

charges, other than those identified in this section.

Done in Washington, DC, this 30th day of November 1995.

Lonnie J. King,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 95-29749 Filed 12-5-95; 8:45 am]

BILLING CODE 3410-34-P

Federal Crop Insurance Corporation

7 CFR Part 401

Rice Endorsement

CFR Correction

In Title 7 of the Code of Federal Regulations, parts 400 to 699, revised as of January 1, 1995, on page 116, in § 401.120, item 9 was inadvertently omitted. The correct text, which should precede item 10, follows:

§ 401.120 Rice endorsement.

* * * * *

9. Contract Changes

The date by which contract charges will be available in your service office is December 31 preceding the cancellation date for counties with an April 15 cancellation date and November 30 preceding the cancellation date for all other counties.

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BILLING CODE 1505-01-D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-190-AD; Amendment 39-9398; AD 95-20-51]

Airworthiness Directives; Boeing Model 767-200 and -300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; extension of comment period.

SUMMARY: This document announces an extension of the comment period for Airworthiness Directive (AD) 95-20-51, applicable to all Model 767-200 and -300 series airplanes. That AD invites comments concerning the requirement to inspect the lower half of the aft trunnion of the main landing gear (MLG) to detect damage, cracking, missing pieces, or corrosion; and correction of discrepancies. This extension of the comment period is necessary to afford all interested persons an opportunity to present their views on the requirements of that AD.

DATES: Effective October 17, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95-20-51, issued September 25, 1995.

Comments for inclusion in the Rules Docket must be received on or before February 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-190-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

Information concerning this AD may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James G. Rehrl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2783; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On October 4, 1995, the FAA issued AD 95-20-51, amendment 39-9398 (60 FR 53109, October 12, 1995), applicable to all Boeing Model 767-200 and -300 series airplanes, which requires that operators perform an external general visual inspection of the lower half of the aft trunnion of the main landing gear (MLG) to detect damage, cracking, missing pieces, or corrosion emanating from the aft trunnion bushing fillet seal or from the aft trunnion crossbolt hole. That AD invites comments on regulatory, economic, environmental, and energy aspects of the rule.

That action was prompted by reports of fractures of the outer cylinder aft trunnion due to stress corrosion cracking. This condition, if not corrected, could result in collapse of the MLG due to the problems associated with stress corrosion cracking in the aft trunnion assembly; collapse of the MLG could lead to loss of control of the airplane during landing, taxiing, and takeoff.

Since the issuance of that AD, a commenter to the rule requested an extension of the comment period. The commenter states that the additional time would provide the public with time to study the requirements of the AD and prepare comments for the Rules Docket.

The FAA has considered this request and finds it appropriate to extend the comment period to give all interested

persons additional time to examine the requirements of the AD and submit comments. Accordingly, the comment period for AD 95-20-51 is extended to February 12, 1996. It should be noted that the effective date of AD 95-20-51 was October 17, 1995; this action does not change that date. Since no other portion of that AD or regulatory information has been changed, the entire rule is not being republished.

Issued in Renton, Washington, on November 28, 1995.

Darrell M. Pederson,

Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-29646 Filed 12-5-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-25-AD; Amendment 39-9452; AD 95-25-07]

Airworthiness Directives; Fairchild Aircraft SA226 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft SA226 series airplanes that are equipped with a part number 27-55001-229 actuator assembly. This action requires replacing the main landing gear door actuator tang and associated hardware with parts of improved design. Reports of the main landing gear doors hanging up and locking the landing gear links on the affected airplanes prompted this action. The actions specified by this AD are intended to prevent the inability to extend the main landing gear because of the main landing gear door actuation roller contacting the lower edge of the tang and causing the linkage to lock over-center.

DATES: Effective January 17, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 17, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-25-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or

at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5133; facsimile (817) 222-5960.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild Aircraft SA226 series airplanes that are equipped with a part number 27-5500-229 actuator assembly was published in the Federal Register on August 7, 1995 (60 FR 40118). The action proposed to require replacing the main landing gear door tangs and associated hardware with parts of improved design. Accomplishment of the proposed action would be in accordance with Fairchild Aircraft Service Bulletin 226-32-059, Issued: February 14, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

In preparing the notice of proposed rulemaking (NPRM), the FAA inadvertently referenced part number (P/N) 27-55001-229 as P/N 27-5500-229 in the preamble and Applicability section of the proposed AD. The FAA is changing the AD to reflect the correct P/N.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the correction noted above and minor editorial corrections. The FAA has determined that these corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 307 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 4 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$114 (two main landing gear door actuator tang kits per airplane at \$57 each) per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$108,678.

Fairchild Aircraft has informed the FAA that enough main landing gear door actuator tang kits have been

distributed to equip 11 of the affected airplanes (22 kits). Assuming that each of these kits is installed on an affected airplane, the cost impact upon U.S. operators of the affected airplanes would be reduced \$3,894 from \$108,678 to \$104,784.

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.

For the reasons discussed above, I certify that this action (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) 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 final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 adding a new airworthiness directive (AD) to read as follows:

95-25-07 Fairchild Aircraft: Amendment 39-9452; Docket No. 95-CE-25-AD.

Applicability: The following airplane models and serial numbers that are equipped with a part number (P/N) 27-55001-229 actuator assembly, certificated in any category:

Model	Serial Nos.
SA226-T	T201 through T275 and T277 through T291.
SA226-T(B)	T(B) 276 and T(B) 292 through T(B) 417.
SA226-AT	AT001 through AT074.
SA226-TC	TC201 through TC419.

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 request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 1,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the inability to extend the main landing gear because of the main landing gear door actuation roller contacting the lower edge of the tang and causing the linkage to lock over-center, accomplish the following:

(a) Replace the main landing gear door actuator tangs and associated hardware, part numbers 27-55001-249 and 27-55001-250, with new tangs and hardware of improved design, part numbers 27-55001-299 and 27-55001-301. Accomplish this replacement in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin 226-32-059, Issued: February 14, 1991.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(d) The replacement required by this AD shall be done in accordance with Fairchild Aircraft Service Bulletin 226-32-059, Issued: February 14, 1991. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel,

Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street NW., 7th Floor, suite 700, Washington, DC.

(e) This amendment (39-9452) becomes effective on January 17, 1996.

Issued in Kansas City, Missouri, on November 28, 1995.

Dwight A. Young,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-29669 Filed 12-5-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANM-13]

Amendment of Class E Airspace; Sheridan, WY; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace description of a final rule for Amendment of Class E airspace at Sheridan, Wyoming. The final rule was published in the Federal Register on September 29, 1995, Airspace Docket No. 94-ANM-13. This action adds language at the end of the description which slightly expands the airspace to encompass the full instrument approach procedure.

EFFECTIVE DATE: 0901U.T.C., January 4, 1996.

FOR FURTHER INFORMATION CONTACT: James Riley, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-13, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (206) 227-2537.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 95-24282, Airspace Docket No. 95-ANM-13, published on September 29, 1995 (60 FR 50410), amended the Class E airspace at Sheridan, Wyoming. During the chart preparation process an error was discovered in the Class E5 airspace description whereby the defined airspace does not fully encompass the approach procedure. This action corrects that error by the addition of language in the airspace description that would encompass the instrument approach procedure at Sheridan County Airport.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace description for the Class E airspace at Sheridan, Wyoming, as published in the

Federal Register on September 29, 1995 (60 FR 50410), (Federal Register Document 95-24282; page 50411, column 1), and the description in FAA Order 7400.9C, which is incorporated by reference in 14 CFR 71.1, are corrected as follows:

§ 71.1 [Corrected]

* * * * *

ANM WY E5 Sheridan, WY [Corrected]

Sheridan County Airport, WY

(lat. 44°46'15" N, long. 106°58'43" W)

Sheridan VORTAC

(lat. 44°50'32" N, long. 107°03'40" W)

That airspace extending upward from 700 feet above the surface within a 6.1-mile radius of the Sheridan County Airport; that airspace extending upward from 1,200 feet above the surface within 6.1 miles southwest and 8.7 miles northeast of the Sheridan VORTAC 138° and 318° radials extending from 16.1 miles northwest to 29.6 miles southeast of the VORTAC, and that airspace southeast of Sheridan bounded on the north by a line located 4.3 miles south of and parallel to the Sheridan VORTAC 104° radial, on the east by a 30.5-mile radius of the Sheridan VORTAC, and on the south by a line located 8.7 miles north of and parallel to the Sheridan VORTAC 138° radial, and that airspace southeast of the Sheridan County Airport, within 4.5 miles southwest of the 157° bearing from the airport, extending from the 6.1-mile radius to 17.6 miles southeast of the airport.

* * * * *

Issued in Seattle, Washington, on November 21, 1995.

Richard E. Prang,

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

[FR Doc. 95-29347 Filed 12-5-95; 8:45 am]

BILLING CODE 4910-13-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 240

[Release No. 34-36530, International Series Release No. 893, File No. S7-26-95]

RIN 3235-AG65

Exemption of the Securities of the United Mexican States Under the Securities Exchange Act of 1934 for Purposes of Trading Futures Contracts on Those Securities

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Securities and Exchange Commission ("SEC" or "Commission") is adopting an amendment to Rule 3a12-8 under the Securities Exchange Act of 1934 that would designate debt obligations issued by the United

Mexican States ("Mexico") as "exempted securities" for the purpose of marketing and trading futures contracts on those securities in the United States. The purpose of this amendment is solely to permit futures on Mexican Government debt to be traded in the United States. This change is not intended to have any substantive effect on the operation of the Rule.

EFFECTIVE DATE: December 6, 1995.

FOR FURTHER INFORMATION CONTACT:

James T. McHale, Attorney, Office of Market Supervision, Division of Market Regulation, Securities and Exchange Commission (Mail Stop 5-1), 450 Fifth Street, N.W., Washington, D.C. 20549, at 202/942-0190.

SUPPLEMENTARY INFORMATION:

I. Introduction

Under the Commodity Exchange Act ("CEA"), it is unlawful to trade a futures contract on any individual security, unless the security in question is an exempted security (other than a municipal security) for the purposes of the Securities Act of 1933 ("Securities Act") or the Securities Exchange Act of 1934 ("Exchange Act").¹ Debt obligations of foreign governments are not exempted securities under either of these statutes. The Commission, however, has adopted Rule 3a12-8 under the Exchange Act ("Rule")² to designate debt obligations issued by certain foreign governments as exempted securities under the Exchange Act solely for the purpose of marketing and trading futures contracts on those securities in the United States. The foreign governments currently designated in the Rule are Great Britain, Canada, Japan, Australia, France, New Zealand, Austria, Denmark, Finland, the Netherlands, Switzerland, Germany, the Republic of Ireland, Italy, and the Kingdom of Spain (the "Designated Foreign Governments"). As a result of being included in the Rule, futures contracts on the debt obligations of these countries may be sold in the United States, as long as the other terms of the Rule are satisfied.

On September 11, 1995, the Commission issued a release proposing to amend Rule 3a12-8 to designate the debt obligations of Mexico as exempted securities, solely for the purpose of futures trading.³ Four commentators, the

¹ The term "exempted security" is defined in Section 3 of the Securities Act, 15 U.S.C. 77c, and Section 3(a)(12) of the Exchange Act, 15 U.S.C. 78c(a)(12).

² 17 CFR 240.3a12-8.

³ See Securities Exchange Act Release No. 36213 ("Proposing Release") (September 11, 1995), 60 FR 48078 (September 18, 1995).