

for Clinton, New York, and by revising the entry for Oneida, New York, to read as follows:

Appendix D to Subpart B of Part 532—  
Nonappropriated Fund Wage and  
Survey Areas

\* \* \* \* \*

New York

\* \* \* \* \*

Oneida

*Survey area*

New York:

Oneida

*Area of application. Survey area plus:*

New York:

Albany

Clinton (Effective date May 4, 1995)

Jefferson

Onondago

Ontario

Saratoga

Schenectady

Seneca

Steuben

\* \* \* \* \*

[FR Doc. 95-7760 Filed 3-29-95; 8:45 am]

BILLING CODE 6325-01-M

**DEPARTMENT OF AGRICULTURE**

**Agricultural Marketing Service**

**7 CFR Part 68**

**Grain Inspection, Packers and  
Stockyards Administration**

**7 CFR Part 868**

**General Regulations and Standards for  
Certain Agricultural Commodities;  
Transfer of Regulations**

**ACTION:** Final rule.

**SUMMARY:** This rule reflects the redesignation of 7 CFR Part 68 as 7 CFR Part 868. The transfer of Part 68 from 7 CFR Chapter I to 7 CFR Chapter VIII as Part 868 is being undertaken to consolidate into one chapter the regulations of the Federal Grain Inspection Service (FGIS), a program of the Grain Inspection, Packers and Stockyards Administration (GIPSA).

**EFFECTIVE DATE:** March 30, 1995.

**FOR FURTHER INFORMATION CONTACT:** George Wollam, GIPSA-FGIS, USDA, Room 0623 South Building, P.O. Box 96454, Washington, DC, 20090-6454; FAX/(202) 720-4628; telephone (202) 720-0292.

**SUPPLEMENTARY INFORMATION:** The Grain Inspection, Packers and Stockyards Administration (GIPSA), established by the Secretary of Agriculture, Secretary's Memorandum 1010-1, Reorganization of the Department of Agriculture, on October 20, 1994, is consolidating those regulations which the Federal Grain Inspection Service (FGIS), a program of GIPSA, is responsible for administering. The FGIS regulations are currently found in 7 CFR Chapter I part 68 and 7 CFR Chapter VIII. This rule reflects the transfer of Part 68 from Chapter I to

Chapter VIII as Part 868, thus consolidating all FGIS regulations within Chapter VIII.

This rule relates to internal agency management. Therefore, pursuant to 5 U.S.C. 553, noticed rulemaking and opportunity for comment are not required, and this rule may be made effective less than 30 days after publication in the **Federal Register**. Further, since this rule relates to internal agency management, it is exempt from the provisions of Executive Order Nos. 12778 and 12868. Finally, this action is not a rule as defined by the Regulatory Flexibility Act., Pub. L. No. 96-354, and, thus, is exempt from the provisions of that Act.

**List of Subjects in Part 68**

Administrative practice and procedures, Agricultural commodities.

For reasons set forth in the preamble and background, 7 CFR Chapters I and VIII are amended as follows:

**PART 68—[REDESIGNATED AS PART 868]**

1. Part 68 is transferred from Chapter I to Chapter VIII and redesignated as Part 868. The heading of redesignated Part 868 is revised to read as follows:

**PART 868—GENERAL REGULATIONS AND STANDARDS FOR CERTAIN AGRICULTURAL COMMODITIES**

2. The authority citation for redesignated Part 868 continues to read as follows:

**Authority:** Secs 202-208, 60 Stat. 1087, as amended (7 U.S.C. 1621 *et seq.*).

3. Internal paragraph references in newly redesignated part 868 are revised as follows:

Old section	Old reference	New section	New reference
68.20(a) .....	§§ 68.40 through 68.44 .....	868.20(a) .....	§§ 868.40 through 868.44.
68.20(b) .....	§§ 68.50 through 68.52 and §§ 68.60 through 68.63.	868.20(b) .....	§§ 868.50 through 868.52 and §§ 868.60 through 868.63.
68.21(e) .....	§ 68.34 .....	868.21(e) .....	§ 868.34.
68.21(f) .....	§ 68.24 .....	868.21(f) .....	§ 868.24.
68.21(j) .....	§§ 68.90-68.92 .....	868.21(j) .....	§§ 868.90-868.92.
68.22 .....	§ 68.26 .....	868.22 .....	§ 868.26.
68.24(a) .....	§ 68.21 .....	868.24(a) .....	§ 868.21.
68.26 .....	§§ 68.22, 68.23, or 68.24 .....	868.26 .....	§§ 868.22, 868.23, or 868.24.
68.33(a)(2) .....	§ 68.35(e) .....	868.33(a)(2) .....	§ 868.35(e).
68.33(a)(3) .....	§ 68.35(e), § 68.61(b) .....	868.33(a)(3) .....	§ 868.35(e), § 868.61(b).
68.42(a) .....	§ 68.21 .....	868.42(a) .....	§ 868.21.
68.43 .....	§ 68.70 .....	868.43 .....	§ 868.70.
68.51(a) .....	§ 68.21 (twice) .....	868.51(a) .....	§ 868.21 (twice).
68.52(a) .....	§ 68.70 .....	868.52(a) .....	§ 868.70.
68.52(b) .....	§ 68.71 .....	868.52(b) .....	§ 868.71.
68.61(a) .....	§ 68.21 (twice) .....	868.61(a) .....	§ 868.21 (twice).
68.71(e) .....	§§ 68.70-68.75 .....	868.71(e) .....	§§ 868.70-868.75.
68.74(f) .....	§ 68.70(b) .....	868.74(f) .....	§ 868.70(b).
68.75(c) .....	§ 68.70(b) .....	868.75(c) .....	§ 868.70(b).
68.81(d) .....	§ 68.84 .....	868.81(d) .....	§ 868.84.

Old section	Old reference	New section	New reference
68.82	§ 68.81 (a) and (b)	868.82	§ 868.81 (a) and (b).
68.83	§ 68.81 (a) and (b)	868.83	§ 868.81 (a) and (b).
68.92(a)	§§ 68.90 and 68.91	868.92(a)	§§ 868.90 and 868.91.
68.92(a)(5)	§ 68.92(c)	868.92(a)(5)	§ 868.92(c).
68.92(f)	§ 68.92(c)	868.92(f)	§ 868.92(c).
68.103	§§ 68.133 through 68.142	868.103	§§ 868.133 through 868.142.
68.141	§ 68.142 (a) and (b); § 68.142 (c) and (d).	868.141	§ 868.142 (a) and (b); § 868.142 (c) and (d).
68.201	(see § 68.202(i))	868.201	(see § 868.202(i)).
68.205	(see § 68.202(f))	868.205	(see § 868.202(f)).
68.211(a)(5)	(see § 68.213)	868.211(a)(5)	(see § 868.213).
68.211(b)(5)	(see § 68.213)	868.211(b)(5)	(see § 868.213).
68.212	§ 68.210	868.212	§ 868.210.
68.212(b) note	§ 68.210	868.212(b) note	§ 868.210.
68.212(d) note	§ 68.210	868.212(d) note	§ 868.210.
68.256	(see § 68.252(g))	868.256	(see § 868.252(g)).
68.262(a)(5)	(see § 68.264)	868.262(a)(5)	(see § 868.264).
68.263	§ 68.262	868.263	§ 868.262.
68.263(c) note	§ 68.261	868.263(c) note	§ 868.261.
68.310 heading	(see also § 68.315)	868.310 heading	(see also § 868.315).
68.310:		868.310:	
Footnote 1	§ 68.315(c)	Footnote 1	§ 868.315(c).
Footnote 2	§ 68.315(e)	Footnote 2	§ 868.315(e).
Footnote 5	§ 68.315(d)	Footnote 5	§ 868.315(d).
68.311	(See also § 68.305.)	868.311	(See also § 868.305).
68.311:		868.311:	
Footnote 1	§ 68.315(c)	Footnote 1	§ 868.315(c).
Footnote 2	§ 68.315(d)	Footnote 2	§ 868.315(d).
Footnote 3	§ 68.315(e)	Footnote 3	§ 868.315(e).
68.312	(See also § 68.315.)	868.312	(See also § 868.315).
68.312:		868.312:	
Footnote 1	§ 68.315(c)	Footnote 1	§ 868.315(c).
Footnote 2	§ 68.315(d)	Footnote 2	§ 868.315(d).
Footnote 3	§ 68.315(e)	Footnote 3	§ 868.315(e).
68.313	(See also § 68.315.)	868.313	(See also § 868.315).
68.313:		868.313:	
Footnote 1	§ 68.315(c)	Footnote 1	§ 868.315(c).
Footnote 2	§ 68.315(d)	Footnote 2	§ 868.315(d).
68.315	§ 68.314	868.315	§ 868.314.
68.315(c) note	§§ 68.310, 68.311, 68.312, and 68.313.	868.315(c) note	§§ 868.310, 868.311, 868.312, and 868.313.
68.315(d) note	§§ 68.310, 68.311, 68.312, and 68.313.	868.315(d) note	§§ 868.310, 868.311, 868.312, and 868.313.
68.315(e) note	§§ 68.310, 68.311, and 68.312	868.315(e) note	§§ 868.310, 868.311, and 868.312.
68.316	§ 68.314	868.316	§ 868.314.
68.403(b)	§ 68.402(d)	868.403(b)	§ 868.402(d).
68.406	(See also § 68.408.)	868.406	(See also § 868.408).
68.408	§ 68.406	868.408	§ 868.406.
68.409	§ 68.407	868.409	§ 868.407.
68.502(b)	§ 68.501(e)	868.502(b)	§ 868.501(e).
68.503	(see § 68.506)	868.503	(see § 868.506).
68.504	(see § 68.506)	868.504	(see § 868.506).
68.507	(See also § 68.509.)	868.507	(See also § 868.509).
68.601(d)	(see § 68.606)	868.601(d)	(see § 868.606).
68.602(b)	§ 68.601(c)	868.601(c)	§ 868.601(c).
68.603	(see § 68.606)	868.603	(see § 868.606).
68.604	(see § 68.606)	868.604	(see § 868.606).
68.607	(see also § 68.609)	868.607	(see also § 868.609).
68.611	(see § 68.606)	868.611	(see § 868.606).

Dated: March 14, 1995.

**Patricia Jensen,**

*Acting Assistant Secretary, Marketing and Regulatory Programs.*

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BILLING CODE 3410-EN-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-15-AD; Amendment 39-9184; AD 95-02-17]

#### **Airworthiness Directives; Beech Aircraft Corporation Model 1900D Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 95-02-17, which was sent previously to known U.S. owners and operators of certain Beech Aircraft Corporation Model 1900D airplanes. This AD requires inspecting (one-time) the elevator trim tab control cables at the top of the vertical stabilizer to ensure that cables (at the left, right, and crossover pulleys) are correctly routed around the pulleys, within the cable guide pins, and are not contacting any structure; and replacing any cable that is incorrectly routed or chafed. The actions specified by this AD are intended to prevent in-flight separation of the elevator trim tab control cable caused by misrouting, which could result in loss of control of the airplane.

**DATES:** Effective April 17, 1995, to all persons except those to whom it was made immediately effective by priority letter AD 95-02-17, issued January 25, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before June 16, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-15-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Information that relates to this AD may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Steven E. Potter, Wichita Aircraft Certification Office, FAA, 1801 Airport

Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

**SUPPLEMENTARY INFORMATION:** The FAA has received a report of an in-flight separation of the elevator trim tab control ("nose up" and "nose down") cable on a Beech Model 1900D airplane. The reported cable separation prevented the airplane flight crew from using manual and electrical nose up trim, and the flight crew experienced high elevator "nose down" control forces. The flight crew was then able to land the airplane without further incident.

Investigation of this incident showed that the elevator trim tab control cable had separated in the vicinity of its guide pulley, which is located at the top of the vertical stabilizer. The cable had been routed outside the lower cable pulley guard pin instead of under the guard pin. The routing configuration caused the cable to rub against the stabilizer rib, resulting in cable separation.

Since an unsafe condition has been identified that is likely to exist or develop in other Beech Model 1900D airplanes of the same type design, the FAA issued priority letter AD 95-02-17 on January 25, 1995, to prevent in-flight separation of the elevator trim tab control cable caused by misrouting, which could result in loss of control of the airplane. The AD requires inspecting (one-time) the elevator trim tab control cables at the top of the vertical stabilizer to ensure that cables (at the left, right, and crossover pulleys) are correctly routed around the pulleys, within the cable guide pins, and are not contacting any structure; and replacing any cable that is incorrectly routed or chafed. Accomplishment of the required actions is in accordance with the Beech 1900D Maintenance Manual, part number 129-590000-15A11, Chapters 5-20-07, page 203; 6-40-00, page 3; 6-50-00, page 16; and 27-30-04, pages 202 and 203.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make AD 95-02-17 effective immediately by individual letters issued on January 25, 1995, to known U.S. operators of certain Beech Model 1900D airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

#### **Comments Invited**

Although this action is in the form of a final rule that involves requirements

affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-15-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared