

airplanes in the U.S. registry that will be affected by this AD, approximately 76 are operated in scheduled passenger service. A significant number of the remaining 49 airplanes are operated in other forms of air transportation such as air cargo and air taxi.

This AD allows 500 hours time-in-service (TIS) before mandatory accomplishment of the design modification. The average utilization of the fleet for those airplanes in commercial commuter service is approximately 25 to 50 hours TIS per week. Based on these figures, operators of commuter-class airplanes involved in commercial operation will have to accomplish the required modification within 2 to 5 calendar months after this AD becomes effective. For private owners, who typically operate between 100 to 200 hours TIS per year, this allows 2 to 5 calendar years before the required modification will be mandatory.

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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by removing AD 83-12-01, Amendment 39-4693, and by adding a new AD to read as follows:

**95-01-07 Fairchild Aircraft:** Amendment 39-9118; Docket No. 91-CE-12-AD. Supersedes AD 83-12-01, Amendment 39-4693.

*Applicability:* The following model and serial number airplanes, certificated in any category:

Model	Serial Nos.
SA227-AC .....	415, 416, and 420 through 554.
SA227-AT .....	423 through 554.

*Compliance:* Required as indicated in the body of this AD, unless already accomplished.

To prevent fatigue failure of the lower wing skin panels, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 83-12-01), dye penetrant inspect the lower wing skin panel of both wings in the area of Wing Station (WS) 187.0 in accordance with paragraph IIA of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Service Bulletin (SB) 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

(1) If cracks are found, prior to further flight, install reinforcement doublers, part number 27K31013-001 LH and 27K31013-002 RH, in accordance with paragraph IIB of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

(2) If no cracks are found, reinspect thereafter at intervals not to exceed 50 hours TIS until the modification specified in paragraph (b) of this AD is accomplished.

(b) Within the next 500 hours TIS after the effective date of this AD, unless already accomplished as specified in paragraph (a)(1) of this AD, accomplish one of the following on both wings:

(1) Install reinforcement doublers, part number 27K31013-001 LH and 27K31013-002 RH, in accordance with paragraph IIB of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984; or

(2) Install stringer ties, P/N 27-13869, in accordance with paragraph IIC of the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

(c) Incorporating (on both wings) the modification specified in paragraph (a)(1),

(b)(1) or (b)(2) of this AD terminates the repetitive inspection requirement of this AD.

(d) Special flight permits may be issued in accordance with §§ 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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), 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:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) The inspections and installation required by this AD shall be done in accordance with Fairchild Service Bulletin 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984. 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., suite 700, Washington, DC.

(g) This amendment (39-9118) supersedes AD 83-12-01, Amendment 39-4693.

(h) This amendment (39-9118) becomes effective on February 17, 1995.

Issued in Kansas City, Missouri, on January 4, 1995.

**Henry A. Armstrong,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-517 Filed 1-9-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

**[Airspace Docket No. 94-ASW-2]**

**Alteration of Jet Routes; Louisiana**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document contains a correction to the final rule published on December 9, 1994. In the airspace designation of Jet Route J-37 the Hobby 084° radial was in error. This correction changes the "Hobby 084°" radial to read the "Hobby 090°" radial.

**EFFECTIVE DATE:** February 2, 1995.

**FOR FURTHER INFORMATION CONTACT:** Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-

240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9250.

**SUPPLEMENTARY INFORMATION:** On December 9, 1994, the FAA published a final rule that revised the description of Jet Route J-37 in the State of Louisiana. In the airspace designation of Jet Route J-37 the Hobby 084° radial was in error. This correction changes the "Hobby 084°" radial to read the "Hobby 090°" radial.

#### Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for Jet Route J-37 published in the **Federal Register** on December 9, 1994 (59 FR 63718; **Federal Register** Document 94-30225, Column 3) is corrected as follows:

#### J-37 [Corrected]

From Hobby, TX, via INT of the Hobby 090° and Harvey, LA, 266° radials; Harvey; Semmes, AL; Montgomery, AL; Spartanburg, SC; Lynchburg, VA; Gordonsville, VA; Brooke, VA; INT Brooke 067° and Coyle, NJ, 226° radials; to Coyle. From Kennedy, NY; Kingston, NY; Albany, NY; Massena, NY, to the INT of the Massena 037° radial and the United States/Canadian Border.

Issued in Washington, DC, on December 30, 1994.

**Harold W. Becker,**

*Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-577 Filed 1-9-95; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Parts 121, 129, and 135

[Docket No. 27663; Amdt. No. 121-246]

RIN 2120-AF24

#### Traffic Alert and Collision Avoidance System, TCAS I

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document contains a correction to a final rule, Traffic Alert and collision avoidance System, TCAS I, published in the Federal Register on December 29, 1994.

**DATES:** This document is effective December 29, 1994. The final compliance date is December 31, 1995. Comments on the revision of § 121.356(b) must be received on or before February 27, 1995.

#### FOR FURTHER INFORMATION CONTACT:

Gary E. Davis, telephone (202) 267-8096.

#### Correction to Final Rule

In the final rule beginning on page 67584, in the issue of Thursday, December 29, 1994, the following correction is being made:

1. On page 67584, first column, and in the heading, the amendment number should read "121-246", instead of "121-247".

Dated: January 4, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel, Office of Chief Counsel.*

[FR Doc. 95-571 Filed 1-9-95; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF THE TREASURY

#### Internal Revenue Service

#### 26 CFR Parts 1 and 602

[TD 8586]

RIN 1545-AC35

#### Treatment of Gain From Disposition of Certain Natural Resource Recapture Property

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Final regulations.

**SUMMARY:** This document provides final regulations relating to the tax treatment of gain from the disposition of certain natural resource recapture property (section 1254 property after enactment of the Tax Reform Act of 1986 and oil, gas, or geothermal property before enactment of the Tax Reform Act of 1986). Changes to the applicable tax law were made by the Tax Reform Act of 1986, the Tax Reform Act of 1984, the Energy Tax Act of 1978, the Tax Reform Act of 1976, the Tax Reform Act of 1969, and the Act of September 12, 1966. The regulations provide the public with guidance in complying with the changed tax laws.

**DATES:** These regulations are effective January 10, 1995.

For dates of applicability, see § 1.1254-6.

**FOR FURTHER INFORMATION CONTACT:** Brenda M. Stewart (202-622-3120, not a toll-free number).

#### SUPPLEMENTARY INFORMATION:

#### Paperwork Reduction Act

The collection of information contained in these final regulations has been reviewed and approved by the

Office of Management and Budget in accordance with the Paperwork Reduction Act (44 U.S.C. 3504(h)) under control number 1545-1352. The estimated annual burden per respondent varies from four to six hours, depending on individual circumstances, with an estimated average of five hours.

Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be sent to the Internal Revenue Service, Attn: IRS Reports Clearance Officer, PC:FP, Washington, DC 20224, and to the Office of Management and Budget, Attn: Desk Officer for the Department of the Treasury, Office of Information and Regulatory Affairs, Washington, DC 20503.

#### Background

On June 11, 1980, the IRS published proposed amendments to the Income Tax Regulations (26 CFR part 1) under sections 170, 301, 312, 341, 453, 751, 1254, and 1502 of the Internal Revenue Code of 1954 in the **Federal Register** (45 FR 39512). These amendments were proposed to conform the regulations to section 205 (a), (b), and (c) (1) and (2) of the Tax Reform Act of 1976, Pub. L. 94-455, 90 Stat. 1533, and section 402(c) of the Energy Tax Act of 1978, Pub. L. 95-618, 92 Stat. 3202, and to make certain other technical amendments to conform the regulations to section 1(c) of the Act of September 12, 1966, Pub. L. 89-570, 80 Stat. 762, to section 211(b)(6) of the Tax Reform Act of 1969, Pub. L. 91-172, 83 Stat. 570, and to sections 1042(c)(2), 1101(d)(2), 1901(a)(93), and 2110(a) of the Tax Reform Act of 1976, 90 Stat. 1637, 1658, 1780, 1905). A public hearing was held on September 9, 1980. After considering all comments regarding the proposed regulations, the proposed regulations (except for the provisions relating to an electing small business corporation (hereinafter referred to as an S corporation)), are adopted as revised by this Treasury decision. The rules under § 1.751-1(c)(6)(ii) are clarified, but no substantive change is intended except to insert additional recapture sections under the Internal Revenue Code of 1986 (Code).

Because of the substantial changes made to the tax treatment of S corporations by section 5(a)(37) of the Subchapter S Revision Act of 1982, Pub. L. 97-354, 96 Stat. 1696, section 492 of the Tax Reform Act of 1984, Pub. L. 98-369, 98 Stat. 853, and sections 411 and 413 of the Tax Reform Act of 1986, Pub. L. 99-514, 100 Stat. 2225, 2227, § 1.1254-3 of the proposed regulations (relating to an electing small business),