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MATSUSHITA SEIKO CO., LTD.
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MAX CO., LTD.
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MEIDENSHA CORPORATION
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MICHINOKU BANK, LTD.
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MUSASHINO BANK, LTD.
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NAMCO, LTD.
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NICHICON CORP.
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NIHON UNISYS, LTD.
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NIPPON COMSYS CORP.
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NIPPON TRUST BANK, LTD.
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NISHI-NIPPON BANK, LTD.
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NISHI-NIPPON RAILROAD CO., LTD.
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NISSAN CHEMICAL INDUSTRIES, LTD.
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NISSAN FIRE & MARINE INSURANCE CO.,
LTD.
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OGAKI KYORITSU BANK, LTD.
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Q.P. CORP.
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RINNAI CORPORATION
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RYOSAN CO., LTD.
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SAGAMI RAILWAY CO., LTD.
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SAIBU GAS CO., LTD.
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SAKATA SEED CORP.
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SANKI ENGINEERING CO., LTD.
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SANTEN PHARMACEUTICAL CO., LTD.
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SANYO SECURITIES CO., LTD.
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SHIMADZU CORP.
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SHIMAMURA CO., LTD.
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SUMITOMO RUBBER INDUSTRIES, LTD.
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SURUGA BANK, LTD.
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TAIYO YUDEN CO., LTD.
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TAKARA STANDARD CO., LTD.
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TAKASAGO THERMAL ENGINEERING CO.
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TAKUMA CO., LTD.
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TOHO BANK, LTD.
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TOHO GAS CO., LTD.
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TOKYO OHKA KOGYO CO., LTD.
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TOKYO SOWA BANK, LTD.
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TOKYO TATEMONO CO., LTD.

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TOKYO TOMIN BANK, LTD.
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TOSHIBA CERAMICS CO., LTD.
¥50 par common
UNI-CHARM CORP.
¥50 par common
USHIO, INC.
¥50 par common
YAMAHA MOTOR CO., LTD.
¥50 par common
YAMANASHI CHUO BANK, LTD.
¥50 par common
YODOGAWA STEEL WORKS, LTD.
¥50 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)), February 17, 1999.

Jennifer J. Johnson,

Secretary of the Board.

[FR Doc. 99-4349 Filed 2-22-99; 8:45 am]

BILLING CODE 6210-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-118-AD; Amendment 39-11049; AD 99-04-24]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR72 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR72 series airplanes, that requires a one-time inspection to detect damage of certain anchor nuts located on the upper surface of the wings, and replacement of the anchor nuts with new or serviceable nuts, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent failure of anchor nuts on the upper surface of the wings, which could result in reduced structural integrity of the airplane.

DATES: Effective March 30, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 30, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03,

France. 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:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Aerospatiale Model ATR72 series airplanes was published in the **Federal Register** on June 4, 1998 (63 FR 30425). That action proposed to require a one-time inspection of certain anchor nuts located on the upper surface of the wings to detect damage, and replacement of the anchor nuts with new or serviceable nuts, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request To Reference Latest Service Bulletin

The commenter requests that the proposed AD be revised to reference Avions de Transport Regional Service Bulletin ATR72-57-1019, Revision 1, dated May 12, 1998, as an additional source of service information for accomplishment of the actions specified in the proposal. The commenter states that Revision 1 is essentially identical to the original issue, which was cited as the appropriate source of service information for accomplishment of the actions specified in the proposed AD, and merely adds additional explanations and editorial corrections that do not affect the airplanes already inspected and repaired in accordance with the original service bulletin.

The FAA concurs with the commenter's request to reference the latest service bulletin. The FAA has reviewed Revision 1 of the service bulletin and finds it is an acceptable method of compliance for accomplishment of the actions required by this AD.

The final rule has been revised accordingly.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 39 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$18,720, or \$480 per airplane.

The cost impact figure discussed above is 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.

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 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

99-04-24 Aerospatiale: Amendment 39-11049. Docket 98-NM-118-AD.

Applicability: Model ATR72-102, -201, -202, and -212 series airplanes; as listed in Avions de Transport Regional Service Bulletin ATR72-57-1019, dated July 7, 1997; 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 (b) 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, unless accomplished previously.

To prevent failure of anchor nuts on the upper surface of the wings, which could

result in reduced structural integrity of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, inspect the anchor nuts, having part number (P/N) NAS1473A5, located on the upper surface of the wing to detect damage, in accordance with Avions de Transport Regional Service Bulletin ATR72-57-1019, dated July 7, 1997, or Revision 1, dated May 12, 1998.

(1) If no damage is detected, no further action is required by this AD.

(2) If any damage is detected, and the damage is within the allowable limits specified in the Accomplishment Instructions of the service bulletin, prior to the accumulation of an additional 4,000 flight cycles following the inspection, replace the damaged nut having P/N NAS1473A5 with a new or serviceable nut, in accordance with the Accomplishment Instructions of the service bulletin.

(3) If any damage is detected, and the damage is outside the allowable limits specified in the Accomplishment Instructions of the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (or its delegated agent).

(b) 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, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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) The actions shall be done in accordance with Avions de Transport Regional Service Bulletin ATR72-57-1019, dated July 7, 1997, or Avions de Transport Regional Service Bulletin ATR72-57-1019, Revision 1, dated May 12, 1998, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-7, 10, 12, 13, 17	1	May 12, 1998.
8, 9, 11, 14-16	Original	July 7, 1997.

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 Aerospatiale, 316 Route de Bayonne,

31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of

the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directive 97-264-034(B), dated September 24, 1997.

(e) This amendment becomes effective on March 30, 1999.

Issued in Renton, Washington, on February 12, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-4217 Filed 2-22-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-63]

Establishment of Class E Airspace; Ada, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Ada, MN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 33 has been developed for Norman County Ada/Twin Valley Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action creates controlled airspace with a 6.3-mile radius for Norman County Ada/Twin Valley Airport.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, December 9, 1998, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Ada, MN (63 FR 67816). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are

published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes Class E airspace at Ada, MN, to accommodate aircraft executing the proposed GPS Rwy 33 SIAP at Norman County Ada/Twin Valley Airport by creating controlled airspace for the airport. The area will be depicted on appropriate aeronautical charts.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL MN E5 Ada, MN [New]

Ada, Norman County Ada/Twin Valley Airport, MN
(Lat. 47° 15' 38"N., long. 96° 24' 01"W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Norman County Ada/Twin Valley Airport.

* * * * *

Issued in Des Plaines, Illinois on February 5, 1999.

David B. Johnson,

Acting Manager, Air Traffic Division.

[FR Doc. 99-4337 Filed 2-22-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

23 CFR Part 1340

[Docket No. NHTSA-98-4280]

RIN 2127-AH46

Uniform Criteria for State Observational Surveys of Seat Belt Use

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Interim final rule; Reopening of comment period.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) published an interim final rule on September 1, 1998, setting forth criteria for State seat belt use surveys to be conducted in connection with a new Federal grant program under section 1403 of the Transportation Equity Act for the 21st Century, “Safety Incentive Grants for Use of Seat Belts.” The comment period for the rule closed on January 29, 1999. In response to interest by the States, NHTSA is reopening the comment period and extending it until March 1, 1999.

DATES: Comments must be received by March 1, 1999.

ADDRESSES: Comments should refer to the docket number set forth above and be submitted in writing to: Docket Management, Room PL-401, National Highway Traffic Safety Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590. (Docket hours are Monday through Friday, 10 a.m. to 5 p.m., excluding Federal holidays.)

FOR FURTHER INFORMATION CONTACT: The following persons at the National