

substantial number of small entities, as defined by the Regulatory Flexibility Act (5 U.S.C. 601). This final rule requires establishments that receive undenatured poultry product for processing prior to export to record the source of the incoming product, identify its location at all times during processing and preparation for export, and certify that the product has not been, nor will be, commingled with any product intended for domestic use. While some establishments may have to change their current recordkeeping practices and make changes to their production practices to accommodate the proposed recordkeeping requirements, no significant economic impact will be imposed on the establishments.

Paperwork Requirements

Under this final rule, receiving poultry processing establishments are required to maintain records that indicate the source of the incoming undenatured poultry product, and track the poultry product through processing and preparation for export. In addition, an official of the receiving establishment must certify in writing that the product has not been, nor will be, commingled with any product intended for consumption in the United States. Establishments may develop their own systems for gathering and maintaining this information. These recordkeeping requirements have been approved by the Office of Management and Budget under control number 0583-0104.

List of Subjects in 9 CFR Part 381

Exports, Poultry and poultry products, Reporting and recordkeeping requirements, Transportation.

For the reasons set forth in the preamble, FSIS is amending 9 CFR part 381 as follows:

PART 381—POULTRY PRODUCTS INSPECTION REGULATIONS

1. The authority citation for part 381 continues to read as follows:

Authority: 7 U.S.C. 138f; 7 U.S.C. 450; 21 U.S.C. 451-470; 7 CFR 2.17, 2.55.

(2) Section 381.190(b) is amended by revising the phrase "in subpart C or T" in the first sentence to read "in this paragraph (b) and subpart C or T" and designating that sentence as paragraph (b)(1); by designating the second, third, and fourth sentences as paragraphs (b)(2)(i) through (iii); by revising new paragraph (b)(2)(i); in new paragraph (b)(2)(ii) by redesignating the subparagraphs formerly designated as (1) through (3) as (A) through (C); and

by adding a new paragraph (b)(3) to read as follows:

§ 381.190 Transactions in slaughtered poultry and other poultry products restricted; vehicle sanitation requirements.

* * * * *

(b)(1) * * *, except as otherwise provided in this paragraph (b) and subpart C or T.

(2)(i) Poultry heads and feet that are collected and handled at an official establishment in an acceptable manner may be shipped from the official establishment directly for export as human food, if they have been examined and found to be suitable for such purpose, by an inspector and are labeled as prescribed in this paragraph.

* * * * *

(3)(i) Poultry heads and feet that are collected and handled at an official establishment in an acceptable manner may be shipped from the official establishment and in commerce directly to another official establishment for processing before export, provided the receiving establishment maintains records that:

(A) Identify the source of the incoming undenatured poultry product;

(B) Identify the location of the product at all times during processing and preparation for export; and

(C) Contain a written certification from an official of the receiving establishment that the undenatured poultry product intended for export has not been, and will not be, commingled with any product intended for consumption in the United States.

(ii) The receiving establishment may only ship the undenatured poultry product intended for export in accordance with the inspection and labeling requirements of paragraph (b)(2) of this section.

* * * * *

Dated: August 11, 1995.

Michael R. Taylor,

Acting Under Secretary for Food Safety.

[FR Doc. 95-20471 Filed 8-18-95; 8:45 am]

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NUCLEAR REGULATORY COMMISSION

10 CFR Part 55

Public Meeting on the Pilot Operator Licensing Initial Examination Process

AGENCY: Nuclear Regulatory Commission.

ACTION: Announcement of meeting.

SUMMARY: The United States Nuclear Regulatory Commission (USNRC) will

hold a public information workshop with industry to discuss the pilot Operator Licensing Initial Examination Process and to discuss NRC expectations regarding industry participation and implementation. The workshop is open to the public as observers. The workshop will provide the participants an opportunity to be informed on the pilot process, ask questions of the staff, make comments during the discussions, or submit written comments for NRC consideration. Written comments received from interested parties unable to attend the workshop will also be considered.

DATES: The meeting will be held on Tuesday, September 26, 1995, from 9:00 am to 5:00 pm. Submit registration by September 15, 1995.

ADDRESSES: The meeting will be held at the NRC's Two White Flint North building in the auditorium, 11545 Rockville Pike, Rockville, Maryland 20852-2738. Forward the attached registration form to the **FOR FURTHER INFORMATION CONTACT.**

Written comments should be mailed to: Chief, Rules Review and Directives Branch, Division of Freedom of Information and Publications Services, Office of Administration, M/S T-6-D-59, USNRC, Washington, DC, 20555.

FOR FURTHER INFORMATION CONTACT: Lawrence Vick, M/S O-10-D-22, U.S. Nuclear Regulatory Commission, Office of Nuclear Reactor Regulation, Washington, DC 20555, Telephone (301) 415-3181; FAX 301-415-2260; INTERNET:LXV@NRC.GOV

SUPPLEMENTARY INFORMATION: In SECY-95-075, dated March 24, 1995, the Commissioners were briefed on the proposed changes to the NRC Operator Licensing Program. The briefing described the staff's intent to revise the process for examining candidates applying for reactor operator (RO) or senior reactor operator (SRO) licenses at power reactor facilities and to adjust the degree of NRC involvement in facility requalification examinations. These changes are part of NRC's continuing efforts to streamline the functions of the Federal government consistent with Administration initiatives and to accommodate anticipated resource reductions.

To ensure that adequate seating is available, persons planning to attend the workshop are requested to either call the contact designated below or complete and forward the attached registration form to the same contact by September 15, 1995.

Subject: Public Meeting on the Pilot Operator Licensing Initial Examination Process

Dated at Rockville, Maryland, this 11th day of August 1995.

For the Nuclear Regulatory Commission.

Anthony J. Mendiola,

Assistant Chief, Operator Licensing Branch, Division of Reactor Controls and Human Factors, Office of Nuclear Reactor Regulation.

Attachment to Public Meeting on the Operator Licensing, Initial Examination Process Revision

Registration Form

United States Nuclear Regulatory Commission

Pilot Operator Licensing Initial Examination Process Workshop

September 26, 1995
(PLEASE PRINT)

Name: _____
(Last) (First) (Middle Initial)

Company/Organization: _____

Position/Title: _____

Address: _____

Telephone Number: _____

Send registration form to: Lawrence Vick, 0-10-D-22, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, FAX 301-415-2260

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-36-AD; Amendment 39-9336; AD 95-17-07]

Airworthiness Directives; Fairchild Aircraft SA226 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft SA226 series airplanes. This action requires removing the main landing gear (MLG) stop bolts from the bracket assembly on the upper scissors for those airplanes with a MLG door stop installation, and servicing the MLG oleos for all affected airplanes. Incidents where two of the affected airplanes made an emergency gear-up landing

prompted this action. The actions specified by this AD are intended to prevent the MLG doors from jamming, which could prevent the gear from extending and could result in an emergency gear-up landing.

DATES: Effective August 28, 1995.

Comments for inclusion in the Rules Docket must be received on or before October 16, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-36-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

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-36-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

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: The FAA has received reports of two incidents where a Fairchild Aircraft SA226 series airplane made an emergency main gear-up landing when the main landing gear (MLG) door stop bolts and striker plate hardware jammed and prevented the MLG from extending. Investigation revealed that misalignment of the bolts and striker caused this jamming. This misalignment occurred because the gear did not fully extend upon gear retraction after the previous take-off, which was caused by low hydraulic fluid in the strut.

The landing gear oleos on these airplanes can fail to fully extend on takeoff when the hydraulic fluid upper chamber is under-serviced. Hydraulic servicing of the struts is not part of the affected airplanes' regular maintenance program. The FAA has requested that Fairchild Aircraft include hydraulic servicing as part of the maintenance program in the future. In the meantime, the FAA has determined that the struts should be serviced within a certain period of time to ensure that a low hydraulic fluid level does not exist in the strut.

In addition, Fairchild Aircraft Service Bulletin (SB) 226-32-043, Revised: September 6, 1983, specifies procedures for a MLG door stop installation. The

FAA has determined that problems could occur on airplanes with this door stop installation. If the MLG oleo fails to fully extend upon gear retraction, the door stop bolts are positioned differently as they are attached to the upper torque links. This can force the stop bolts against the striker plate attach bolts, which can jam the doors and could prevent subsequent gear extension. Normally, the gear squat switch would prevent the gear from retracting if the "air" position was not achieved; however, the tolerance of the position of the "make-break" point of the switch is such that retraction is initiated even if the oleo has not fully extended.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that (1) the stop bolts on the bracket assembly upper scissors should be removed from those airplanes with a MLG door stop that has been installed in accordance with Fairchild Aircraft SB 226-32-043, Revised: September 6, 1983; (2) the MLG oleos on the SA226 series airplanes should be serviced within a certain period of time; and (3) AD action should be taken to mandate these actions in order to prevent the MLG doors from jamming, which could prevent the gear from extending and could result in an emergency gear-up landing.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 series airplanes of the same type design, this AD requires removing the stop bolts from the bracket assembly on the upper scissors for those airplanes with a MLG door stop installation, and servicing the MLG oleos for all affected airplanes.

Since a situation exists (possible emergency gear-up landing) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified