

# Rules and Regulations

Federal Register

Vol. 60, No. 190

Monday, October 2, 1995

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each week.

## DEPARTMENT OF AGRICULTURE

### Federal Crop Insurance Corporation

#### 7 CFR Part 400

RIN 0563-AB10

#### General Administrative Regulations; Sanctions; Correction

**AGENCY:** Federal Crop Insurance Corporation, USDA.

**ACTION:** Correction to final regulation.

**SUMMARY:** This document contains a correction to the final regulation which was published Thursday, July 20, 1995 (60 FR 37323). The regulation pertains to the sanctions made available under the Federal Crop Insurance Act (the "Act"), as amended by the Federal Crop Insurance Reform Act of 1994.

**EFFECTIVE DATE:** July 20, 1995.

**FOR FURTHER INFORMATION CONTACT:** Diana Moslak, Regulatory and Procedural Development Staff, Federal Crop Insurance Corporation, U.S. Department of Agriculture, Washington, DC 20250. Telephone (202) 254-8314.

**SUPPLEMENTARY INFORMATION:** The final regulation that is the subject of this correction superseded certain provisions contained in the general administrative regulations with respect to civil penalties and added provisions with respect to ineligibility to participate in any program administered under the Act as a result of the adoption of a material scheme or device to obtain benefits or indebtedness to the Federal Crop Insurance Corporation ("FCIC") or an approved insurance provider.

As published, the final regulation contained errors which may prove to be misleading and are in need of clarification.

Accordingly, the publication on July 20, 1995 of the final regulations at 60 FR 37323 is corrected as follows:

1. On page 37324 in the first column, § 400.459 is corrected to read as follows:

#### § 400.459 Indebtedness. [Corrected]

Any person who owes a debt to FCIC, or an approved insurance provider, arising from any program administered under the Act, and that debt is delinquent, will be ineligible to participate in all such programs until the debt is paid in full or the person enters into an agreement, acceptable to FCIC or the approved insurance provider, to repay the debt. If the person provides adequate evidence to demonstrate that the amount of debt is in dispute, the person's application will be accepted or their insurance will remain in effect, but no indemnity payment will be made, until the disputed issue is resolved between that person and FCIC or the approved insurance provider through the available appeal process.

Done in Washington, DC, on September 22, 1995.

Suzette M. Dittrick,

*Acting Manager, Federal Crop Insurance Corporation.*

[FR Doc. 95-24367 Filed 9-29-95; 8:45 am]

BILLING CODE 3410-FA-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-NM-107-AD; Amendment 39-9368; AD 95-19-06]

#### Airworthiness Directives; Jetstream Model ATP Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all British Aerospace Model ATP series airplanes, that currently requires inspections to detect cracking of the aft end of the wing rib boom angles on the left and right engine, and repair or replacement of the wing rib boom angle assemblies, if necessary. That AD was prompted by the detection of cracks in the engine outboard rib boom angles at the main landing gear (MLG) actuator attachment point. The actions specified by that AD are intended to prevent structural failure of the actuator attachment point, which could lead to collapse of the

MLG. This amendment limits the applicability of the rule to only a certain number of airplanes; revises the initial inspection threshold, depending on whether or not certain modifications have been accomplished on the boom angles; and requires that modified boom angles be installed whenever replacement is necessary.

**DATES:** Effective November 1, 1995.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of November 1, 1995.

The incorporation by reference of British Aerospace Service Bulletin ATP-57-13, Revision 1, dated January 15, 1993 was approved previously by the Director of the Federal Register as of September 8, 1993 (58 FR 42194, August 9, 1993).

**ADDRESSES:** The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93-14-08, amendment 39-8632 (58 FR 42194, August 9, 1993), which is applicable to all British Aerospace Model ATP series airplanes, was published as a supplemental notice of proposed rulemaking in the Federal Register on May 9, 1995 (60 FR 24589). The action proposed to continue to require repetitive detailed visual inspections to detect cracking of the aft end of the wing rib boom angles on the wing rib outboard of the left and right engine, and repair or replacement of cracked rib boom angle assemblies. It also proposed to limit the applicability of the rule, revise the initial inspection threshold, and require that modified boom angles