

No par common  
 ROYCE LABORATORIES, INC.  
 \$.005 par common  
 RTW, INC.  
 No par common  
 SCANSOURCE, INC.  
 No par common  
 SDNB FINANCIAL CORP.  
 Rights  
 SEER TECHNOLOGIES, INC.  
 \$.01 par common  
 SEROLOGICALS CORPORATION  
 \$.01 par common  
 SFS BANCORP, INC. (New York)  
 \$.01 par common  
 SGV BANCORP, INC. (California)  
 \$.01 par common  
 SINCLAIR BROADCAST GROUP, INC.  
 Class A, \$.01 par common  
 SITEL CORPORATION  
 \$.001 par common  
 SOS STAFFING SERVICES, INC.  
 \$.01 par common  
 SOUTHLAND CORPORATION, THE  
 \$.0001 par common  
 SOVEREIGN BANCORP, INC.  
 (Pennsylvania)  
 Series B, 6¼% cumulative  
 convertible preferred  
 SPINE-TECH, INC.  
 \$.01 par common  
 SPYGLASS, INC.  
 \$.01 par common  
 STORMEDIA INCORPORATED  
 Class A, \$.013 par common  
 STUDIO PLUS HOTELS, INC.  
 \$.01 par common  
 SUN INTERNATIONAL HOTELS LTD.  
 Series B, common  
 SYMETRICS INDUSTRIES, INC.  
 \$.25 par common  
 TAITRON COMPONENTS INC.  
 Class A, \$.001 par common  
 TELE-COMMUNICATIONS  
 INTERNATIONAL, INC.  
 Class A, \$1.00 par common  
 TELE-COMMUNICATIONS, INC.  
 Series A, Liberty Media Group ( \$1.00  
 par common)  
 TELTREND INC.  
 \$.01 par common  
 TRANSWITCH CORPORATION  
 \$.001 par common  
 TSX CORPORATION  
 \$.01 par common  
 UNIMARK GROUP, INC., THE  
 \$.01 par common  
 UNITED COMPANIES FINANCIAL  
 CORPORATION  
 \$2.00 par convertible preferred  
 UNITED SECURITY  
 BANCORPORATION (Washington)  
 No par common  
 US ORDER, INC.  
 \$.001 par common  
 US-CHINA INDUSTRIAL EXCHANGE,  
 INC.  
 \$.01 par common  
 USDATA CORPORATION

\$.01 par common  
 Rights  
 UUNET TECHNOLOGIES, INC.  
 \$.001 par common  
 VIDAMED, INC.  
 \$.001 par common  
 VIDEO UPDATE, INC.  
 Class A, \$.01 par common  
 Class A, warrants (expire 07-20-99)  
 Class B, warrants (expire 07-20-99)  
 VIDEOSERVER, INC.  
 \$.01 par common  
 VISTA BANCORP, INC. (New Jersey)  
 \$.50 par common  
 VOXEL  
 No par common  
 WEITZER HOMEBUILDERS, INC.  
 Class A, \$.01 par common  
 WESTERN POWER & EQUIPMENT  
 CORPORATION  
 \$.001 par common  
 WOOD BANCORP, INC. (Ohio)  
 \$.01 par common  
 YARDVILLE NATIONAL BANCORP  
 No par common  
 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)), July 25, 1995.  
**William W. Wiles,**  
*Secretary of the Board.*  
 [FR Doc. 95-18743 Filed 7-28-95; 8:45am]  
**BILLING CODE 6210-01-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 92-CE-23-AD; Amendment 39-9319; AD 95-15-13]

**Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Aircraft Limited) Jetstream Models 3101 and 3201 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Jetstream Aircraft Limited (JAL) Jetstream Models 3101 and 3201 airplanes. This action requires inspecting the main passenger/crew door locking mechanism to ensure that a taper pin is installed, installing a taper pin if not already installed, and modifying the passenger door warning system. The actions specified by this AD are intended to prevent the inability to open the passenger/crew door or failure

of the passenger door warning system, which could result in passenger injury if emergency evacuation is needed.

**DATES:** Effective September 7, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 7, 1995.

**ADDRESSES:** Service information that applies to this AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, 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. Raymond A. Stoer, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513.3830; facsimile (322) 230.6899; or Mr. Sam Lovell, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain JAL Models 3101 and 3201 airplanes was published in the **Federal Register** on February 22, 1995 (60 FR 9794). The action proposed to require inspecting the main passenger/crew door locking mechanism to ensure that a taper pin is installed, installing a taper pin if not already installed, and modifying the passenger door warning system. Accomplishment of the proposed inspection and possible installation would be in accordance with Jetstream Service Bulletin (SB) 52-A-JA911140, which incorporates the following pages:

| Pages             | Revision level  | Date           |
|-------------------|-----------------|----------------|
| 4, 5, 7, and 9 .. | Original Issue  | Feb. 3, 1992.  |
| 2 .....           | Revision 1 .... | June 26, 1992. |
| 1, 3, 6, and 8 .. | Revision 2 .... | Oct. 6, 1992.  |

Accomplishment of the proposed door warning system modification would be in accordance with Jetstream SB 52-JM 7793, which incorporates the following pages:

| Pages             | Revision level  | Date           |
|-------------------|-----------------|----------------|
| 4 through 11 .... | Original Issue  | Nov. 19, 1992. |
| 1, 2, and 3 ..... | Revision 1 .... | Aug. 10, 1993. |

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.

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.

The FAA estimates that 200 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 10 work hours (2 workhours for the taper pin installation and 8 workhours for the passenger door warning system modification) per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts to accomplish the modifications will be provided by JAL at no cost to the owner/operator. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$120,000. This figure is based on the assumption that no affected owner/operator has accomplished either of the modifications; that all airplanes will need a taper pin installed on the passenger/crew door locking mechanism; and that no airplane owner/operator has accomplished the passenger door warning system modification. The FAA anticipates that a majority of the affected airplanes already have taper pins installed and passenger door warning system modifications incorporated, thereby reducing the cost impact upon the public.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding a new AD to read as follows:

**95-15-13 Jetstream Aircraft Limited:**

Amendment 39-9319; Docket No. 92-CE-23-AD.

**Applicability:** Jetstream Models 3101 and 3201 airplanes (all serial numbers), 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 use the authority provided in paragraph (d) of this AD to request approval from the 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 airplane from the applicability of this AD.

**Compliance:** Required within the next 500 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the inability to open the passenger/crew door or failure of the passenger door warning system, which could result in passenger injury if emergency evacuation is needed, accomplish the following:

(a) For all affected airplanes that have a main passenger/crew door installed with one of the following serial numbers, accomplish paragraphs (a)(1) and (a)(2) of this AD, as applicable:

WIPL-SD-0001 through WIPL-SD-0005, WIPL-SD-0008 through WIPL-SD-0031, WIPL-SD-0034 through WIPL-SD-0046, WIPL-SD-0049, WIPL-SD-0051 through WIPL-SD-0065, WIPL-SD-0067, WIPL-SD-0070, WIPL-SD-0071,

SDJ10883, SDJ10884A, SDJ10884B, and SDJ10886 through SDJ10891

(1) To ensure that a part number SP28E4 taper pin is installed, visually inspect the passenger/crew door locking mechanism in the area between the locking dog and indicator button assembly in accordance with Part 2 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) 52-A-JA 911140, which incorporates the following pages:

| Pages               | Revision level  | Date           |
|---------------------|-----------------|----------------|
| 4, 5, 7, and 9 .... | Original Issue. | Feb. 3, 1992.  |
| 2 .....             | Revision 1 ...  | June 26, 1992. |
| 1, 3, 6, and 8 .... | Revision 2 ...  | Oct. 6, 1992.  |

(2) If a taper pin (part number SP28E4) is not installed, prior to further flight, accomplish Part 3 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 52-A-JA 911140.

(b) For all affected airplanes regardless of the serial number passenger door installed, modify the passenger door warning system in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 52-JM 7793, which incorporates the following pages:

| Pages              | Revision level  | Date           |
|--------------------|-----------------|----------------|
| 4 through 11 ..... | Original Issue. | Nov. 19, 1992. |
| 1, 2, and 3 .....  | Revision 1 ...  | Aug. 10, 1993. |

**Note 2:** Compliance with a previous revision level of the service bulletins referenced in this AD fulfills the applicable requirements of this AD and is considered "unless already accomplished" for that portion of the AD.

(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, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(e) The inspection and possible installation required by this AD shall be done in accordance with Jetstream Service Bulletin 52-A-JA 911140, which incorporates the following pages:

| Pages               | Revision level  | Date           |
|---------------------|-----------------|----------------|
| 4, 5, 7, and 9 .... | Original Issue. | Feb. 3, 1992.  |
| 2 .....             | Revision 1 ...  | June 26, 1992. |
| 1, 3, 6, and 8 .... | Revision 2 ...  | Oct. 6, 1992.  |

The modification required by this AD shall be done in accordance with Jetstream Service Bulletin 52-JM 7793, which incorporates the following pages:

| Pages              | Revision level  | Date           |
|--------------------|-----------------|----------------|
| 4 through 11 ..... | Original Issue. | Nov. 19, 1992. |
| 1, 2, and 3 .....  | Revision 1 ...  | Aug. 10, 1993. |

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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029. 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 (39-9319) becomes effective on September 7, 1995.

Issued in Kansas City, Missouri, on July 17, 1995.

**Henry A. Armstrong,**

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

[FR Doc. 95-18124 Filed 7-28-95; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 39**

[Docket No. 94-NM-183-AD; Amendment 39-9310; AD 95-15-07]

**Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to British Aerospace Model BAC 1-11 200 and 400 series airplanes, that currently requires structural inspections and repairs or replacements, as necessary. This amendment requires additional inspections of certain Structural Significant Items (SSI) and expansion of the inspection area for certain other SSI's. This amendment is prompted by the results of a structural integrity audit, which indicated that in order to maintain the structural integrity of these airplanes as they approach or exceed the manufacturer's original fatigue design life goal, certain SSI's need to be inspected. The actions specified by this AD are intended to ensure continuing structural integrity of these airplanes.

**DATES:** Effective August 30, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 30, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 87-24-06 R1, amendment 39-6037 (53 FR 37993, September 29, 1988), which is applicable to British Aerospace Model BAC 1-11 200 and 400 series airplanes, was published in the **Federal Register** on April 17, 1995 (60 FR 19179). The action proposed to require a revision of

the FAA-approved maintenance inspection program to include additional structural inspections of certain Structural Significant Items (SSI), expansion of the inspection area for certain other SSI's, and repair or replacement of cracked parts; and establishes a life limit for the engine mount/attachment structure on certain airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to 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.

The FAA estimates that 31 airplanes of U.S. registry will be affected by this AD, that it will take approximately 158 work hours per airplane to accomplish the actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$293,880, or \$9,480 per airplane, per inspection cycle.

The total cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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**.