

revoke the approval within 15 days after the service of notice of the revocation. The appeal must be filed as provided in part 3 of this chapter, unless the Associate Commissioner for Examinations exercises appellate jurisdiction over the revocation under part 103 of this chapter. Appeals filed with the Associate Commissioner for Examinations must meet the requirements of part 103 of this chapter.

PART 216—CONDITIONAL BASIS OF LAWFUL PERMANENT RESIDENCE STATUS

21. The authority citation for part 216 continues to read as follows:

Authority: 8 U.S.C. 1101, 1103, 1154, 1184, 1186a, 1186b, and 8 CFR part 2.

22. Section 216.1 is amended by adding a new sentence at the end of the section, to read as follows:

§ 216.1 Definition of conditional permanent resident.

* * * The conditions of section 216 of the Act shall not apply to lawful permanent resident status based on a self-petitioning relationship under section 204(a)(1)(A)(iii), 204(a)(1)(A)(iv), 204(a)(1)(b)(ii), or 204(a)(1)(B)(iii) of the Act or based on eligibility as the derivative child of a self-petitioning spouse under section 204(a)(1)(A)(iii) or 204(a)(1)(B)(ii) of the Act, regardless of the date on which the marriage to the abusive citizen or lawful permanent resident occurred.

Dated: March 1, 1996.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 96-7219 Filed 3-25-96; 8:45 am]

BILLING CODE 4410-10-M

FEDERAL RESERVE SYSTEM

12 CFR Part 268

[Docket No. R-0797]

Rules Regarding Equal Opportunity; Correction

AGENCY: Board of Governors of the Federal Reserve System.

ACTION: Final rule; correcting amendments.

SUMMARY: This document contains technical corrections to the final rule that was published April 6, 1994 (59 FR 16096). The rule sets forth the requirements, policies and procedures with regard to discrimination in employment, and in agency programs and activities, at the Board of Governors of the Federal Reserve System.

EFFECTIVE DATE: March 26, 1996.

FOR FURTHER INFORMATION CONTACT: J. Mills Williams, Senior Attorney (202/452-3701), Legal Division, Board of Governors of the Federal Reserve System, 20th and C Streets, NW., Washington, DC, 20551. For users of Telecommunications Device for the Deaf (TDD) only, please contact Dorothea Thompson (202/452-3544).

SUPPLEMENTARY INFORMATION:

Background

The final rule that is the subject of these corrections, revised an interim rule that was subject to public comment.

Need for Correction

As published, the final rule contained three technical, non-substantive errors that may prove to be misleading and are in need of clarification.

List of Subjects in 12 CFR Part 268

Administrative practice and procedure, Age, Civil rights, Equal employment opportunity, Federal buildings and facilities, Federal Reserve System, Government employees, Individuals with disabilities, Religious discrimination, Sex discrimination, Wages.

Accordingly, 12 CFR Part 268 is corrected by making the following correcting amendments:

PART 268—RULES REGARDING EQUAL OPPORTUNITY

1. The authority citation for Part 268 continues to read as follows:

Authority: 12 U.S.C. 244 and 248 (i), (k) and (l).

§ 268.301 [Corrected]

2. In § 268.301, paragraph (c)(3), the cite “§ 268.209(a)(8)” is revised to read “§ 268.209(b)(8)”.

§ 268.305 [Corrected]

3. In § 268.305, paragraph (c)(1), the cite “§ 268.202(e)(3)” is revised to read “§ 268.202(f)(3)”.

§ 268.506 [Corrected]

4. In § 268.506, remove the cite “(29 U.S.C. 225)” at the end of the first sentence.

By order of the Board of Governors of the Federal Reserve System under delegated authority, March 20, 1996.

William W. Wiles,
Secretary of the Board.

[FR Doc. 96-7174 Filed 3-25-96; 8:45 am]

BILLING CODE 6210-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-21; Amendment 39-9547; AD 96-06-10]

Airworthiness Directives; AlliedSignal, Inc. LTS101 Series Turboshift Engines Installed on Eurocopter France Model AS-350D and SA-366G1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshift engines installed on Eurocopter France (formerly Aerospatiale) Model AS-350D and SA-366G1 helicopters, that requires incorporation of design modifications to the power turbine (PT) rotor. This amendment is prompted by reports of PT disk failures after No. 3 bearing failures. The actions specified by this AD are intended to prevent an uncontained engine failure due to a PT disk failure.

DATES: Effective May 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 28, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497. 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: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, 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 AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshift engines installed on Eurocopter France (formerly Aerospatiale) Model AS-350D and SA-366G1 helicopters was published in the

Federal Register on June 30, 1995 (60 FR 21053). That action proposed to require incorporation of a modified power turbine (PT) rotor retention system at the next shop visit after the effective date of this AD, but not later than April 30, 1996, in accordance with Textron Lycoming Service Bulletin (SB) No. LTS101A-72-50-0134, Revision 1, dated June 17, 1991, and SB No. LTS101B-72-50-0128, Revision 1, dated June 17, 1991.

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

The commenter states that the instructions for installation of the PT retention system should be revised to require installation of two parts, inadvertently omitted but necessary to enable the pneumatic portion of the PT retention system. These parts consist of a tee-fitting to replace an existing elbow fitting in the main fuel control, and a pressurization line. The FAA concurs, and has revised the accomplishment instructions of the final rule to refer to later revisions of the applicable SB's, which reflect installation of these additional parts. Consequently, the FAA has extended the compliance timetable for the final rule in order to provide sufficient opportunity for installation of the parts, and to ensure parts availability. The FAA has determined that installation of the additional parts will not have a substantial additional impact on accomplishment of the requirements of this AD.

Since publication of the NPRM, the manufacturer has issued the following revisions to the SB's, which are referenced in this final rule: AlliedSignal Engines SB No. LTS101A-72-50-0134, Revision 2, dated August 15, 1995; AlliedSignal Engines SB No. LTS101B-72-50-0128, Revision 2, dated August 15, 1995; and AlliedSignal Engines SB No. LTS101A-73-20-0166, Revision 2, dated August 1, 1995.

After careful review of the available data, including the comment 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 estimates that 20 engines installed on aircraft of U.S. registry will be affected by the requirement to install the improved power turbine rotor assembly and the power turbine retention system required by this AD, that it will take approximately 10 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately

\$44,400 per engine. Based on these figures, the cost impact to install the improved power turbine rotor assembly and the power turbine retention system required by this AD on U.S. operators is estimated to be \$900,000. The FAA estimates that 60 engines installed on aircraft of U.S. registry have previously installed the improved power turbine rotor assembly and the power turbine retention system, in addition to the 20 engines in the paragraph above. Therefore, a total of 80 engines will be affected by the requirement to enable the pneumatic portion of the PT retention system by installing the tee-fitting and pressurization line. The FAA estimates that it will take approximately 2.5 work hours per engine to accomplish the required action. Required parts will cost approximately \$385 per engine. Based on these figures, the total cost impact of installing the tee-fitting and pressurization line required by the AD on U.S. operators is estimated to be \$42,800. Therefore, the revised total cost impact of this AD on all U.S. operators is estimated to be \$942,800.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-06-10 AlliedSignal, Inc.: Amendment 39-9547. Docket 95-ANE-21.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) Models LTS101-600A-2 and -600A-3 turboshaft engines installed on Eurocopter France (formerly Aerospatiale) Model AS-350D helicopters; and LTS101-750B-2 turboshaft engines installed on Eurocopter France Model SA-366G1 helicopters.

Note: This airworthiness directive (AD) applies to each engine 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 engines 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 (c) to request approval from the Federal Aviation Administration (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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent an uncontained engine failure due to power turbine (PT) disk failure, accomplish the following at the next shop visit after the effective date of this airworthiness directive (AD) when the PT rotor is removed, but not later than July 1, 1996:

(a) For LTS101-600A-2 and -600A-3 turboshaft engines installed on Eurocopter France (formerly Aerospatiale) Model AS-350D helicopters, incorporate improved PT rotor retention system modifications in accordance with Section II., Accomplishment Instructions, Paragraphs A. through AT. of AlliedSignal Engines Service Bulletin (SB) No. LTS101A-72-50-0134, Revision 2, dated August 15, 1995, and concurrently replace elbow fitting in fuel control governor orifice cover Py port with tee-fitting assembly, P/N 2543854, in accordance with Section II., Accomplishment Instructions, Paragraphs C. (5) through C. (7) of AlliedSignal Engines SB No. LTS101A-73-20-166, Revision 2, dated August 1, 1995.

(b) For LTS101-750B-2 turboshaft engines installed on Eurocopter France Model SA-

366G1 helicopters, incorporate improved PT rotor retention system modifications in accordance with Section II., Accomplishment Instructions, of AlliedSignal Engines SB No. LTS101B-72-50-0128, Revision 2, dated August 15, 1995.

(c) 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, Engine

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, Engine Certification Office.

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

(e) 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.

(f) The modification of the PT rotor retention system shall be done in accordance with the following AlliedSignal Engines SB's:

Document No.	Pages	Revision	Date
LTS101A72-50-0134 Total pages: 11.	1-11	2	Aug. 15, 1995.
LTS101B72-50-0128 Total pages: 11.	1-11	2	Aug. 15, 1995.
LTS101A73-20-0166 Total pages: 11.	1-6	2	Aug. 1, 1995.

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 AlliedSignal Engines, 550 Main Street, Stratford, CT 06497. 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 28, 1996.

Issued in Burlington, Massachusetts, on March 11, 1996.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-7141 Filed 3-25-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-09; Amendment 39-9548; AD 96-06-11]

Airworthiness Directives; AlliedSignal Inc. TPE331 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain AlliedSignal Inc. (formerly Garrett Engine Division) TPE331 series turboprop engines, that establishes cyclic retirement lives for certain compressor components. This amendment is prompted by manufacturer's engine testing and analysis that indicate that if these compressor components continue in service without an established retirement life, accumulative cyclic effects may result in a fatigue failure. The actions specified by this AD are intended to prevent fatigue failure of

engine compressor components and an inflight engine shutdown.

DATES: Effective May 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 28, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Data Distribution, M/S 64-03/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5246; fax (310) 627-5210.

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 AlliedSignal Inc. (formerly Garrett Engine Division) Models TPE331-14A, -14B, -14F, and -15AW turboprop engines was published in the Federal Register on June 19, 1995 (60 FR 31932). That action proposed to establish cyclic retirement lives for main shouldered shafts (tieshafts) and forward coupling shafts (stub shafts) in accordance with the following AlliedSignal Engines service documents: Alert Service Bulletins (ASB's): No. TPE331-A72-7128, dated June 10, 1994, No. TPE331-A72-7129, dated June 10, 1994, and No. TPE331-

A72-7522, dated February 17, 1995, that describe main shouldered shaft (tieshaft) cyclic life limits; and Service Bulletins (SB's) No. TPE331-72-7130, dated June 17, 1994, No. TPE331-72-7131, dated June 17, 1994, and No. TPE331-72-7523, dated February 17, 1995, that describe forward coupling shaft (stub shaft) cyclic life limits.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 200 engines of the affected design in the worldwide fleet. The FAA estimates that 150 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 80 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$22,000 per engine for engines where tieshafts and stub shafts are not serviceable. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$4,020,000.

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