

11. Model C-9. This clause must be incorporated in the specific availability policy disclosure by banks that reserve the right to delay availability of deposits at nonproprietary ATMs until the fifth business day following the date of deposit, as permitted by section 229.12(f). A bank must choose among the alternative language based on how it chooses to differentiate between proprietary and nonproprietary ATMs, as required under § 229.16(b)(5).

12. Model C-10. This clause may be used to disclose cash withdrawal limitations under § 229.12. Banks using Model C-5 to disclose availability may substitute this clause for the sections titled "Local checks" and "Nonlocal checks."

13. Model C-11. This clause must be incorporated in the specific availability policy disclosure by credit unions seeking to satisfy the notice requirement of § 229.14(b). This model clause is only an example of a hypothetical policy. Credit unions may follow any policy for accrual provided the method of accruing interest is the same for cash and check deposits.

14. Models C-12 through C-21 generally. These forms are models for various notices required by the regulation.

15. Model C-12. This form satisfies the written notice required under § 229.13(g) when a bank places a hold based on a § 229.13 exception. If a hold is being placed on more than one check in a deposit, each check need not be described, but if different reasons apply, each reason must be indicated. A bank may use the actual date when funds will be available for withdrawal rather than the number of the business day following the day of deposit. The bank must incorporate in the notice the material set out in brackets if it imposes overdraft fees after invoking a § 229.13 exception.

16. Model C-13. This form satisfies the same requirement as Model C-12, and the same instructions apply, except that Model C-13 is for use by a bank that invokes the reasonable cause exception in § 229.13. The form provides the bank with a list of specific reasons that may be given for invoking the exception. If a hold is being placed on more than one check in a deposit, each check must be described separately, and if different reasons apply, each reason must be indicated. Banks may disclose the reason for their doubting collectibility by checking the appropriate reason on the form. If the "Other" category is checked, the reason must be given.

17. Model C-14. This form satisfies the notice requirements of § 229.13(g)(2).

18. Model C-15. This form satisfies the notice requirements of § 229.13(g)(3).

19. Model C-16. This form satisfies the notice required under § 229.16(b)(2) when a bank with a case-by-case hold policy imposes a delay on a deposit. This notice does not require a statement of the specific reason for the hold, as is the case when a § 229.13 exception hold is placed. A bank may specify the actual date when funds will be available for withdrawal rather than the number of the business day following the day of deposit when funds will be available. The bank must incorporate in the notice the material set out in brackets if it imposes overdraft fees after invoking a case-by-case hold.

20. Model C-17 and C-18. Either of these forms satisfies the notice requirement of § 229.18(b) (notice at locations where employees accept consumer deposits). Model C-17 is based on an availability policy that is the same as the schedule described in § 229.12 of the regulation and the policy reflected in models C-4 and C-5. Model C-18 may be used by a bank with a case-by-case availability policy.

21. Model C-19. This form satisfies the ATM notice requirement of § 229.18(c)(1).

22. Model C-20. This form satisfies the ATM notice requirement of § 229.18(c)(2) when receipt of deposits at off-premise ATMs is delayed under § 229.19(a)(4). It is based on collection of deposits once a week. If collections occur more or less frequently, the description of when deposits are received must be adjusted accordingly.

23. Model C-21. This form satisfies the notice requirements of § 229.18(a) for deposit slips.

15. In appendix F to part 229, the appendix heading is revised and the *New Mexico* heading and all text under the *New Mexico* heading are removed, to read as follows:

#### **Appendix F to Part 229—Official Board Interpretations; Preemption Determinations**

\* \* \* \* \*

By order of the Board of Governors of the Federal Reserve System, acting through the Secretary of the Board under delegated authority, September 20, 1995.

William W. Wiles,

*Secretary of the Board.*

[FR Doc. 95-23755 Filed 10-2-95; 8:45 am]

BILLING CODE 6210-01-P

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

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

[Docket No. 95-NM-101-AD; Amendment 39-9362; AD 95-19-01]

#### **Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes Equipped With BFGoodrich Evacuation Slides and Slide/Rafts**

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

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

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Airbus Model A330 and A340 series airplanes equipped with certain BFGoodrich evacuation slides and slide/rafts. This action requires an inspection to detect the presence of certain discrepancies of the packboard

associated with the evacuation slides and slide/rafts, and replacement or modification of the packboard unit, if necessary. It also requires the eventual modification of all affected packboard units. This amendment is prompted by reports indicating that these packboards have disengaged from the door mounting, due to cracking of the packboard and associated latch assembly that was incurred during hard landings. The actions specified in this AD are intended to prevent the packboard from disengaging from the door and restraining the door from fully opening, thereby preventing the evacuation slide from inflating and making both the slide and the door unusable during an emergency evacuation.

**DATES:** Effective October 18, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 18, 1995.

Comments for inclusion in the Rules Docket must be received on or before December 4, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-101-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from BFGoodrich Company, Aircraft Evacuation Systems, Department 7916, Phoenix, Arizona 85040. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Andrew Gfrerer, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5338; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** During flight testing on one Airbus Model A340 series airplane, the packboard units partially disengaged from the door mountings during hard landings. This caused cracking of the packboard edge and subsequent breakage of the latch assembly that connects the packboard to the door mounting. Such cracking of the

packboard shell can cause the packboard to flex enough to cause this disengagement. The tolerance stack-up of the components holding the packboard to the door can result in inadequate engagement between the packboard rails, the latch assembly, and the rail adapter attachment. Should the packboard disengage from the door, it may then restrain the door from fully opening. This condition, if not corrected, could prevent the evacuation slide from inflating, thereby making both the slide and the associated door unusable during an emergency evacuation.

The FAA has reviewed and approved BFGoodrich Service Bulletin 5A2917/27/63-25-279, dated January 12, 1995, which describes procedures for inspecting the slide and slide/raft packboards (1) to detect cracking in the end panels, (2) to determine if an excessive amount of gap exists between the bottom of the packboard rail and the top of the packboard, and (2) to determine if the chamfered surface on the rail adapter is below the rail (not showing). The service bulletin describes procedures for replacing the packboard unit if any of these conditions are found.

The FAA also has reviewed and approved BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 1995, which describes procedures for modifying the packboard assemblies. This modification entails replacing the latch and anchor block assemblies with new one-piece assemblies; installing new rail adapters and associated setscrews; removing the portability handles from Type A door units; and reinforcing the packboards of certain Type A doors.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent the packboard from disengaging from the door and restraining the door from fully opening, thereby preventing the evacuation slide from inflating and making both the slide and the door unusable during an emergency evacuation. This AD requires a one-time inspection of the packboard unit to detect various discrepancies, and either the replacement or modification of the packboard if any of these conditions exist. This AD also requires that all affected packboards eventually be modified. The actions are required to be accomplished in accordance with the service bulletins described previously.

None of the Model A330 or A340 series airplanes affected by this action is on the U.S. Register. All airplanes included in the applicability of this rule

currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 1 work hour per airplane to accomplish the inspection, at an average labor charge of \$60 per work hour. Based on these figures, the total cost impact of the inspection requirement of this AD would be \$60 per airplane.

The modification required by this AD action would require 2 work hours per slide to accomplish, at an average labor charge of \$60 per work hour. There are 8 affected slides per airplane. Required parts would be provided by BFGoodrich at no cost to operators. Based on these figures, the total cost impact of the modification requirement of this AD would be \$120 per slide, or \$960 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

#### Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before

and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-101-AD." The postcard will be date stamped and returned to the commenter.

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**.

#### 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 USC 106(g), 40101, 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-19-01 Airbus: Amendment 39-9362.  
Docket 95-NM-101-AD.

**Applicability:** Model A330 and A340 series airplanes; equipped with BFGoodrich evacuation slides or slide/rafts having part numbers and packboards as listed in Table 1 (Effectivity) of BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 1995; 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 (c) 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 as indicated, unless accomplished previously. To prevent the packboard from disengaging from the door and restraining the door from fully opening, thereby preventing the evacuation slide from inflating and making both the slide and the door unusable during an emergency evacuation, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, inspect the packboard unit of the slide and/or slide/raft in accordance with paragraphs 2A., 2B., and 2C. of the Accomplishment Instructions of BFGoodrich Service Bulletin 5A2917/27/63-25-279, dated January 12, 1995. If any discrepancy is found during this inspection, prior to further flight, accomplish either paragraph (a)(1) or (a)(2) of this AD:

(1) Replace the packboard unit in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-279, dated January 12, 1995; or

(2) Modify the packboard unit in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 1995. After such modification, no further action is required by this AD.

(b) Within 36 months after the effective date of this AD, modify the packboard of the evacuation slide and slide/raft in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 1995. This modification constitutes terminating action for the requirements of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO),

FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(d) 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.

(e) The inspection and replacement shall be done in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-279, dated January 12, 1995. The modification shall be done in accordance with BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 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 BFGoodrich Company, Aircraft Evacuation Systems, Department 7916, Phoenix, Arizona 85040. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on October 18, 1995.

Issued in Renton, Washington, on September 1, 1995.

Darrell M. Pederson,

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

[FR Doc. 95-22304 Filed 10-2-95; 8:45 am]

**BILLING CODE 4910-13-U**

**14 CFR Part 39**

**[Docket No. 94-NM-255-AD; Amendment 39-9383; AD 95-20-05]**

**Airworthiness Directives; Boeing Model 747 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires repetitive inspections for cracking in the inboard strut-to-diagonal brace attach fittings, and repair or replacement, if necessary. This amendment requires an additional inspection of those attach fittings, and additional inspections in an area beyond that specified in the existing AD. This amendment also provides an optional terminating action

for the required inspections, and expands the applicability of the existing AD to include additional airplanes. This amendment is prompted by reports of cracking and severing of the attach fittings. The actions specified by this AD are intended to prevent failure of the strut and separation of an engine from the airplane due to cracking of the inboard strut-to-diagonal brace attach fittings.

**DATES:** Effective November 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 2, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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:** Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 79-17-07, amendment 39-3533 (44 FR 50033, August 27, 1979), which is applicable to certain Boeing Model 747 series airplanes, was published in the Federal Register on April 4, 1995 (60 FR 17030). The action proposed to continue to require repetitive visual inspections to detect cracking in the inboard strut-to-diagonal brace attach fittings, and replacement or repair of the cracking, if necessary. The action also proposed to add repetitive high frequency eddy current (HFEC) inspections to detect cracks of the attach fittings. Additionally, that action proposed to require that certain attach fittings with cracks be reinspected at shorter intervals, and to require subsequent replacement of the attach fittings of airplanes with certain known cracking. The action also proposed to expand the applicability of the rule to include additional affected airplanes, and provided an optional terminating action for the required inspections.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due