nonbank subsidiaries. These comments argue that section 106, by its terms, only applies to banks and the Board's extension of these restrictions places bank holding companies and their nonbank subsidiaries at a competitive disadvantage. These commenters emphasize that, even without these restrictions, bank holding companies and their nonbank subsidiaries remain subject to the antitrust laws. The Board has this matter under consideration and has asked staff to analyze whether additional steps should be taken.

### **Paperwork Reduction Act**

No collections of information pursuant to section 3504(h) of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) are contained in the final rule.

### **Regulatory Flexibility Act**

It is hereby certified that this final rule will not have a significant economic impact on a substantial number of small entities.

### List of Subjects in 12 CFR Part 225

Administrative practice and procedure, Banks, banking, Federal Reserve System, Holding companies, Reporting and recordkeeping requirements, Securities.

For the reasons set forth in the preamble, the Board amends 12 CFR Part 225 as set forth below:

### PART 225—BANK HOLDING COMPANIES AND CHANGE IN BANK CONTROL (REGULATION Y)

1. The authority citation for 12 CFR part 225 continues to read as follows:

Authority: 12 U.S.C. 1817(j)(13), 1818, 1831i, 1831p–1, 1843(c)(8), 1844(b), 1972(1), 3106, 3108, 3310, 3331–3351, 3907, and 3909.

2. In section 225.7, a new paragraph (b)(4) is added to read as follows:

\*

#### § 225.7 Tying restrictions.

- \* \*
- (b) \* \* \*

(4) Safe harbor for combined-balance discounts. A bank holding company or any bank or nonbank subsidiary thereof may vary the consideration for any product or package of products based on a customer's maintaining a combined minimum balance in certain products specified by the company varying the consideration (eligible products), if:

(i) That company (if it is a bank) or a bank affiliate of that company (if it is not a bank ) offers deposits, and all such deposits are eligible products; and (ii) Balances in deposits count at least as much as non-deposit products toward the minimum balance.

By order of the Board of Governors of the Federal Reserve System, April 19, 1995.

# William W. Wiles,

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Secretary of the Board. [FR Doc. 95–10120 Filed 4–24–95; 8:45am] BILLING CODE 6210–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. 94-ANE-38; Amendment 39-9206, AD 95-09-02]

### Airworthiness Directives; AlliedSignal Engines (Formerly Textron Lycoming) LTS101 Series Turboshaft and LTP101 Series Turboprop Engines

**AGENCY:** Federal Aviation Administration, DOT. **ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to AlliedSignal Engines (formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines. This action supersedes priority letter AD 94-19-01 that currently requires initial and repetitive inspections for wear of the engine fuel pump internal drive splines, and replacement of engine fuel pumps that exhibit wear beyond specified limits. This action clarifies the original requirements of the current AD by providing additional information to emphasize that the AD only applies to engines installed on single-engine aircraft and to emphasize that removed fuel pumps must be returned to the manufacturer for inspection. In addition, this action defines a serviceable part. This amendment is prompted by requests to clarify interpretations of the current priority letter AD. The actions specified by this AD are intended to prevent engine fuel pump failure, which can result in total engine power loss and possible loss of the aircraft.

**DATES:** Effective May 10, 1995. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 10, 1995.

Comments for inclusion in the Rules Docket must be received on or before June 26, 1995. ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–ANE–38, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; telephone (203) 385–2000. This information may be examined 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.

### 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: On September 2, 1994, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 94-19–01, applicable to Textron Lycoming LTS101 series turboshaft and LTP101 series turboprop engines, which requires initial and repetitive inspections for wear of the engine fuel pump internal drive splines, and replacement of engine fuel pumps that exhibit wear beyond the limits specified in Textron Lycoming Service Bulletin (SB) No. LT101-73-20-0165, dated September 1, 1994, with a serviceable part. Fuel pumps removed in accordance with that AD must be returned to Chandler Evans (CECO) for disassembly, inspection and repair. That action was prompted by a report of a helicopter accident that resulted in a total loss of engine power and subsequent autorotation of a helicopter powered by a Textron Lycoming Model LTS101–600A–3 turboshaft engine. Investigation of that accident and other recent engine failures found that CECO Model MFP261 engine fuel pump internal drive spline teeth were worn away and failed to engage, resulting in loss of fuel delivery to the engine. The wear progressed to failure prior to the specified overhaul interval of 2,400 hours time in service (TIS). The FAA has determined that the present engine fuel pump overhaul interval is insufficient to prevent excessive wear of internal drive splines during service. That condition, if not corrected, could result in engine fuel pump failure, which can result in total engine power loss and possible loss of the aircraft.