The market administrator, in his capacity as the order's liquidating agent, has completed the disbursement of all of the money remaining in the administrative, producer-settlement, and marketing service funds established under the order. Hence, the remaining provisions of the order should be terminated.

Therefore, the aforesaid provisions of § 1099.1 of the order are hereby terminated.

For good cause shown, this rule shall be effective December 22, 1995. Neither a comment period nor a 30-day effective date is provided in that all other provisions of the order were terminated effective November 1, 1995, and no parties are affected by this action.

List of Subjects in 7 CFR Part 1099

Milk marketing orders.

PART 1099—MILK IN THE PADUCAH, KENTUCKY MARKETING AREA [REMOVED]

For the reasons set forth in the preamble and under the authority 7 U.S.C. 601–674, 7 CFR part 1099 is removed

Dated: December 4, 1995.

Shirley R. Watkins,

Acting Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 95–30095 Filed 12–11–95; 8:45 am]

BILLING CODE 3410–02–P

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Part 701

Technical Amendments; Organization and Operation of Federal Credit Unions; Correction

AGENCY: National Credit Union Administration (NCUA).

ACTION: Correction to final regulation.

SUMMARY: This document corrects an inadvertent error in an amendatory instruction to the final regulations which were published Tuesday, November 28, 1995 (60 FR 58502). The regulations consolidated all current regulations and requirements that apply to federally insured state-chartered credit unions in one place, the regulations on requirements for insurance. The error occurred in one of the conforming technical amendments.

EFFECTIVE DATE: January 29, 1996.

FOR FURTHER INFORMATION CONTACT: Hattie M. Ulan, Special Counsel to the General Counsel, 1775 Duke Street, Alexandria, VA 22314, or telephone (703) 518–6544.

SUPPLEMENTARY INFORMATION: In the Federal Register published on November 28, 1995, there was an inadvertent error in an amendatory instruction to the final regulation. The final regulations concern requirements for insurance. However, the error was contained in the instruction for a technical amendment to § 701.21—Loans to members and lines of credit to members. This correction is being made in order to ensure that the final regulation is published correctly in the Code of Federal Regulations.

Correction of Publication

Accordingly, the publication on November 28, 1995 of the final regulations which were the subject of FR Doc. 95–28703, is corrected as follows:

§ 701.21 [Corrected]

On page 58504, column one, the second line of amendatory instruction 3., the word ''fourth'' is corrected to read ''fifth''.

Becky Baker,

Secretary, NCUA Board.

[FR Doc. 95–30178 Filed 12–11–95; 8:45 am]

BILLING CODE 7535–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–NM–236–AD; Amendment 39–9457; AD 95–25–11]

Airworthiness Directives; Empresa Brasileira de Aeronautica, S.A. (EMBRAER) Model EMB–120 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; Request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all EMBRAER Model EMB–120 series airplanes. This action requires revising the FAA-approved Airplane Flight Manual (AFM) to limit the revolutions per minute (RPM) of the propeller during ground operation, and removing and installing a new placard. This AD also requires revising the FAA-approved maintenance program to limit the maximum RPM of the propeller during ground operations. This amendment is prompted by reports of failures of in-service propellers and subsequent testing, which revealed that operating the propeller at or near certain nominal propeller RPM produces high vibration stress. The actions specified in this AD are intended to limit exposure to high vibration stresses during ground operations under certain weather conditions; this situation could accelerate fatigue cracking if corrosion is present in the propeller, which could lead to the failure of the propeller and subsequent reduced controllability of the airplane.

DATES: Effective December 27, 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–236–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Information concerning this amendment may be obtained from or examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia.

FOR FURTHER INFORMATION CONTACT: Carla J.W. Worthey, Aerospace Engineer, Flight Test Branch, ACE–116A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7364; fax (404) 305–7348.

SUPPLEMENTARY INFORMATION: The FAA has received reports of failures of in-service Hamilton Standard 14RF, 14SF, and 6/5500/F series propellers. Result of inspections have revealed internal corrosion in the taper bore and external damage to the shank section on these propellers. Such internal corrosion or external damage reduces the design allowable stress levels of the propeller material. Further inspections revealed that the corrosion and damage is evenly distributed amongst the subject propellers. However, fracturing has occurred predominately on the Hamilton Standard 14RF series propellers installed on EMBRAER Model EMB–120 series airplanes. This disparity has prompted an investigation into operational differences between the airplanes utilizing these propellers.

A vibration/loads survey and analysis was conducted by Hamilton Standard on the Hamilton Standard 14RF series propellers installed on EMBRAER Model EMB–120 series airplanes. The survey and analysis results verified that high vibration stresses could occur on