

three conformed copies with exhibits, and three conformed copies without exhibits, to the Dissemination Branch, Records Management and Information Policy; and

(ii) Two copies, which shall include one manually signed copy with exhibits and one conformed copy, without exhibits, to the Regional Director.

(2) Within five days after the effective date of an offering circular or the commencement of a public offering after the effective date, whichever occurs later, nine copies of the offering circular used shall be filed with the OTS, as follows: seven copies to the Dissemination Branch, Records Management and Information Policy, and two copies to the Regional Director.

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#### **§ 563g.22 [Removed]**

33. Section 563g.22 is removed.

### **PART 571—STATEMENTS OF POLICY**

34. The authority citation for part 571 continues to read as follows:

Authority: 5 U.S.C. 552, 559; 12 U.S.C. 1462a, 1463, 1464.

#### **§ 571.24 [Amended]**

35. Section 571.24 is amended by removing the phrase "parts 528 and 529" in paragraph (a), and by adding in lieu thereof the phrase "part 528".

### **PART 583—DEFINITIONS**

36. The authority citation for part 583 is revised to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1468.

#### **§ 583.17 [Amended]**

37. Section 583.17 is amended by removing the phrase "§ 584.6 of this chapter", and by adding in lieu thereof the phrase "12 U.S.C. 1467a(m)".

### **PART 584—REGULATED ACTIVITIES**

38. The authority citation for part 584 continues to read as follows:

Authority: 12 U.S.C. 1462, 1462a, 1463, 1464, 1467a, 1468.

#### **§ 584.2a [Amended]**

39. Section 584.2a is amended by removing the phrase "§ 584.6 of this chapter" in paragraph (a)(2), and by adding in lieu thereof the phrase "12 U.S.C. 1467a(m)".

#### **§ 584.2-1 [Amended]**

40. Section 584.2-1 is amended by removing the phrase "§ 584.3 of this part" where it appears in paragraphs (b)(2) and (b)(3) introductory text, and by adding in lieu thereof the phrase "12 U.S.C. 1468".

#### **§§ 584.3, 584.6, 584.11 [Removed]**

41. Sections 584.3, 584.6 and 584.11 are removed.

Dated: December 8, 1995.

By the Office of Thrift Supervision.

Jonathan L. Fiechter,

*Acting Director.*

[FR Doc. 95-31121 Filed 12-26-95; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 95-NM-246-AD; Amendment 39-9469; AD 95-26-11]

#### **Airworthiness Directives; Lockheed Model L-1011-385 Series Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Lockheed Model L-1011-385 series airplanes, that currently requires visual inspections to detect cracking of the fittings that attach the aft pressure bulkhead to the fuselage stringers. That AD also currently requires replacement of cracked fittings, and repair of adjacent structure if found to be cracked. This amendment requires new repetitive inspections to detect cracking of the fittings and of the splice tab of the aft pressure bulkhead, and corrective actions, if necessary. This amendment is prompted by the results of the visual inspections performed in accordance with the existing AD, which indicate that the visual inspection is inadequate to detect fatigue cracking. The actions specified in this AD are intended to prevent fatigue cracking of the aft pressure bulkhead, which could lead to failure of the end fittings and splice tabs, and subsequent rapid decompression of the airplane during flight.

**DATES:** Effective January 11, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 11, 1996.

Comments for inclusion in the Rules Docket must be received on or before February 26, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-

246-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### **FOR FURTHER INFORMATION CONTACT:**

Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; telephone (404) 305-7367; fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** On September 6, 1995, the FAA issued AD 95-18-52, amendment 39-9366 (60 FR 47465, September 13, 1995), which is applicable to all Lockheed Model L-1011-385 series airplanes. That AD requires repetitive detailed visual inspections to detect cracking of the fittings that attach the aft pressure bulkhead to the fuselage stringers at stringers 1 through 10 and at stringers 64 through 56, and various follow-on actions. That action was prompted by reports of cracks found in these fittings. The actions required by that AD are intended to prevent fatigue cracking that can lead to failure of the fittings that attach the aft pressure bulkhead to the fuselage stringer, and subsequent rapid decompression of the airplane during flight.

The FAA has reviewed the findings from the visual inspections performed in accordance with AD 95-18-52, and from eddy current inspections performed voluntarily by an operator. The eddy current inspections revealed findings of cracks in the end fittings; these same fittings had been inspected previously using the visual inspection technique required by the existing AD and this cracking was identified. In light of these findings, the FAA has determined that the currently required visual inspections are inadequate to detect all fatigue cracking. Such fatigue cracking, if not detected and corrected in a timely manner, could lead to failure of the fittings and splice tabs of the aft pressure bulkhead, and subsequently