On February 15, 2008 the Board of Governors of the Federal Reserve System issued an amendment to appendix A of Regulation CC and appendix B of Regulation CC.
This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each week.

FEDERAL RESERVE SYSTEM
12 CFR Part 229
[Regulation CC; Docket No. R–1308]

Availability of Funds and Collection of Checks
AGENCY: Board of Governors of the Federal Reserve System.
ACTION: Final rule; technical amendment.

SUMMARY: The Board of Governors (Board) is amending appendix A of Regulation CC to delete the reference to the head office of the Federal Reserve Bank of Kansas City and reassign the Federal Reserve routing symbols currently listed under that office to the head office of the Federal Reserve Bank of Dallas, and is amending appendix B of Regulation CC to delete the reference to the Kansas City head office.

DATES: The final rule will become effective on April 19, 2008.

FOR FURTHER INFORMATION CONTACT: Jeffrey S.H. Yeganeh, Financial Services Manager (202/728–5801), or Joseph P. Baressi, Financial Services Project Leader (202/452–3959), Division of Reserve Bank Operations and Payment Systems; or Heatherun Sophia Allison, Senior Counsel (202/452–3565), Legal Division. For users of Telecommunications Devices for the Deaf (TDD) only, contact 202/263–4869.

SUPPLEMENTARY INFORMATION:
Background

Regulation CC establishes the maximum period a depositary bank may wait between receiving a deposit and making the deposited funds available for withdrawal. A depositary bank generally must provide faster availability for funds deposited by a “local check” than by a “nonlocal check.” A check drawn on a bank is considered local if it is payable by or at a bank located in the same Federal Reserve check-processing region as the depositary bank. A check drawn on a nonbank is considered local if it is payable through a bank located in the same Federal Reserve check-processing region as the depositary bank. Checks that do not meet the requirements for “local” checks are considered “nonlocal.”

Appendix A to Regulation CC contains a routing number guide that assists banks in identifying local and nonlocal banks and thereby determining the maximum permissible hold periods for most deposited checks. The appendix includes a list of each Federal Reserve check-processing office and the first four digits of the routing number, known as the Federal Reserve routing symbol, of each bank that is served by that office for check-processing purposes. Banks whose Federal Reserve routing symbols are grouped under the same office are in the same check-processing region and thus are local to one another. Appendix B to Regulation CC reduces the generally permissible hold times for nonlocal check deposits collected between certain check-processing regions from 5 days to 3 days due to generally faster collection times between these regions.

On April 19, 2008, the Reserve Banks will transfer the check-processing operations of the head office of the Federal Reserve Bank of Kansas City to the head office of the Federal Reserve Bank of Dallas. To assist banks in identifying local and nonlocal checks and making funds availability decisions, the Board is amending the lists of routing symbols in appendix A associated with the Federal Reserve Banks of Kansas City and Dallas to reflect the transfer of check-processing operations from the head office of the Federal Reserve Bank of Kansas City to the head office of the Federal Reserve Bank of Dallas. In addition, because the Kansas City check-processing region will no longer exist, the Board is deleting the appendix B reference to the Kansas City office, and, as a result of this change, there will be no offices listed in that appendix.

To coincide with the effective date of the underlying check-processing changes, the amendments to appendix A and appendix B are effective April 19, 2008. The Board is providing notice of the amendments at this time to give affected banks ample time to make any needed processing changes. Early notice also will enable affected banks to amend their availability schedules and related disclosures if necessary and provide their customers with notice of these changes.3

Administrative Procedure Act

The Board has not followed the provisions of 5 U.S.C. 553(b) relating to notice and public participation in connection with the adoption of the final rule. The revisions to appendix A and appendix B are technical in nature and are required by the statutory and regulatory definitions of “check-processing region.” Because there is no substantive change on which to seek public input, the Board has determined that the § 553(b) notice and comment procedures are unnecessary. In addition, the underlying consolidation of Federal Reserve Bank check-processing offices involves a matter relating to agency management, which is exempt from notice and comment procedures.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3506; 5 CFR part 1320 Appendix A1), the Board has reviewed the final rule under authority delegated to the Board by the Office of Management and Budget. The technical amendment to appendix A of Regulation CC will delete the reference to the head office of the Federal Reserve Bank of Kansas City and reassign the routing symbols listed under that office to the head office of the Federal Reserve Bank of Dallas. The technical amendment to appendix B of Regulation CC will delete the reference to the Kansas City head office. The depository

3 The Reserve Banks announced in May 2006 that the check-processing operations of the head office of the Federal Reserve Bank of Kansas City would be transferred to the head office of the Federal Reserve Bank of St. Louis in the first half of 2008. See http://www.federalreserve.gov/newsevents/ press/other/20060521a.htm. The Board provided notice earlier this year, however, that the Kansas City check-processing operations instead would be transferred to the head office of the Federal Reserve Bank of Dallas. See 73 FR 1267, January 8, 2008.

3 Section 229.18(e) of Regulation CC requires that banks notify account holders who are consumers within 30 days after implementing a change that improves the availability of funds.
institutions that are located in the
affected check-processing regions and
that include the routing numbers in
their disclosure statements would be
required to notify customers of the
resulting change in availability under
§ 229.18(e). However, all paperwork
collection procedures associated with
Regulation CC already are in place, and
the Board accordingly anticipates that
no additional burden will be imposed as
a result of this rulemaking.

List of Subjects in 12 CFR Part 229

Banks, Banking, Reporting and
recordkeeping requirements.

Authority and Issuance

For the reasons set forth in the
preamble, the Board is amending 12
CFR part 229 to read as follows:

PART 229—AVAILABILITY OF FUNDS
AND COLLECTION OF CHECKS
(REGULATION CC)

1. The authority citation for part 229
continues to read as follows:

5001–5018.

2. The Tenth and Eleventh District
routing symbol lists in appendix A are
revised to read as follows:

Appendix A to Part 229—Routing
Number Guide to Next-Day Availability
Checks and local checks

Tenth Federal Reserve District

[Federal Reserve Bank of Kansas City]

Denver Branch

| 0920 | 2920 |
| 0921 | 2921 |
| 0929 | 2929 |
| 1020 | 3020 |
| 1021 | 3021 |
| 1022 | 3022 |
| 1023 | 3023 |
| 1070 | 3070 |
| 1240 | 3240 |
| 1241 | 3241 |
| 1242 | 3242 |
| 1243 | 3243 |

Eleventh Federal Reserve District

[Federal Reserve Bank of Dallas]

Head Office

| 1010 | 3010 |
| 1011 | 3011 |
| 1012 | 3012 |
| 1019 | 3019 |
| 1030 | 3030 |
| 1031 | 3031 |
| 1039 | 3039 |
| 1110 | 3110 |
| 1111 | 3111 |
| 1113 | 3113 |
| 1119 | 3119 |
| 1120 | 3120 |

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Appendix B to Part 229—[Removed]

3. Remove and reserve Appendix B.

By order of the Board of Governors of
the Federal Reserve System, acting through
the Secretary of the Board under
delегated authority, February 12, 2008.

Jennifer J. Johnson,
Secretary of the Board.

[FR Doc. E8–2869 Filed 2–14–08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM382; Notice No. 25–369–SC]

Special Conditions: Boeing Model 767
Series Airplanes; Seats with Non-
Traditional, Large, Non-Metallic Panels

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are
for Boeing Model 767 series airplanes.
These airplanes will have a novel or
usual design feature(s) associated
with seats that include non-traditional,
large, non-metallic panels that would
affect survivability during a post-crash
fire event. The applicable airworthiness
regulations do not contain adequate or
appropriate safety standards for this
design feature. These special conditions
contain the additional safety standards
that the Administrator considers
necessary to establish a level of safety
equivalent to that established by the
existing airworthiness standards.

DATES: The effective date of these
special conditions is March 17, 2008.

FOR FURTHER INFORMATION CONTACT:
Alan Sinclair, FAA, Airframe/Cabin
Safety Branch, ANM–115, Transport
Airplane Directorate, Aircraft
Certification Service, 1601 Lind
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faxsimile (425) 227–1232; electronic
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SUPPLEMENTARY INFORMATION:

Change to Special Condition Number 4

The FAA previously notified the
public of our intent to issue special
conditions for seats with non-
traditional, large, non-metallic panels
on various airplane makes and models.
Notice of Proposed Special Conditions
No. 25–06–13–SC, applicable to Boeing
Model 737 series airplanes, was
published in the Federal Register on
November 9, 2006 (71 FR 65761). The
special conditions were issued on June
29, 2007 (Docket No. NM 359, Special
Conditions No. 25–358–SC), published in
the Federal Register on July 10, 2007
(72 FR 37425), and became effective on
August 9, 2007. Both the Notice and the
Final Special Conditions contained
these words:

We anticipate that seats with non-
traditional, large, non-metallic panels will be
installed in other makes and models of
airplanes. We have made the determination
to require special conditions for all
applications requesting the installation of
seats with non-traditional, large, non-metallic
panels until the airworthiness requirements
can be revised to address this issue. Having
the same standards across the range of
airplane makes and models will ensure a
level playing field for the aviation industry.

Special condition number 4 in the 737
special conditions limits the
applicability of the special conditions to
new seat certification programs applied
for after the effective date of the special
conditions. In these special conditions
the FAA changed the applicability to
make the special conditions applicable
to new seat certification programs that are
approved after the effective date of the
special conditions. This change
could affect pending as well as future
project applications. The rationale
behind this change is that these seat
installations affect survivability during a
post-crash fire event and should be
implemented as soon as possible.
Additionally, the public has been
previously notified of the FAA’s intent
to issue similar special conditions on
other airplane makes and models.

Background

On August 8, 2005, Boeing
Commercial Airplanes, P.O. Box 3707,
Seattle, Washington 98124, applied for
a design change to Type Certificate No.
A1NM for installation of seats that
include non-traditional, large, non-
metallic panels in Boeing Model 767
series airplanes. The Boeing Model 767
series airplanes, currently approved
under Type Certificate No. A1NM, are
swept-wing, conventional tail, twin-
engine, turbofan-powered, dual aisle,
medium-sized transport category
airplanes.

The applicable regulations to
airplanes currently approved under
Type Certificate No. A1NM do not
require seats to meet the more stringent