

Comments on the collections of information required by the interim rule may be sent to the Office of Management and Budget, Paperwork Reduction Project, Washington, DC 20503, with copies of the comments sent to Mary M. West, Federal Reserve Board Clearance Officer, Division of Research and Statistics, Mail Stop 41, Board of Governors of the Federal Reserve System, Washington, DC 20551.

List of Subjects in 12 CFR Part 208

Accounting, Banks, banking, Reporting and recordkeeping requirements, Securities.

Authority and Issuance

For the reasons set forth in the preamble, the Board of Governors of the Federal Reserve System amends part 208 of chapter II of title 12 of the Code of Federal Regulations as follows:

PART 208—MEMBERSHIP OF STATE BANKING INSTITUTIONS IN THE FEDERAL RESERVE SYSTEM (REGULATION H)

1. The authority citation for part 208 continues to read as follows:

Authority: 12 U.S.C. 24, 24a, 36, 92a, 93a, 248(a), 248(c), 321–338a, 371d, 461, 481–486, 601, 611, 1814, 1816, 1818, 1820(d)(9), 1823(j), 1828(o), 1831, 1831o, 1831p–1, 1831r–1, 1831w, 1831x, 1835a, 1843(l), 1882, 2901–2907, 3105, 3310, 3331–3351, and 3906–3909; 15 U.S.C. 78b, 78l(b), 78l(g), 78l(i), 78o–4(c)(5), 78q, 78q–1, and 78w; 31 U.S.C. 5318; 42 U.S.C. 4012a, 4104a, 4104b, 4106, and 4128.

2. Section 208.36(a) is revised to read as follows:

§ 208.36 Reporting requirements for State member banks subject to the Securities Exchange Act of 1934.

(a) *Filing, disclosure and other requirements*—(1) *General.* Except as otherwise provided in this section, a member bank whose securities are subject to registration pursuant to section 12(b) or section 12(g) of the Securities Exchange Act of 1934 (the 1934 Act) (15 U.S.C. 78l(b) and (g)) shall comply with the rules, regulations and forms adopted by the Securities and Exchange Commission (Commission) pursuant to—

(i) Sections 10A(m), 12, 13, 14(a), 14(c), 14(d), 14(f) and 16 of the 1934 Act (15 U.S.C. 78f(m), 78l, 78m, 78n(a), (c), (d) and (f), and 78p); and

(ii) Sections 302, 303, 304, 306, 401(b), 404, 406 and 407 of the Sarbanes-Oxley Act of 2002 (codified at 15 U.S.C. 7241, 7242, 7243, 7244, 7261, 7262, 7264 and 7265).

(2) *References to the Commission.* Any references to the “Securities and

Exchange Commission” or the “Commission” in the rules, regulations and forms described in paragraph (a)(1) of this section shall with respect to securities issued by member banks be deemed to refer to the Board unless the context otherwise requires.

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By order of the Board of Governors of the Federal Reserve System, September 9, 2002.

Jennifer J. Johnson,

Secretary of the Board.

[FR Doc. 02–23364 Filed 9–12–02; 8:45 am]

BILLING CODE 6210–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002–NM–166–AD; Amendment 39–12845; AD 2002–16–06]

RIN 2120–AA64

Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB–135 and –145 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2002–16–06 that was published in the **Federal Register** on August 12, 2002 (67 FR 52398). The typographical error resulted in specifying an incorrect serial number for the auxiliary power unit (APU) exhaust silencer. This AD is applicable to certain EMBRAER Model EMB–135 and –145 series airplanes. This AD requires determining whether a defective APU exhaust silencer is installed on the airplane; and corrective actions, if necessary.

DATES: Effective August 27, 2002.

FOR FURTHER INFORMATION CONTACT: Tom Groves, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–1503; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 2002–16–06, amendment 39–12845, applicable to certain EMBRAER Model EMB–135 and –145 series airplanes, was published in the **Federal Register** on August 12, 2002 (67 FR 52398). That AD requires determining whether a defective APU exhaust silencer is installed on the

airplane; and corrective actions, if necessary.

As published, paragraph (a) of AD 2002–16–06 incorrectly specifies serial number M01–0327 through “N01–0336.” The correct serial number is M01–0327 through “M01–0336.”

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains August 27, 2002.

§ 39.13 [Corrected]

On page 52400, in the third column, paragraph (a) of AD 2002–16–06 is corrected to read as follows:

* * * * *

(a) Within 50 flight hours after the effective date of this AD, inspect the APU exhaust silencer to determine whether part number (P/N) 4503801B, serial number L01–0314 through L01–0326 inclusive, and serial number M01–0327 through M01–0336 inclusive, is installed on the airplane; per the Accomplishment Instructions of EMBRAER Alert Service Bulletin 145–49–A021, Change 01, dated May 13, 2002.

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Issued in Renton, Washington, on September 5, 2002.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–23287 Filed 9–12–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01–ANM–08]

Modification of Class E Airspace, Coppertown and Butte, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action makes several changes to the Class E airspace at Coppertown, MT. First the airspace designation is changed from Coppertown, MT, to Butte, MT. Second, the Class E airspace is now qualified to be active continuously because a new weather reporting system was installed. The changes made by this action are intended to provide positive control to aircraft executing instrument flight rule operations at Bert Mooney Airport, Butte, MT

EFFECTIVE DATE: 0901 UTC, November 28, 2002.

FOR FURTHER INFORMATION CONTACT: Mike Wall, ANM-520.7, Federal Aviation Administration, Docket No. 01-ANM-08, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On July 10, 2001, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by modifying the Class E airspace at Coppertown, MT (66 FR 35917). The Class E airspace hours of operation at Bert Mooney Airport, Butte, MT, previously were restricted by NOTAM due to the unavailability of weather reporting services. Newly installed weather reporting equipment at the airport now qualifies the Class E surface area for continuous operation. Class E airspace is required to contain aircraft executing the instrument flight operations at Bert Mooney Airport. Airspace researchers had noted confusion when trying to locate the airspace description. This action will eliminate that confusion by changing the name from the collocated VORTAC "Coppertown" to the city "Butte". The intended effect of this action is to provide for the safe and efficient use of the navigable airspace. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. A comment was received from the FAA, AVN-500, National Aeronautical Charting Office noting an error in the coordinates for the airport and Coppertown VORTAC. A revision to the legal description was made in the Notice for Proposed Rule Making (NPRM) to correct this. Notice and comment requirements were not published on this matter because the FAA determined that the error was minor and required that only the airspace description be changed and not the dimension of the affected airspace.

The Rule

This amendment changes the hours of operation due to the installation of new weather reporting equipment, which qualified the Class E airspace for continuous operation. The airspace was previously qualified for part-time operation between 1300 and 0659 UTC. This final rule also changes the airspace designation from Coppertown, MT to Butte, MT. This action will provide safe and efficient use of the navigable airspace and promote safe flight

operations between the terminal and en route transition stages.

The airspace name change and effective hours will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designated as surface areas are published in Paragraph 6002 of FAA Order 7400.9J dated August 31, 2001, and effective September 16, 2001, 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 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. It, therefore, (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 14 CFR 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 7400.9J, Airspace Designations and Reporting Points, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

Paragraph 6002 Class E Airspace Designated as Surface Areas

* * * * *

ANM MT E2 Coppertown, MT [REMOVED]

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ANM MT E2 Butte, MT [NEW]

Bert Mooney Airport, MT

(Lat. 45°57'17" N., long 112°29'51" W)

Coppertown VORTAC

(Lat. 46°01' 55" N., long. 112°44'51" W)

Within a 4.3-mile radius of the Bert Mooney Airport; and within 1.8 miles each side of the Coppertown VORTAC 115° radial extending from the 4.3-mile radius to the VORTAC, and within 2.7 miles each side of the 316° bearing from the airport extending from the 4.3-mile radius to 11.4 miles northwest of the airport.

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Issued in Seattle, Washington, on August 6, 2002.

Kathryn M. Vernon,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 02-21329 Filed 9-12-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2002-12302; Airspace Docket No. 02-AWP-05]

RIN 2120-AA66

Amendment to Using Agency for Restricted Area 2534 A & B, Vandenberg Air Force Base, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the using agency of R-2534 A and B, Vandenberg Air Force Base (AFB), CA, from "HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg AFB, CA," to "U.S. Air Force, Commander, 30th Space Wing, Vandenberg, AFB, CA." The FAA is taking this action in response to a request from the United States Air Force to reflect an administrative change of responsibility for the restricted areas. There are no changes to the boundaries; designated altitudes; time of designation; or activities conducted within the affected restricted areas.

EFFECTIVE DATE: 0901 UTC, November 28, 2002.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence