA has received reports
indicating that, during manufacture, the
secondary fuel barrier was not applied
on the outboard corners of the front spar
of the wing center section on certain
Boeing Model 757–200 series airplanes.
The secondary fuel barrier is applied to
areas of the wing center section that are
exposed to cabin pressure. If the
secondary barrier is not applied, fuel
could leak through the fasteners,
sealant, or structural cracks in the center
section structure, which could result in
fuel or fuel vapors entering the cargo or
passenger compartment of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved
Boeing Service Bulletin 757–57–0053,
dated February 6, 1997, which describes
procedures for the application of a
sealant, secondary fuel barrier, and
corrosion-inhibiting compound to areas
on the front spar of the wing center
section. Accomplishment of this
application will ensure that any fuel
leaks through the tank structure do not
enter the cargo or passenger
compartments of the airplane.

Explanation of Requirements of Proposed Rule

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 the application of a sealant,