

handling of milk in the Southeast marketing area shall be in conformity to and in compliance with the terms and conditions of the order, as amended, and as hereby further amended, as follows:

PART 1007—MILK IN THE SOUTHEAST MARKETING AREA

1. The authority citation for 7 CFR part 1007 continues to read as follows:

Authority: 7 U.S.C. 601-674.

§ 1007.2 [Amended]

2. In § 1007.2, Zone 11, under "Alabama Counties" the words "(more than 20 miles from the Mobile city hall)" are removed following the word "Mobile" and under "Louisiana Parishes" the words "(north of State Highway 16)" are added following the word "Tangipahoa".

3. In § 1007.2, Zone 12, the heading "Alabama Counties" and the entry under it are removed and under "Louisiana Parishes" the words "Tangipahoa (south of State Highway 16)" are added following the word "St. Mary,".

§ 1007.50 [Amended]

4. In § 1007.50(d), the words "value per hundredweight of 3.5 percent milk and rounded to the nearest cent, and subject to the adjustments set forth in paragraph (c) of this section for the applicable month" are removed and the words "times 35 and rounded to the nearest cent" are added in their place.

§ 1007.92 [Amended]

5. In the introductory text of § 1007.92(c), the word "four", where it appears for the third and final time, is changed to read "three".

Dated: April 29, 1996.

Michael V. Dunn,

Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 96-10992 Filed 5-3-96; 8:45 am]

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FARM CREDIT ADMINISTRATION

12 CFR Part 614

RIN 3052-AB52

Loan Policies and Operations; Effective Date

AGENCY: Farm Credit Administration.

ACTION: Notice of effective date.

SUMMARY: The Farm Credit Administration (FCA) published a final regulation under part 614 on March 20, 1996 (61 FR 11303). The final regulation

removes the requirement that Farm Credit institutions give borrowers 10 days prior notification of a change in the interest rate on their variable rate loans and replaces it with a 10-day post notification for interest rate changes for administered rate loans and a 30-day notice if the loan is tied to an external index. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the Federal Register during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is May 3, 1996.

EFFECTIVE DATE: The regulation amending 12 CFR part 614 published on March 20, 1996 (61 FR 11303) is effective May 3, 1996.

FOR FURTHER INFORMATION CONTACT:

Robert Child, Policy Analyst, Regulation Development, Office of Examination, Farm Credit Administration, McLean, Virginia 22102-5090, (703) 883-4498, TDD (703) 883-4444,

or

Joy E. Strickland, Senior Attorney, Regulatory Operations Division, Office of General Counsel, Farm Credit Administration, McLean, Virginia 22102-5090, (703) 883-4020, TDD (703) 883-4444.

(12 U.S.C. 2252(a) (9) and (10))

Dated: May 1, 1996.

Floyd Fithian,

Secretary, Farm Credit Administration Board.

[FR Doc. 96-11225 Filed 5-03-96; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-58; Amendment 39-9461; AD 95-26-03]

Airworthiness Directives; Pratt and Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 95-26-03 applicable to Pratt & Whitney (PW) JT8D series turbofan engines that was published in the Federal Register on December 27, 1995 (60 FR 66872). An engine model was omitted from the Applicability paragraph. This document adds the omitted engine model. In all other

respects, the original document remains the same.

DATES: Effective May 6, 1996.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Pratt & Whitney (PW) JT8D series turbofan engines, was published in the Federal Register on December 27, 1995 (60 FR 66872). The following correction is needed:

On page 66874, in the first column, in the Compliance Section, in the Applicability paragraph, in the second line, "Models JT8D-1, -1A, -1B, -7, -7A, -9, -9A" should read "Models JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A."

Issued in Burlington, MA, on April 17, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-11172 Filed 5-3-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-22-AD; Amendment 39-9610; AD 96-10-05]

RIN 2120-AA64

Airworthiness Directives; Maule Aerospace Technologies, Inc. Models M-4-210 and M-4-210C Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Maule Aerospace Technologies, Inc. (Maule) Models M-4-210 and M-4-210C airplanes that have Dual Exhaust System 5230F installed. This action requires relocating the gascolator and electric fuel pump away from the dual exhaust system. The Federal Aviation Administration (FAA) recently became aware that, with these dual exhaust systems installed on the affected airplanes, the left-hand exhaust stack is routed almost directly below the fuel gascolator. The close proximity of the flammable fuel to the exhaust system presents an unsafe condition and violates current regulations. The actions specified by this AD are intended to prevent an airplane engine fire caused by the close proximity of the fuel gascolator and electric fuel pump to the exhaust system.

DATES: Effective June 21, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 21, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from Maule Aerospace Technology, Inc., Lake Maule, Route 5, Box 318, Moultrie, Georgia 31768; telephone (912) 985-2045; facsimile (912) 890-2402. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-22-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: Ms. Juanita Craft-Lloyd, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7373; facsimile (404) 305-7348.

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 Maule Models M-4-210 and M-4-210C airplanes that have Dual Exhaust System 5230F installed was published in the Federal Register on June 12, 1995 (60 FR 35877). The action proposed to require relocating the gascolator and electric fuel pump. Accomplishment of the proposed action would be in accordance with Maule Service Bulletin No. 10, dated September 16, 1994.

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.

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 minor editorial corrections. The FAA has determined that these minor 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 125 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 8 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$158 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$79,750. This figure is based on the assumption that no owner/operator of the affected airplanes has relocated the gascolator and electric fuel pump.

Maule has informed the FAA that enough parts have been distributed to accomplish the relocation on two of the affected airplanes. Assuming that each owner/operator that received parts has accomplished the relocation, the cost impact upon the public is reduced by \$1,276 from \$79,750 to \$78,474.

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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96-10-05 Maule Aerospace Technologies, Inc.: Amendment 39-9610; Docket No. 95-CE-22-AD.

Applicability: The following airplane models and serial numbers, certificated in any category, that have Dual Exhaust System 5230F installed:

Model	Serial numbers
M-4-210	1001 through 1045.
M-4-210C	1001C through 1080C.

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 50 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent an airplane engine fire caused by the close proximity of the fuel gascolator and electric fuel pump to the exhaust system, accomplish the following:

(a) Relocate the gascolator and fuel pump from above the air egress to the left-side of the airplane in accordance with Maule Service Bulletin No. 10, dated September 16, 1994.

(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, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(d) The relocation required by this AD shall be done in accordance with Maule Service Bulletin No. 10, dated September 16, 1994. 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 Maule Aerospace Technology, Inc., Lake Maule, Route 5, Box 318, Moultrie, Georgia 31768. 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., suite 700, Washington, DC.

(e) This amendment (39-9610) becomes effective on June 21, 1996.

Issued in Kansas City, Missouri, on April 30, 1996.

Bobby W. Sexton,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-11167 Filed 5-3-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. Docket No. 94-ANE-56; Amendment 39-9513; AD 96-04-02]

Airworthiness Directives; AlliedSignal Inc. ALF502L Series Turbofan Engine

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 96-04-02 applicable to AlliedSignal Inc. (formerly Textron Lycoming) ALF502L series turbofan engines that was published in the Federal Register on February 29, 1996 (61 FR 7692). The AD number in the compliance section is incorrect. This document corrects the AD number. In all other respects, the original document remains the same.

DATES: Effective May 6, 1996.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to AlliedSignal Inc. (formerly Textron Lycoming) ALF502L engines, was published in the Federal Register on February 29, 1996 (61 FR 7692). The following correction is needed:

On page 7693, in the middle column, in the Compliance Section 2., in the fourth line, "94-04-02" should read "96-04-02."

Issued in Burlington, MA, on April 22, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-11173 Filed 5-3-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 73

[Airspace Docket No. 95-ANE-71]

Change in Using Agency for Restricted Areas R-4102A and B, Fort Devens; MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the using agency for Restricted Areas R-4102A and B, Fort Devens, MA, from "Director of Plans, Training and Security, Fort

Devens, MA" to "Chief, Reserve Component Division, Devens Reserve Forces Training Area, Ayer, MA." This is an administrative change resulting from a realignment of responsibilities within the Department of the Army. There are no changes to the boundaries, designated altitudes, time of designation, or activities conducted within these restricted areas.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division (ATA-400), Office of Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-3075.

SUPPLEMENTARY INFORMATION:

The Rule

This amendment to part 73 of the Federal Aviation Regulations changes the using agency for Restricted Areas R-4102A and B, Fort Devens, MA, from "Director of Plans, Training and Security, Fort Devens, MA" to "Chief, Reserve Component Division, Devens Reserve Forces Training Area, Ayer, MA." This is an administrative change to reflect organizational changes within the Department of the Army. There are no changes to the dimensions, time of designation, or activities conducted within the affected restricted areas. Because this action is a minor technical amendment in which the public is not particularly interested, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Section 73.41 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8C dated June 29, 1995.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This action changes the using agency of the restricted areas. There are no changes to the boundaries, designated altitudes, times of designation, or activities conducted within the affected restricted areas. Accordingly, this action is not subject to environmental assessments and procedures as set forth in FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts" and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 73
Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 73.41 [Amended]

2. Section 73.41 is amended as follows:

R-4102A Fort Devens, MA [Amended]

By removing "Using agency, Director of Plans, Training and Security, Fort Devens, MA." and substituting the following: "Chief, Reserve Component Division, Devens Reserve Forces Training Area, Ayer, MA."

R-4102B Fort Devens, MA [Amended]

By removing "Using agency, Director of Plans, Training and Security, Fort Devens, MA." and substituting the following: "Chief, Reserve Component Division, Devens Reserve Forces Training Area, Ayer, MA."

Issued in Washington, DC, on April 16, 1996.

Nancy B. Kalinowski,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-11252 Filed 5-3-96; 8:45 am]

BILLING CODE 4910-13-P

COMMODITY FUTURES TRADING COMMISSION

17 CFR Part 3

Ethics Training for Registrants

AGENCY: Commodity Futures Trading Commission.

ACTION: Final rules.

SUMMARY: On December 14, 1995, the Commodity Futures Trading Commission (Commission or CFTC) published for comment proposed amendments to § 3.34, which governs