

work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to operators. Based on these figures, the total cost impact on U.S. operators of the proposed requirements of this AD is estimated to be \$27,720, or \$420 per airplane.

The total cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 amendment 39-9125 (60 FR 5564, January 1, 1995), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 95-NM-156-AD. Supersedes AD 95-01-51, Amendment 39-9125.

Applicability: All Model A300, A300-600, A310, A330, and A340 series airplanes, certificated in any category.

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 use the authority provided in paragraph (e) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously. To prevent rupture of a cockpit sliding window and subsequent rapid decompression of the fuselage due to fracture of the window as a result of thermal stress created by overheating of the wires of the heating element in a localized area, accomplish the following:

(a) Within 7 days after February 14, 1995 (the effective date of AD 95-01-51, amendment 39-9125), perform an inspection of the left- and right-hand sliding side windows in the cockpit to identify the part number (P/N) of those windows, in accordance with paragraph 4.1 of Airbus All Operators Telex (AOT) 30-01, dated December 22, 1994; or Revision 2, dated March 6, 1995.

(b) If no window manufactured by PPG Industries having P/N NP175202-1 (left-hand side) or NP175202-2 (right-hand side) is installed, no further action is required by this AD.

(c) If any window manufactured by PPG Industries having P/N NP 175202-1 (left-hand side) or NP 175202-2 (right-hand side) is installed, prior to further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD in accordance with Airbus AOT 30-01, dated December 22, 1994; or Revision 2, dated March 6, 1995.

(1) Deactivate the associated sliding window defogging system in accordance with the procedures specified in paragraph 4.2.2 of the AOT. The defogging system may remain deactivated until the window is replaced in accordance with paragraph (d) of this AD. Or

Note 2: This AD may permit the defogging system to be deactivated for a longer time

than is specified in the Master Minimum Equipment List (M MEL). In any case, the provisions of this AD prevail.

(2) Install thermo-sensitive indicators in two areas of the sliding side window (left- and right-hand sides) in accordance with the procedures specified in paragraph 4.3 of the AOT. Thereafter, perform a daily inspection of the indicators to determine if the 60-degree segment of any indicator turns from light grey to black, in accordance with the procedures specified in paragraph 4.3 of the AOT. If any indicator turns black, prior to further flight, deactivate the associated sliding window defogging system in accordance with paragraph (c)(1) of this AD.

(d) Within 90 days after the effective date of this AD, replace any PPG Industries window having part number (P/N) NP 175202-1 (left-hand side) or NP 175202-2 (right-hand side) with a serviceable window manufactured by PPG Industries or by SPS, as listed in paragraph 5.1 of AOT 30-01, dated December 22, 1994; or paragraphs 5.2.1 (PPG Industries windows) and 5.2.2 (SPS windows) of AOT 30-01, Revision 2, dated March 6, 1995. Accomplish the replacement in accordance with the procedures specified in AOT 30-01, dated December 22, 1994, or Revision 2, dated March 6, 1995. After such replacement, no further action is required by this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(f) 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.

Issued in Renton, Washington, on October 20, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-26558 Filed 10-25-95; 8:45 am]

BILLING CODE 4910-13-U

**SECURITIES AND EXCHANGE
COMMISSION****17 CFR Part 240**

[Release Nos. 34-36356A; 35-26389A; IC-21406A; File No. S7-21-94]

RIN 3235-AF66

**Ownership Reports and Trading by
Officers, Directors and Principal
Security Holders; Correction****AGENCY:** Securities and Exchange
Commission.**ACTION:** Correction to proposed rules.**SUMMARY:** This document contains a correction to the alternative proposed amendment to Securities Exchange Act Rule 16b-3 that was published on October 17, 1995 (60 FR 53832).**DATES:** Comments should be received on or before December 15, 1995.**ADDRESSES:** Comments should be submitted in triplicate to Jonathan G. Katz, Secretary, Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549. Comment letters should refer to File No. S7-21-94. All comments received will be available for public inspection and copying in the Commission's Public Reference Room, 450 Fifth Street, N.W., Washington, D.C., 20549.**FOR FURTHER INFORMATION CONTACT:** Anne M. Krauskopf at (202) 942-2900, Division of Corporation Finance, Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549.**SUPPLEMENTARY INFORMATION:** On October 11, 1995, the Commission proposed amendments to the rule that exempts certain employee benefit plan transactions from the short-swing profit recovery provisions of Section 16(b)¹ of the Securities Exchange Act of 1934 ("Exchange Act")² that would broaden the exemption and extend it to other transactions between issuers and their officers and directors.³ As published, the text of the proposed amended rule inadvertently omitted from the shareholder approval standard of Alternative Proposed Rule 16b-3(c)(1)(ii) the requirement that, where a meeting is held, the vote be of the majority of the securities of the issuer present, or represented, and entitled to vote at the meeting. It is the Commission's intention that the procedural standards for obtaining shareholder approval for purposes ofAlternative Proposed Rule 16b-3(c)(1)(ii) would remain the same as currently required under Rule 16b-3(b).⁴

Accordingly, the proposed rule that would exempt transactions between issuers and their officers and directors that was the subject of FR Document 95-25626 is corrected as follows:

PART 240—[CORRECTED]

On page 53840, in the first column, paragraph (c)(1)(ii) of proposed § 240.16b-3 is revised to read as follows:

§ 240.16b-3 Transactions between an issuer and its officers or directors.

* * * * *

(c) * * *

(1) * * *

(ii) The transaction is approved or ratified, in compliance with section 14 of the Act, by either: the affirmative votes of the holders of a majority of the securities of the issuer present, or represented, and entitled to vote at a meeting duly held in accordance with the applicable laws of the state or other jurisdiction in which the issuer is incorporated; or the written consent of the holders of a majority of the securities of the issuer entitled to vote, *provided that* such ratification occurs no later than the date of the next annual meeting of shareholders; or

* * * * *

Dated: October 20, 1995.

By the Commission.

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 95-26576 Filed 10-25-95; 8:45 am]

BILLING CODE 8010-01-P

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 117**

[CGD09-95-022]

RIN-2115-AE47

**Drawbridge Operation Regulations;
Buffalo River, NY****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of proposed rulemaking.**SUMMARY:** The Coast Guard is proposing a change to the operating regulations governing the Michigan Avenue bridge, mile 1.3, Ohio Street bridge, mile 2.1 South Park Avenue bridge, mile 5.3, and the Conrail railroad bridges at miles 4.02 and 4.39 across the Buffalo River,⁴ 17 CFR 240.16b-3(b).

all at Buffalo, NY. The proposed rule would not require drawtenders to be in constant attendance at their bridges during periods of time when there is little or no significant navigation on the river. Additionally, the City of Buffalo would be allowed to use a roving drawtender to operate the Ohio Street and Michigan Avenue bridges. This action would relieve the bridge owners of the burden of having drawtenders in constant attendance at their bridges and should still provide for the reasonable needs of navigation.

DATES: Comments must be received on or before December 26, 1995.**ADDRESSES:** Comments may be mailed to Commander (obr), Ninth Coast Guard District, 1240 East Ninth Street, Cleveland, Ohio 44199-2060, or may be delivered to room 2083D at the above address between 6:30 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (216) 522-3993.

The Commander Ninth Coast Guard District maintains the public docket for this rulemaking. Comments will become part of the docket and will be available for inspection and copying at the above address.

FOR FURTHER INFORMATION CONTACT: Mr. Robert W. Bloom, Jr., Chief, Bridge Branch at (216) 522-3993.**SUPPLEMENTARY INFORMATION:****Request for Comments**

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD09-95-022) and the specific section of this proposal to which each comment applies, and give a reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to Mr. Robert W. Bloom, Jr. at the address under **ADDRESSES**. The request should include reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and¹ 15 U.S.C. 78p(b).² 15 U.S.C. 78a *et seq.* (1988).³ Release No. 34-36356 (Oct. 17, 1995) [60 FR 53832].