

processing region" as "the geographical area served by an office of a Federal Reserve Bank for purposes of its check-processing activities."³ Appendix A of Regulation CC lists the Federal Reserve check-processing offices and the 4-digit routing number prefixes that are local to each office.

Effective October 27, 1997, the Federal Reserve Bank of Boston will discontinue processing checks at its Lewiston, Maine, regional check-processing center and incorporate the Lewiston check-processing region into its Head Office check-processing region. This consolidation results from the determination by the Federal Reserve Bank of Boston that it can process the majority of checks handled by the Lewiston check-processing region more efficiently and cost-effectively through its Head Office. Accordingly, the Board has revised the routing number list in Appendix A to reflect the Lewiston-Head Office consolidation, effective October 27, 1997.

Although the substance of Regulation CC will be unaffected by the amendments to Appendix A, the consolidation of check-processing regions may require some banks to adjust their internal procedures for assigning funds availability. For example, checks deposited in the former Lewiston region will now be considered local checks in the Head Office region (and vice versa). Banks that now distinguish between the Lewiston and Head Office regions in assigning availability will need to realign their internal operating systems to reflect the consolidation. These banks also will need to reflect any availability policy changes in their disclosures, as the availability for certain checks may be improved. Section 229.18(e) of Regulation CC provides that, in the case of an availability policy change that expedites the availability of funds, a bank shall send a notice of the change to holders of consumer accounts not later than 30 days after implementation.

The amendments adopted by the Board are technical amendments that reflect the realignment of Federal Reserve check-processing regions and are required by the statutory and regulatory definitions of "check-processing region." Accordingly, 5 U.S.C. 553(b), requiring public comment, does not apply.

Final Regulatory Flexibility Analysis

The amendment will apply to all banks, regardless of size. There is no possible alternative rule for small banks,

as "check-processing region" is defined by the Expedited Funds Availability Act, which applies to all banks. The amendment will affect only those banks in the First District in the current Lewiston and Head Office check-processing regions that distinguish between checks drawn on paying banks located in those two regions for purposes of assigning availability. The Board expects that the majority of small institutions located in those two regions will be unaffected by the amendment.

List of Subjects in 12 CFR Part 229

Banks, banking, Federal Reserve System, Reporting and recordkeeping requirements.

For the reasons set out in the preamble, 12 CFR part 229 is amended as follows:

1. The authority citation for part 229 continues to read as follows:

Authority: 12 U.S.C. 4001 *et seq.*

Appendix A to Part 229 [Amended]

2. In Appendix A to part 229, under the heading "FIRST FEDERAL RESERVE DISTRICT," the numbers appearing directly under the subheading "Lewiston Office" are transferred in numerical order under the subheading "Head Office"; and the subheading "Lewiston Office" is removed.

By order of the Board of Governors of the Federal Reserve System, May 7, 1997.

William W. Wiles,
Secretary of the Board.

[FR Doc. 97-12442 Filed 5-12-97; 8:45 am]

BILLING CODE 6210-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-100-AD; Amendment 39-10022; AD 97-10-10]

RIN 2120-AA64

Airworthiness Directives; Aerospace Technologies of Australia, Nomad N22 and N24 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive AD 85-21-06 which applies to all Aerospace Technologies of Australia (ASTA) Nomad N22 and N24 series airplanes and currently requires replacing the attachment fittings of the upper fin rear spar and the fin/horizontal stabilizer. This action

requires removing the upper fin to stub fin forward attachment bolts, inspecting the attachment fittings for cracks, and, if no cracks are found, replacing the attachment bolts with bolts of improved design until the life limit of the attachment fittings is reached, at which time the attachment fittings would be replaced with improved attachment fittings. If cracks are found, this AD requires replacing the attachment bolts and attachment fittings. Cracks found in the underhead radius and at the base of the thread of the bolt prompted this action. The actions specified by this AD are intended to prevent cracking in the upper fin and horizontal stabilizer attachment fittings, which if not corrected, could result in loss of control of the airplane.

DATES: Effective July 3, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 3, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from AeroSpace Technologies of Australia, Limited, ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-100-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. Ron Atmur, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California, 90712; telephone (562) 627-5224; facsimile (562) 627-5210.

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 ASTA Nomad N22 and N24 series airplanes was published in the **Federal Register** on December 5, 1996 (61 FR 64489). The action proposed to require removing the attachment bolt, part number (P/N) 2/N-00-43, and inspecting the attachment fitting for cracks using a dye penetrant method. If no cracks are found, the AD would require replacing the bolt with a new bolt, P/N 3/N-00-43, and replacing the attachment fittings (P/N 1/N-12-48, left, and 1/N-12-49, right) with attachment fittings of improved design (P/N 1/N-12-375, left, and 1/N-12-376, right). If

³ 12 CFR 229.2(m). The Act's definition is substantially similar (12 U.S.C. 4001(9)).

cracks are found, the action would require replacing the attachment bolts and attachment fittings at the time of inspection and prior to further flight. The FAA did not include the part numbers of the improved design attachment fittings in the published NPRM, but has decided to include the part numbers of the old attachment fittings and the improved attachment fittings in this Final Rule action for clarity.

Accomplishment of the proposed action would be in accordance with Nomad Alert Service Bulletin ANMD 55-23, Revision 1, dated July 11, 1991 and Nomad Service Bulletin (SB) NMD-53-5, Rev. 2, dated December 6, 1995.

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 15 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 8 workhours per airplane to accomplish the inspection and bolt replacement, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$236 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$10,740 or \$716 per airplane. The cost of replacing the attachment fittings is not included in these figures because AD 85-21-06 previously accounted for the cost of the attachment fitting replacement.

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 removing airworthiness directive (AD) 85-21-06, Amendment 39-5152 and by adding a new AD to read as follows:

97-10-10 Aerospace Technologies of Australia (ASTA): Amendment No. 39-10022; Docket No. 95-CE-100-AD; Supersedes AD 85-21-06, Amendment 39-5152.

Applicability: Nomad N22 and N24 series airplanes, all serial numbers, that are not equipped with attachment fitting part numbers (P/N) 1/N-12-375 (left) and 1/N-12-376 (right), certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 as indicated in the body of this AD, unless already accomplished.

To prevent cracking in the upper fin and horizontal stabilizer attachment fittings, which if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, remove the attachment bolt (P/N 2/N-00-43, qty 2) and inspect the attachment bolt, vertical fin attachment fittings, and fin/horizontal stabilizer fittings for cracks, using a dye penetrant method, in accordance with the Accomplishment instructions section in Nomad Alert Service Bulletin (ASB) ANMD-55-23, Revision 1, dated July 11, 1991.

(1) If no cracks are found, prior to further flight, replace the attachment bolts (P/N 2/N-00-43, qty 2) with new attachment bolts (P/N 3/N-00-43, qty 2) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Nomad ASB ANMD-55-23, Revision 1, dated July 11, 1991.

(2) If cracks are found, prior to further flight, replace the attachment bolts in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Nomad ASB 55-23, Revision 1, dated July 11, 1991, and replace the vertical fin attachment fittings and fin/horizontal stabilizer fittings with fittings of improved design (P/N 1/N-12-375, left, and 1/N-12-376, right) in accordance with Nomad Service Bulletin (SB) NMD-53-5, Revision 2, dated December 6, 1995.

(b) Upon the accumulation of 3,000 hours total TIS or within the next 50 hours TIS after the initial inspection required in paragraph (a) of this AD, whichever occurs later, unless previously accomplished in accordance with paragraph (a)(2) of this AD, replace the vertical fin attachment fittings and the fin/horizontal stabilizer fittings with attachment fittings of improved design (P/N 1/N-12-375, left, and 1/N-12-376, right) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Nomad SB NMD-53-5, Revision 2, dated December 6, 1995.

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

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California, 90712; telephone (310) 627-5224; facsimile (310) 627-5210. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Los Angeles Aircraft Certification Office.

(e) The inspection, modification, and replacements required by this AD shall be done in accordance with ASTA Nomad Alert Service Bulletin ANMD-55-23, Rev. 1, dated

July 11, 1991 and ASTA Nomad Service Bulletin NMD-53-5, Rev. 2, dated December 6, 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 AeroSpace Technologies of Australia, Limited, ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(f) This Amendment supersedes AD 85-21-06, Amendment 39-5152.

(g) This Amendment (39-10022) becomes effective on July 3, 1997.

Issued in Kansas City, Missouri, on May 1, 1995.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-12246 Filed 5-12-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-65-AD; Amendment 39-10025; AD 97-10-13]

RIN 2120-AA64

Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 96-21-05, which currently requires the following on certain Fairchild Aircraft, Inc. (Fairchild) SA226 and SA227 series airplanes that do not have a certain elevator torque tube installed: drilling inspection access holes in the elevator torque tube arm, inspecting the elevator torque tube for corrosion, replacing any corroded elevator torque tube, and applying a corrosion preventive compound. AD 96-21-05 resulted from several reports of corrosion found in the elevator torque tube area on the affected airplanes. This AD retains the actions required by AD 96-21-05, and adds certain Fairchild Model SA227-BC airplanes to the Applicability section of that AD. The actions specified by this AD are intended to prevent failure of the flight control system caused by a corroded elevator torque tube, which could result in loss of control of the airplane.

DATES: Effective July 8, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved as of November 29, 1996 (61 FR 54538, October 21, 1996).

ADDRESSES: Service information that applies to this AD may be obtained from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-65-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. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; Telephone (817) 222-5155; facsimile (817) 222-5960.

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 Fairchild SA226 and SA227 series airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on January 29, 1997 (62 FR 4203). The action proposed to supersede AD 96-21-05 with a new AD that would (1) retain the requirements of drilling inspection access holes in the elevator torque tube arm, inspecting the elevator torque tube for corrosion and replacing any corroded elevator torque tube, and applying a corrosion preventive compound; (2) add certain Fairchild Model SA227-BC airplanes to the Applicability section of the AD; and (3) exempt from the AD those airplanes incorporating an elevator torque tube with either P/N 27-44026-005, P/N 27-44026-007, or P/N 27-44026-SEO-1-03. Accomplishment of the proposed inspection access hole drilling, the inspection, and the corrosion preventive compound application as specified in the NPRM would be in accordance with either Fairchild Aircraft Service Bulletin (SB) 226-27-050 or Fairchild Aircraft SB 227-27-028, both Issued: January 22, 1990.

A Fairchild engineering order provides the instructions for reworking the elevator torque tube that, when incorporated, is identified as P/N 27-44026-SEO-1-03. Also, the P/N 27-44026-007 elevator torque tube is not

referenced in the service information. The FAA has determined that airplanes with this elevator torque tube installed are exempt from the actions of this AD, as well as those airplanes incorporating P/N 27-44026-005 or P/N 27-44026-SEO-1-03.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in support of the proposal and no comments were received on 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.

Compliance Time of the AD

The compliance time for this AD is presented in calendar time instead of hours time-in-service (TIS). The FAA has determined that a calendar time for compliance would be the most desirable method because the unsafe condition described by this AD is caused by corrosion. Corrosion can occur on airplanes regardless of whether the airplane is in service or on the ground.

Cost Impact

The FAA estimates that 396 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 10 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$237,600. This figure is based on the presumption that no owner/operator of the affected airplanes has accomplished the required inspection access hole drilling, inspection, or corrosion preventive compound application. It also is based on the presumption that no elevator torque tube would be found corroded and need to be replaced.

AD 96-21-05 currently requires the same actions as this AD for 390 of the affected airplanes. The actions specified in this AD would affect only six additional airplanes over that already required by AD 96-21-05. With this in mind, the cost impact of this AD over that already required by AD 96-21-05 would be \$3,600.