

Common registered, par Greek  
**IONIAN & POPULAR BANK OF GREECE,**  
 Common registered, par Greek  
**MICHANIKI, S.A.**  
 Common registered, par Greek  
**MICHANIKI, S.A.**  
 Preference registered, par Greek  
**MYTILINEOS HOLDINGS, S.A.**  
 Common bearer, par Greek drachmas  
**N.I.B.I.D. (NATIONAL INVESTMENT BANK**  
 Common registered, par Greek  
**N.I.B.I.D. (NATIONAL INVESTMENT BANK**  
 Preference registered, par Greek  
**NATIONAL BANK OF GREECE**  
 Common registered, par Greek  
**NATIONAL MORTGAGE BANK, S.A.**  
 Common registered, par Greek  
**PAPASTRATOS CIGARETTE CO., S.A.**  
 Common, par Greek drachmas 200  
**SILVER & BARYTE ORES MINING CO.,**  
 Common bearer, par Greek drachmas  
**TITAN CEMENT CO.**  
 Preference registered, par Greek  
**TITAN CEMENT CO.**  
 Common registered, par Greek  
 Italy  
**BANCA DI ROMA, SPA**  
 Ordinary shares, par 500 lira  
 Mexico  
**GRUPO MODELO S.A.**  
 Class C, no par common  
**TELEVISION AZTECA S.A. (CPO)**  
 No par common  
**TUBOS DE ACERO MEXICO S.A.**  
 No par common  
 Norway  
**ODFJELL ASA**  
 B Ordinary shares, par 10 Norwegian  
**ODFJELL ASA**  
 A Ordinary shares, par 10 Norwegian  
 Portugal  
**BANCO ESPINTO SANTO E COMERCIAL**  
**DE**  
 Registered, par ESC 1,000  
**BANCO MELLO, S.A.**  
 Registered, par ESC 1,000  
**BANCO TOTTA & ACORES, S.A.**  
 Registered, par ESC 1,000  
**BCP (BANCO COMERCIAL PORTUGUES)**  
 Registered, par ESC 1,000  
**BPI-SGPS (BANCO PORTUGUEUES DE)**  
 Registered, par ESC 1,000  
**BRISA (AUTO-ESTRADAS DE PORTUGAL)**  
 Registered, par ESC 1,000  
**CIMPOR (CIMENTOS DE PORTUGAL)**  
 Registered, par ESC 1,000  
**COMPANHIA DE SEGUROS**  
**TRANQUILIDADE**  
 Registered, par ESC 1,000  
**CREDITO PREDIAL PORTUGUESE, S.A.**  
 Registered, par ESC 1,000  
**EDP (ELECTRICIDADE DE PORTUGAL),**  
 Registered, par ESC 1,000  
**INPARSA (Industrial Participacoes)**  
 Ordinary, par ESC 1,000  
**JERONIMO MARTINS**  
**(ESTABELECIMENTOS)**  
 Ordinary, par ESC 1,000  
**PORTUCEI INDUSTRIAL, S.A.**  
 Registered, par ESC 1,000  
**PORTUGAL TELECOM, S.A.**  
 Registered, par ESC 1,000  
**SEMAPA, S.A.**

Ordinary, par ESC 1,000  
**SONAE INDUSTRIA, S.A.**  
 Ordinary, par ESC 1,000  
**SONAE INVESTIMENTOS (SOCIETE)**  
 Ordinary, par ESC 1,000  
**TELECEL COMUNICACOES PESSOAIS**  
 Ordinary, par ESC 1,000  
 Singapore  
**INCHCAPE MOTORS, LTD.**  
 Ordinary shares, par S\$.50  
 South Africa  
**GOLD FIELDS, LIMITED**  
 Ordinary shares, par .01 South  
 United Kingdom  
**DEBENHAMS PLC**  
 Ordinary shares, par 10 p  
**REUTERS GROUP PLC**  
 Ordinary shares, par 25 p  
 By order of the Board of Governors of the  
 Federal Reserve System, acting by its Director  
 of the Division of Banking Supervision and  
 Regulation pursuant to delegated authority  
 (12 CFR 265.7(f)(10)), April 22, 1998.  
**William W. Wiles,**  
*Secretary of the Board.*  
 [FR Doc. 98-11221 Filed 4-27-98; 8:45 am]  
**BILLING CODE 6210-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-CE-132-AD; Amendment  
 39-10495; AD 98-09-14]

RIN 2120-AA64

#### Airworthiness Directives; Diamond Aircraft Industries Models HK 36 TTS and HK 36 TTC Sailplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Diamond Aircraft Industries (Diamond) Models HK 36 TTS and HK 36 TTC sailplanes. This AD requires inspecting the engine turbocharger oil-pressure line for the correct banjo bolt. The correct banjo bolt will have a valve seat, instead of a built-in orifice. If the banjo bolt does not have a valve seat, then this action will require replacing the banjo bolt with one that has a valve seat, and repairing or replacing the turbocharger. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Austria. The actions specified by this AD are intended to prevent possible loss of engine power, which could result in possible loss of control of the sailplane.  
**DATES:** Effective June 14, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 14, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from Diamond Aircraft Industries, G.m.b.H., N.A. Otto-Strabe 5, A-2700, Wiener Neustadt, Austria. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-132-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

#### SUPPLEMENTARY INFORMATION:

#### Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Diamond Models HK 36 TTS and HK 36 TTC sailplanes that are equipped with Bombardier ROTAX (ROTAX) 914 F series engines, serial numbers 4,420.011 through 4,420.058, was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 11, 1998 (63 FR 6882). The NPRM proposed to require inspecting the banjo bolt for a valve seat. If the banjo bolt does not have a valve seat, this AD will require replacing the banjo bolt, and repairing or replacing the turbocharger. Accomplishment of the proposed installation will be in accordance with Bombardier ROTAX Technical Bulletin No. 914-04, dated August, 1997.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Austria.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

#### The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of

the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

### Cost Impact

The FAA estimates that 4 sailplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per sailplane to accomplish this inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$240 or \$60 per sailplane.

### Regulatory Impact

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 copy of the final 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, 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 a new airworthiness directive (AD) to read as follows:

**98-09-14 Diamond Aircraft Industries:**  
Amendment 39-10495; Docket No. 97-CE-132-AD.

**Applicability:** Model HK 36 TTS and HK 36 TTC sailplanes, all serial numbers, certificated in any category, that are equipped with Bombardier ROTAX 914 F series engines, serial numbers 4,420.011 through 4,420.058.

**Note 1:** This AD applies to each sailplane 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 sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required within the next 10 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent possible loss of engine power, which could result in possible loss of control of the sailplane, accomplish the following:

(a) Inspect the Bombardier ROTAX engine's turbocharger oil-pressure line for a banjo bolt with a valve seat, part number (P/N) 941 782 (or an FAA-approved equivalent part number), in accordance with the Instructions section of Bombardier ROTAX Technical Bulletin No. 914-04, dated August, 1997.

**Note 2:** An incorrect banjo bolt would have a built-in orifice, instead of a valve seat.

(b) If an incorrect banjo bolt is installed, prior to further flight, replace the banjo bolt with one that has P/N 941 782 (or an FAA-approved equivalent part number), and repair or replace the turbocharger in accordance with the Instructions section of Bombardier ROTAX Technical Bulletin No. 914-04, dated August, 1997.

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

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to Bombardier ROTAX Technical Bulletin No. 914-04, dated August 1997, should be directed to Diamond Aircraft Industries, G.m.b.H., N.A. Otto-Strabe 5, A-2700, Wiener Neustadt, Austria. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) The inspection and replacement required by this AD shall be done in accordance with Bombardier ROTAX Technical Bulletin No. 914-04, dated August, 1997. 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 Diamond Aircraft Industries, G.m.b.H., N.A. Otto-Strabe 5, A-2700, Wiener Neustadt, Austria. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Austrian AD No. 90, undated.

(g) This amendment becomes effective on June 14, 1998.

Issued in Kansas City, Missouri, on April 17, 1998.

**James A. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-11008 Filed 4-27-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. 97-CE-104-AD; Amendment 39-10494; AD 98-09-13]

RIN 2120-AA64

### Airworthiness Directives; Alexander Schleicher Segelflugzeugbau Model ASK 21 Sailplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Alexander Schleicher Segelflugzeugbau (Alexander Schleicher) Model ASK 21 sailplanes. This AD requires inspecting the S-shaped rudder pedal tube for displacement, and correcting any displacement of the plastic tube. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent rudder control jamming, which