

By the National Credit Union
Administration Board on March 13, 1996.
Becky Baker,
Secretary of the Board.

Accordingly, NCUA amends 12 CFR chapter VII as follows:

**PART 748—SUSPICIOUS ACTIVITY
REPORT; REPORT OF
CATASTROPHIC ACT AND BANK
SECRECY ACT COMPLIANCE**

1. The heading of Part 748 is revised as set forth above.

2. The authority citation for Part 748 is revised to read as follows:

Authority: 12 U.S.C. 1766(a), 1786(q); 31 U.S.C. 5311.

3. Section 748.1 (c) is revised to read as follows:

§ 748.1 Filing of reports.

* * * * *

(c) *Suspicious Activity Report.* (1) Each federally-insured credit union will report any crime or suspected crime that occurs at its office(s), utilizing NCUA Form 2362, Suspicious Activity Report (SAR), within thirty calendar days after discovery. Each federally-insured credit union must follow the instructions and reporting requirements accompanying the SAR. Copies of the SAR may be obtained from the appropriate NCUA Regional Office.

(2) Each federally-insured credit union shall maintain a copy of any SAR that it files and the original of all attachments to the report for a period of five years from the date of the report, unless the credit union is informed in writing by the National Credit Union Administration that the materials may be discarded sooner.

(3) Failure to file a SAR in accordance with the instructions accompanying the report may subject the federally-insured credit union, its officers, directors, agents or other institution-affiliated parties to the assessment of civil money penalties or other administrative actions.

(4) Filing of Suspicious Activity Reports will ensure that law enforcement agencies and NCUA are promptly notified of actual or suspected crimes. Information contained on SARs' will be entered into an interagency database and will assist the federal government in taking appropriate action.

[FR Doc. 96-6702 Filed 3-20-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-13; Amendment 39-9453; AD 95-25-08]

**Airworthiness Directives; Royal
Inventum Company DR1 and DR6
Series Galley Water Heaters**

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Royal Inventum Company DR1 and DR6 Series Galley Water Heaters, that requires the installation of a pressure relief valve, and 3-phase safety devices on each Royal Inventum Company DR1 and DR6 series galley water heater. This amendment is prompted by a report of a Royal Inventum DR6 water heater explosion during an overheat test at a maintenance facility. The actions specified by this AD are intended to prevent explosions of Royal Inventum Company DR1 and DR6 series galley water heaters, which could cause personal injury or galley damage to the aircraft.

DATES: Effective May 20, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 20, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from B/E Aerospace, Inventum Galley Products Division (Royal Inventum Company), P.O. Box 1152, 3430 BD Nieuwegin, The Netherlands. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Terry Fahr, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA, 01803-5299; telephone (617) 238-7155, fax (617) 238-7199.

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 Royal Inventum Company DR1 and DR6 series galley water heaters was published in the

Federal Register on June 21, 1995 (60 FR 32287). That action proposed to require the installation of new pressure relief valves, and 3-phase safety devices on each Royal Inventum Company DR1 and DR6 series galley water heater. The actions would be required to be in accordance with Inventum Bilthoven-Holland Service Bulletin's (SB's) 25_330, Revision 1, dated September 28, 1977; SB 25_331, Revision 1, dated September 28, 1977; and Inventum Alert Service Bulletin (ASB) DR1/DR6-25-4, Revision A, dated December 6, 1993, that specify the installation of a pressure relief valve; and Inventum Bilthoven-Holland SB's 25_340, dated July 7, 1977; SB 25_344, dated January 18, 1978; SB 25_345, dated February 16, 1978; SB 25_346, dated February 16, 1978; and Inventum ASB DR1/DR6-25-5, Revision A, dated December 6, 1993, that specify the installation of 3-phase safety devices. The Director-General of Civil Aviation of the Netherlands has classified these service bulletins as mandatory and issued Airworthiness Directive BLA 93-168 (AB), dated December 17, 1993, in order to assure the airworthiness of these water heaters.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter states that the Inventum DR6 series water heaters have been used on Boeing 747, 757 and 767 series aircraft and recommends that the Applicability be changed to show these aircraft. The commenter further states that they were unable to determine usage of Inventum DR1 and DR6 series water heaters on Boeing 727 and 737 series aircraft. The FAA agrees. Since the Boeing 727 and 737 series aircraft usage was given to the FAA by the Director-General of Civil Aviation of the Netherlands, the FAA will retain reference to the Boeing 727 and 737 series aircraft in the Applicability section. Reference to the Boeing 747, 757 and 767 series aircraft will be added. Operators are cautioned, however, not to read the list of aircraft as an exclusive list of the aircraft that may have the affected water heaters installed. This AD applies to all aircraft with an affected water heater, whether or not listed.

One commenter supports the AD. After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden

on any operator nor increase the scope of the AD.

The FAA estimates that 250 water heaters installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately six and one half work hours per water heater to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$250 per aircraft. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$94,500.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

95-25-08 Royal Inventum Company:

Amendment 39-9453. Docket 95-ANE-13.

Applicability: Royal Inventum Company DR1 and DR6 series galley water heaters, installed on but not limited to Boeing 727, 737, 747, 757 and 767 series, McDonnell Douglas DC-9 series; and Fokker F.28 series (except Mk. 0100) aircraft.

Note: This AD applies to each water heater 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 water heaters 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) 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 water heater from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent possible explosion of water heaters that could cause personal injury and aircraft damage, accomplish the following:

(a) Within 90 days after the effective date of this AD install a pressure relief valve in accordance with Inventum Alert Service Bulletin (ASB) DR1/DR6-25-4, Revision A, dated December 6, 1993, or Inventum Service Bulletin (SB) 25_330, Revision 1, dated September 28, 1977; or SB 25_331, Revision 1, dated September 28, 1977; and two 3-phase safety devices in accordance with Inventum ASB DR1/DR6-25-5, Revision A, dated December 6, 1993, or SB 25_340, dated July 7, 1977; SB 25_344, dated January 18, 1978; or SB 25_345, dated February 16, 1978; or SB 25_346, dated February 16, 1978.

(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, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

(d) The modification and inspection shall be done in accordance with the following service bulletins:

Document No.	Pages	Revision	Date
Inventum Alert Service Bulletin (ASB) DR1/DR6-25-4	1-5	A	12/6/1993
Total Pages: 5.			
Inventum Bilthoven-Holland (SB) 25_330	1-4	1	9/28/1977
Total Pages: 4.			
SB 25_331	1-4	1	9/28/1977
Total Pages: 4.			
ASB DR1/DR6-25-5	1-5	A	12/6/1993
Total Pages: 5.			
SB 25_340	1-6	N/A	7/7/1977
Total Pages: 6.			
SB 25_344	1-7	N/A	1/18/1978
Total Pages: 7.			
SB 25_345	1-7	N/A	2/16/1978
Total Pages: 7.			
SB 25_346	1-7	N/A	2/16/1978
Total Pages: 7.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a)

and 1 CFR part 51. Copies may be obtained from B/E Aerospace, Inventum Galley Products Division (Royal Inventum

Company), P.O. Box 1152, 3430 BD Nieuwegein, The Netherlands. Copies may be inspected at the FAA, New England Region,

Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on May 20, 1996.

Issued in Burlington, Massachusetts, on January 29, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-5854 Filed 3-20-96; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-179-AD; Amendment 39-9542; AD 96-06-05]

Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD), applicable to certain Boeing Model 727 series airplanes, that currently require repetitive visual inspections to detect cracks of the elevator rear spar, and repair, if necessary. This amendment adds new inspections to detect cracks and loose brackets of the elevator rear spar; adds a new terminating modification for the inspections, and expands the applicability of the rules to include additional airplanes. This amendment is prompted by reports of cracking in the spar radii at the tab hinge location of the elevator rear spar on certain airplanes. The actions specified by this AD are intended to prevent cracking in elements of the elevator rear spar assembly, which could result in excessive free play of the elevator control tab and possible tab flutter.

DATES: Effective April 22, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 22, 1996.

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: Walter Sippel, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2774; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 84-22-02, amendment 39-4951 (49 FR 45743, November 20, 1984), and AD 87-24-03, amendment 39-5769 (52 FR 43742, November 16, 1987), both of which are applicable to Boeing Model 727 series airplanes, was published in the Federal Register as a supplemental notice of proposed rulemaking on September 19, 1995 (60 FR 47896). The action proposed to require repetitive visual inspections to detect cracks and loose brackets of the elevator rear spar, and various follow-on actions. The supplemental NPRM also proposed to require the installation of a modification of the elevator rear spar that would constitute terminating action for the repetitive inspections. Additionally, the supplemental NPRM proposed to expand the applicability of the existing proposed rules to include additional airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposal.

A discussion of other comments received follows:

Requests to Withdraw the Proposal

Two commenters request that the FAA withdraw the proposal. These commenters consider that the problem addressed is strictly a quality control problem and is not associated with airplanes on a fleet-wide basis.

The FAA does not concur. There have been at least 13 occurrences of cracking found in modified elevator rear spars on in-service airplanes. New information has revealed that the shear plate contacting the radius of the rear spar is not the only problem that is creating the addressed cracking. New data show that loose tee fittings attached to the rib may also contribute to cracking in the rear spar. In light of this, the FAA finds no reason to consider the unsafe condition to be limited to a few airplanes, nor a single operator's quality program.

Request To Allow Inspections With the Elevator Tab Installed

One commenter requests that the proposed rule be revised to allow the inspection of modified elevator rear spars to be accomplished with the elevator tab installed. This commenter, an operator, states that it has inspected all of its affected modified airplanes using this method and have not found any cracking of rear spars.

The FAA cannot concur with this commenter's request since no technical data were submitted that could demonstrate that this method of inspection would provide an acceptable level of safety (compared to the proposed inspection methods). Additionally, the reliability of the inspection method suggested by the commenter is not clear. (For example, would other operators obtain accurate results? Have the results of inspections performed with elevator tabs installed been compared those of inspections performed with elevator tabs not installed?) The FAA suggests that this commenter submit justifying data and apply for the approval of this inspection as an alternative method of compliance with the AD, in accordance with the provisions of paragraph (j) of the final rule.

Requests To Extend the Inspection Interval for Modified Airplanes

Several commenters request that the proposed rule be revised to extend the compliance time for accomplishing the visual inspection of modified airplanes. One commenter requests that it be extended from the proposed 4,000 flight hours to 3,000 flight cycles after the effective date of the final rule. This commenter, an operator, states that it modified its fleet of affected airplanes (in accordance with AD 84-22-02 and 87-24-03) between 1987 and 1992. This operator has been inspecting the subject area on these modified airplanes at every "C" check (approximately every 3,000 flight cycles) and has found no cracking to date. Other commenters request that the initial inspection be required at the next regularly scheduled "C" check scheduled for the airplane. These commenters assert that the work hours needed to accomplish this inspection and the complexity of this inspection require that it be accomplished at a main base facility and by maintenance personnel specifically trained for this task.

The FAA does not concur with these commenters' request. The FAA has received reports of cracking in rear spars on several modified airplanes after approximately 4,000 flight hours (after