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FEDERAL RESERVE SYSTEM

12 CFR Part 219

[Regulation S; Docket No. R-0906]

Reimbursement for Providing Financial Records; Recordkeeping Requirements for Certain Financial Records; Correction

AGENCY: Board of Governors of the Federal Reserve System.

ACTION: Final rule; correction.

SUMMARY: This document contains a technical correction to the final rule that was published June 12, 1996 (61 FR 29638). The rule implements the requirement under the Right to Financial Privacy Act (RFPA) that the Board establish the rates and conditions under which payment shall be made by a government authority to a financial institution for assembling or providing financial records pursuant to RFPA.

EFFECTIVE DATE: July 12, 1996.

FOR FURTHER INFORMATION CONTACT: Elaine M. Boutilier, Senior Counsel (202/452-2418), Legal Division, Board of Governors of the Federal Reserve System, Washington, DC 20551. For users of the Telecommunication Device for the Deaf (TDD), please contact Dorothea Thompson (202/452-3544).

SUPPLEMENTARY INFORMATION:

Background

The final rule that is the subject of this correction adopted a proposed rule that was subject to public comment, published December 20, 1995 (60 FR 65599).

Need for Correction

As published, the final rule contained a non-substantive, technical error that is in need of clarification.

In final rule document 96-14688, beginning on page 29638 in the issue of Wednesday, June 12, 1996, make the following correction.

§ 219.6 [Corrected]

On page 29641, in the second column, in § 219.6, paragraph (b), 14th line, the phrase "of the notice to" is removed.

By order of the Board of Governors of the Federal Reserve System, June 18, 1996.

William W. Wiles,

Secretary of the Board.

[FR Doc. 96-15877 Filed 6-21-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-25; Amendment 39-9651; AD 96-12-09]

RIN 2120-AA64

Airworthiness Directives; PTC Seating Products Division, B/E Aerospace, Model 950 Series Passenger Seats Equipped With Footrest Assembly

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to PTC Seating Products Division, B/E Aerospace (PTC), formally known as PTC Aerospace, Model 950 series passenger seats with footrest assembly. This amendment will require the removal of the footrest assembly arms and the installation of a conversion kit on each PTC Model 950 series passenger seat equipped with footrest assembly. This amendment is prompted by two incidents of finger injuries that occurred during attempts to either extend or retract the footrest system on PTC Model 950 series passenger seats equipped with footrest assembly. The actions specified by this AD are intended to prevent injury to hands during the operation of a PTC Model 950 series passenger seat equipped with footrest assembly.

DATES: Effective July 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register July 29, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from B/E Aerospace, PTC Seating Products Division, 607 Bantam Road,

Litchfield, CT 06759. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Richard Noll, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7160, fax (617) 238-7199.

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 PTC Model 950 series passenger seats equipped with footrest assembly was published in the Federal Register on October 2, 1995 (60 FR 51375). That action proposed to require the removal of the footrest assembly arms and the installation of a conversion kit on each PTC Model 950 series passenger seat equipped with footrest assembly.

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

One commenter states that the compliance time of 9 months should only apply to the footrest on first class Model 950 seats, stating that the potential problem with the linkage only occurs on the first class Model 950 seats when the footrest is in a horizontal position. The commenter further states, that the compliance time should be increased to 18 months on the executive class Model 950 seats, since the footrest has a physical stop that limits the travel of the linkage and thus the footrest to approximately 45 degrees.

The FAA disagrees. The FAA has examined the various seats equipped with footrest and finds that the potential for injury to the hands exists on all of these seat models. The FAA considers the modification to be repetitive and not complex, therefore, does not need to be done during scheduled maintenance. An increase of the compliance time to 18 months is not needed.

There are approximately 5800 seats equipped with footrest assembly of the affected design in the worldwide fleet. The FAA estimates that 5000 seats