

No par common  
SMARTFLEX SYSTEMS, INC.  
\$.0025 par common  
SMITH MICRO SOFTWARE, INC.  
\$.001 par common  
SONUS PHARMACEUTICALS, INC.  
\$.001 par common  
SOUTHWEST BANCORP, INC. (Oklahoma)  
Series A, redeemable, cumulative preferred  
SPEEDFAM INTERNATIONAL, INC.  
No par common  
STATEWIDE FINANCIAL CORPORATION  
No par common  
STERLING HEALTHCARE GROUP, INC.  
\$.0001 par common  
STEVEN MADDEN, LTD.  
\$.001 par common  
SUMMIT MEDICAL SYSTEMS, INC.  
\$.01 par common  
SUNSTONE HOTEL INVESTORS, INC.  
\$.01 par common  
TAPPAN ZEE FINANCIAL, INC.  
\$.01 par common  
TARRANT APPAREL GROUP  
\$.01 par common  
TECHNICAL CHEMICALS AND PRODUCTS,  
INC.  
\$.001 par common  
TEL-SAVE HOLDINGS, INC.  
\$.01 par common  
TELCOM SEMICONDUCTOR, INC.  
\$.001 par common  
TELE-COMMUNICATIONS, INC.  
Series B, Liberty Media Group (\$1.00 par  
common)  
TESMA INTERNATIONAL, INC.  
Class A, no par subordinate voting shares  
TOUCHSTONE SOFTWARE CORPORATION  
\$.001 par common  
TRANSCOR WASTE SERVICES, INC.  
\$.001 par common  
TRANSPORT HOLDINGS, INC.  
Class A, \$.01 par common  
TRENTON SAVINGS BANK, FSB  
\$.01 par common  
TRIDEX CORPORATION  
No par common  
TST/IMPRESO, INC.  
\$.01 par common  
U.S. BRIDGE OF NEW YORK, INC.  
\$.001 par common  
Warrants (expire 06-22-2000)  
U.S. DIAGNOSTIC LABS, INC.  
Class A, \$.01 par common  
Class A, warrants (expire 10-14-99)  
Class B, warrants (expire 10-14-99)  
UNICOMP, INC.  
\$.01 par common  
UNION ACCEPTANCE CORPORATION  
No par common  
UNISON SOFTWARE, INC.  
\$.001 par common  
UNITED DENTAL CARE, INC.  
\$.10 par common  
UNIVERSAL STAINLESS & ALLOY  
PRODUCTS, INC.  
\$.001 par common  
USA DETERGENTS, INC.  
\$.01 par common  
VANTIVE CORPORATION, THE  
\$.001 par common  
VERITY, INC.  
\$.001 par common  
VODAVI TECHNOLOGY, INC.  
\$.001 par common  
WALNUT FINANCIAL SERVICES, INC.

\$.01 par common  
WALTER INDUSTRIES, INC.  
\$.01 par common  
WFS FINANCIAL, INC.  
No par common  
WORLD AIRWAYS, INC.  
\$.01 par common  
XETA CORPORATION  
\$.10 par common  
ZYCON CORPORATION  
\$.001 par common  
Deletion From the List of Foreign Margin  
Stocks  
ROTHMANS INTERNATIONAL PLC  
Class B, ordinary shares par value 6.25 p  
Addition to the List of Foreign Margin  
Stocks  
EASTERN GROUP PLC  
Ordinary Shares, par value 50 p  
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)), October 24, 1995.  
William W. Wiles,  
*Secretary of the Board.*  
[FR Doc. 95-26865 Filed 10-27-95; 8:45 am]  
**BILLING CODE 6210-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 93-CE-51-AD; Amendment 39-  
9415; AD 95-22-07]

#### Airworthiness Directives; de Havilland DHC-6 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes  
Airworthiness Directive (AD) 83-26-05  
and AD 86-15-08, which currently  
require repetitively inspecting the  
horizontal stabilizer attachment fittings  
for cracks or looseness on certain de  
Havilland DHC-6 series airplanes, and,  
if a cracked or loose part is found,  
modifying the horizontal stabilizer. This  
action retains the repetitive inspection  
requirement of the existing AD's,  
requires incorporating an improved  
modification design as terminating  
action for the repetitive inspections, and  
making these inspection-terminating  
modifications optional for other affected  
airplanes. Reports of loose horizontal  
stabilizer attachment fittings on  
airplanes incorporating the inspection-  
terminating modifications required by  
AD 83-26-05 prompted this action. The  
actions specified by this AD are  
intended to prevent separation of the

horizontal stabilizer from the airplane  
caused by a cracked attachment fitting,  
and subsequent loss of control of the  
airplane.

**DATES:** Effective December 27, 1995.

The incorporation by reference of  
certain publications listed in the  
regulations is approved by the Director  
of the Federal Register as of December  
27, 1995.

**ADDRESSES:** Service information that  
applies to this AD may be obtained from  
de Havilland, Inc., 123 Garratt  
Boulevard, Downsview, Ontario,  
Canada, M3K 1Y5. This information  
may also be examined at the Federal  
Aviation Administration (FAA), Central  
Region, Office of the Assistant Chief  
Counsel, Attention: Rules Docket 93-  
CE-51-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:** Jon  
Hjelm, Aerospace Engineer, FAA, New  
York Aircraft Certification Office, 10  
Fifth Street, 3rd Floor, Valley Stream,  
New York 11581; telephone (516) 256-  
7523; facsimile (516) 568-2716.

**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 de Havilland DHC-6 series  
airplanes was published in the Federal  
Register on November 23, 1994 (59 FR  
60337). The action proposed to  
supersede both AD 83-26-05 and AD  
86-15-08 with a new AD that would  
require repetitively inspecting the  
horizontal stabilizer attachment fittings  
for cracks; and, if a cracked fitting is  
found, replacing with a serviceable  
fitting, part number (P/N) C6TPM1049-  
27 (forward fitting) or C6TPM1050-27  
(rear fitting), and incorporating  
Modifications 6/1890, 6/1891, and 6/  
1892. The proposed action would also  
require the eventual incorporation of the  
above-referenced modifications for  
airplanes that have Modifications 6/  
1808 and 6/1809 incorporated.  
Accomplishment of the proposed  
inspections would be in accordance  
with de Havilland Service Bulletin (SB)  
No. 6/438, Revision D, dated March 28,  
1986. Accomplishment of the proposed  
modifications would be in accordance  
with de Havilland SB 6/513, dated  
October 25, 1991.

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 169 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the required inspection, that it will take approximately 10 workhours to accomplish the modification for those airplanes having Modifications 6/1808 and 6/1809 incorporated, and that the average labor rate is \$60 per hour. The FAA has no way of knowing how many airplanes have incorporated these modifications. In estimating the total cost impact of this AD on U.S. operators, the FAA is only using the inspection criteria (1 workhour). With this in mind and based on those figures above, the total cost impact of this AD upon U.S. operators of the affected airplanes is estimated to be \$10,140. This figure only includes the cost for the initial inspection and does not include replacement costs if an attachment fitting is found cracked and does not include repetitive inspection costs. The FAA has no way of determining how many horizontal stabilizer attachment fittings may be cracked or how many repetitive inspections each owner/operator may incur over the life of the airplane.

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

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 83-26-05, Amendment 39-4793, and AD 86-15-08, Amendment 39-5362, and by adding a new AD to read as follows:

95-22-07 De Havilland: Amendment 39-9415; Docket No. 93-CE-51-AD.

*Applicability:* Models DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 airplanes (serial numbers 3 through 820), certificated in any category, that do not have Modifications 6/1890, 6/1891, and 6/1892 incorporated on all four horizontal stabilizer fittings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland Service Bulletin (SB) No. 6/513, dated October 25, 1991.

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 (e) 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 already accomplished.

To prevent separation of the horizontal stabilizer from the airplane caused by a cracked attachment fitting, and subsequent loss of control of the airplane, accomplish the following:

(a) For airplanes without Modification Nos. 6/1808 and 6/1809 incorporated, accomplish the following:

(1) Within the next 50 hours time-in-service (TIS) after the effective date of this

AD or 800 hours TIS after the last inspection required by superseded AD 83-26-05, whichever occurs later, and thereafter at intervals not to exceed 800 hours TIS, inspect the horizontal stabilizer forward and rear attachment fittings for cracks in accordance with de Havilland SB No. 6/438, Revision D, dated March 28, 1986.

(2) If any cracks are found, prior to further flight, replace the cracked fitting with a serviceable fitting, part number (P/N) C6TPM1049-27 (forward fitting) or P/N C6TPM1050-27 (rear fitting), and incorporate Modifications 6/1890, 6/1891, and 6/1892 at each replacement fitting location in accordance with and as specified in de Havilland SB No. 6/513, dated October 25, 1991. Accomplishing these modifications terminates the repetitive inspection requirement of this AD.

(b) For airplanes that have Modifications 6/1808 and 6/1809 incorporated, accomplish the following:

(1) Within the next 400 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 800 hours TIS until the modifications required by paragraph (b)(3) of this AD are incorporated, inspect the rivets attaching the fittings to the horizontal stabilizer forward and rear spars for looseness in accordance with the III. ACCOMPLISHMENT INSTRUCTIONS A. INSPECTION section of de Havilland SB No. 6/513, dated October 25, 1991.

(2) If rivets are found loose, prior to further flight, incorporate Modifications 6/1890, 6/1891, and 6/1892 in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 6/513, dated October 25, 1991.

(3) Within the next 2,400 hours TIS after the effective date of this AD, unless already accomplished as required by paragraph (b)(2) of this AD, incorporate Modifications 6/1890, 6/1891, and 6/1892 on all four horizontal stabilizer fittings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 6/513, dated October 25, 1991.

(c) Incorporating Modifications 6/1890, 6/1891, and 6/1892 on all four horizontal stabilizer fittings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 6/513, dated October 25, 1991, is considered terminating action for the repetitive inspection requirements of this AD.

(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) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, New York Aircraft Certification Office (ACO), FAA, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the New York ACO.

Note 3: Alternative methods of compliance approved in accordance with AD 83-26-05 or AD 86-15-08 (both superseded by this action) are not considered approved as alternative methods of compliance with this AD.

(f) The inspections required by this AD shall be done in accordance with de Havilland Service Bulletin No. 6/438, Revision D, dated March 28, 1986. The modifications required by this AD shall be done in accordance with de Havilland Service Bulletin No. 6/513, dated October 25, 1991. 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 de Havilland, Inc., 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5 Canada. 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., 7th Floor, suite 700, Washington, DC.

(g) This amendment (39-9415) supersedes AD 83-26-05, Amendment 39-4793, and AD 86-15-08, Amendment 39-5362.

(h) This amendment (39-9415) becomes effective on December 27, 1995.

Issued in Kansas City, Missouri, on October 18, 1995.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-26403 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 94-NM-173-AD; Amendment 39-9409; AD 95-22-02]

#### Airworthiness Directives; Jetstream Model ATP Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Jetstream Model ATP airplanes, that currently requires daily and/or pre-flight cleaning and inspections to detect damaged main landing gear (MLG) wheel bearings and replacement of discrepant parts. That AD was prompted by reports of failure of the MLG wheel bearings. This action requires an additional inspection, in lieu of the pre-flight inspection, for certain airplanes. This action also requires the accomplishment of a terminating modification that eliminates the need for daily and pre-flight inspections. The actions specified by this AD are intended to prevent failure of the MLG wheel bearing, which could

result in detachment of a MLG wheel from the airplane.

**DATES:** Effective November 29, 1995.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of November 29, 1995.

The incorporation by reference of Jetstream Service Bulletin ATP-32-48, Revision 1, dated January 28, 1994, was approved previously by the Director of the Federal Register as of March 15, 1994 (59 FR 9400, February 28, 1994).

**ADDRESSES:** The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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 94-05-03, amendment 39-8841 (59 FR 9400, February 28, 1994), which is applicable to certain Jetstream Model ATP airplanes, was published in the Federal Register on June 12, 1995 (60 FR 30798). The action proposed to continue to require daily cleaning and daily/pre-flight detailed visual inspections to detect damage (including blistering or flaking of the paint) or discoloration of the wheel hub caps and of the outer side of the inflation valve side hubs on the MLG wheels. The action also proposed to require an additional daily intermediate detailed visual inspection, in lieu of the pre-flight inspection, for certain airplanes. Additionally, the action proposed to require modification of the MLG, which would constitute terminating action for the daily, pre-flight, and daily intermediate inspection requirements.

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.

The commenter supports the proposed rule.

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 as proposed.

The FAA estimates that 10 airplanes of U.S. registry will be affected by this AD.

The inspections that were previously required by AD 94-05-03, and retained in this AD, take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the inspection requirement of this AD on U.S. operators is estimated to be \$1,200, or \$120 per airplane, per inspection cycle.

The inspections that will be added by this AD will take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the inspections required by this AD on U.S. operators is estimated to be \$1,200, or \$120 per airplane, per inspection cycle.

It will take approximately 11 work hours per airplane to accomplish the required modifications at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the total cost impact of the modification required by this AD on U.S. operators is estimated to be \$6,600, or \$660 per airplane.

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