

26 U.S.C. 403(a). An eligible retirement plan must be maintained in the United States, which means one of the 50 states or the District of Columbia.

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FEDERAL RESERVE SYSTEM

12 CFR Part 226

Open-end Model Forms and Clauses

CFR Correction

In Title 12 of the Code of Federal Regulations, parts 220 to 299, revised as of January 1, 2001, in Part 226,

Appendix G is corrected by adding Table G-10(C) as follows:

PART 226—TRUTH IN LENDING (REGULATION Z)

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Appendix G to Part 226—Open-End Model Forms and Clauses

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G-10(C) -- Applications and Solicitations Model Form (Charge Cards)

Annual fees	Transaction fee for purchases	Transaction fee for cash advances, and fees for paying late or exceeding the credit limit
[Annual fee: \$____ per year]		Transaction fee for cash advances: [\$____] [____% of ____]
[Membership fee: \$____ per year]	[\$____]	Late payment fee: [\$____] [____% of ____]
[(type of fee): \$____ per year]	[____% of ____]	Over-the-credit-limit fee: \$____
[(type of fee): \$____]		
All charges made on this charge card are due and payable when you receive your periodic statement.		

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-367-AD; Amendment 39-12374; AD 2001-16-06]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100 and -200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737 series airplanes, that requires initial and repetitive inspections of certain areas of the wing spars to detect cracking or corrosion; and follow-on corrective actions and repair, if necessary. This amendment is prompted by reports of cracks and corrosion in the upper chord of the front and rear spars of the wing and reports of cracks propagating from previously repaired areas. The actions

specified by this AD are intended to detect and correct such cracking or corrosion of the upper and lower chords of the wing spars, which could result in reduced structural integrity of the wing.

DATES: Effective September 24, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 24, 2001.

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: James Blilie, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2131; fax (425) 227-1181.

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 Boeing

Model 737-100 and -200 series airplanes was published in the **Federal Register** on May 1, 2001 (66 FR 21700). That action proposed to require initial and repetitive inspections of certain areas of the wing spars to detect cracking or corrosion; and follow-on corrective actions and repair, 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 comments received.

The manufacturer recommends adding certain wording for clarification to the section of the Notice of Proposed Rulemaking (NPRM) which is entitled "Explanation of Relevant Service Information." The FAA acknowledges that the suggested wording is more precise. However, since that wording does not reappear in the AD itself, no change is necessary.

The manufacturer also suggests that the "Applicability" section be changed to read "Model 737-100 and -200 series airplanes, line number 1 through 310 inclusive, and 323; certificated in any category." The effect of the suggested wording would be to clarify that the next generation of 737 models is specifically excluded. The FAA agrees