

the 4th and 5th lines, "121-248" should read "91-248".

Issued in Washington, DC on March 6, 1996.

Donald P. Byrne,

*Assistant Chief Counsel.*

[FR Doc. 96-6020 Filed 3-12-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 39

[Docket No. 95-NM-276-AD; Amendment 39-9538; AD 96-03-01 R1]

#### Airworthiness Directives; Boeing Model 747 Series Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This amendment clarifies information in an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires inspections of the lower engine mount to determine if the tangential link upper bolt and nut are oriented properly, and if the tangential link upper bolt nut is torqued within certain limits. Additionally, the AD requires replacement of the bolt and nut with serviceable parts, if necessary, and requires certain follow-on actions for airplanes on which the upper bolt is missing. The actions specified in the AD are intended to prevent separation of the engine from the airframe due to migration of the tangential link upper bolt. This amendment clarifies an incorrect description of a part that is to be inspected. This amendment is prompted by communications received from the manufacturer that this part was described incorrectly in the published version of the AD.

**DATES:** Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 3550, February 1, 1996).

**FOR FURTHER INFORMATION CONTACT:** Tammy L. Dow, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2771; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** On January 22, 1996, the FAA issued AD 96-03-01, amendment 39-9496 (61 FR 3550, February 1, 1996), which is applicable to certain Boeing Model 747 series airplanes. That AD requires inspections of the lower engine mount to determine if the tangential link upper

bolt and nut are oriented properly, and if the tangential link upper bolt nut is torqued within certain limits. Additionally, that AD requires replacement of the bolt and nut with serviceable parts, if necessary, and requires certain follow-on actions for airplanes on which the upper bolt is missing. Terminating action also is provided by that AD. That action was prompted by reports of migration of bolts completely from the tangential link of the aft engine mount, a condition which would reduce the capability of the retention system for the engine. The actions required by that AD are intended to prevent separation of the engine from the airplane due to migration of the tangential link upper bolt.

Since the issuance of that AD, the manufacturer advised the FAA that, as published, paragraph (a)(1)(ii) of that AD incorrectly described a part. That paragraph specified that if the "tangential link upper bolt" is not installed on the forward side of the engine mount fitting, certain corrective actions are required. However, that paragraph should have specified that the corrective actions are necessary if the "tangential link upper bolt nut" is not installed on the forward side of the engine mount fitting. In all other parts of the published AD and its preamble, references to this part were described correctly.

Action is taken herein to clarify these requirements of AD 96-03-01 and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains February 16, 1996.

Since this action only clarifies a current requirement, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Correction

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 removing amendment 39-9496 (61 FR 3550, February 1, 1996), and by adding a new airworthiness directive (AD), amendment 39-9538, to read as follows:

96-03-01 R1 Boeing: Amendment 39-9538. Docket 95-NM-276-AD. Revises AD 96-03-01, Amendment 39-9496.

*Applicability:* Model 747 series airplanes, as listed in Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent separation of the engine from the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995.

(1) Perform a visual inspection to ensure that installation of the tangential link upper bolt nut is on the forward side of the engine mount fitting.

(i) If the tangential link upper bolt nut is installed on the forward side of the engine mount fitting, repeat the visual inspection at intervals not to exceed 18 months.

(ii) If the tangential link upper bolt nut is not installed on the forward side of the engine mount fitting, prior to further flight, remove the nut, bolt, and washers and reinstall the nut, bolt, and washers in accordance with the alert service bulletin. Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(iii) If the tangential link upper bolt is missing from the engine mount fitting, prior to further flight, perform the various follow-on actions in accordance with the alert service bulletin. (The follow-on actions include visual inspections, magnetic particle

inspections, replacement of the lower engine mount fitting with a serviceable part, if necessary; installation of new safety links, bolts, and nuts; and installation of a new tangential link upper bolt.) Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(2) Perform an inspection to verify that the torque value of the tangential link upper bolt (on both sides of the mount) is within the limits specified in the alert service bulletin.

(i) If the torque value of the tangential link upper bolt nut is within the limits specified in the alert service bulletin, repeat the inspection (verification) at intervals not to exceed 18 months.

(ii) If the torque value of the tangential link upper bolt nut is outside the limits specified in the alert service bulletin, prior to further flight, perform a visual inspection of the tangential link upper bolt and washer for any damage or discrepancy, in accordance with the alert service bulletin.

(A) If no damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the bolt nut with a new or serviceable part in accordance with the alert service bulletin. Thereafter, repeat the inspection

(verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(B) If any damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the damaged or discrepant part with a new or serviceable part, and replace the bolt nut with a new or serviceable part, in accordance with the alert service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(b) Replacement of the safety links with modified safety links in accordance with Boeing Service Bulletin 747-71-2206, dated April 16, 1987; or Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747-71-2206 NSC 2, dated March 17, 1988; constitutes terminating action for the repetitive inspection requirements of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(d) 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.

(e) The inspections, replacement, and follow-on actions shall be done in accordance with Boeing Alert Service

Bulletin 747-71A2277, dated November 29, 1995. 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, as of February 16, 1996 (61 FR 3550, February 1, 1996). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment is effective on February 16, 1996.

Issued in Renton, Washington, on March 6, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 96-5856 Filed 3-12-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-43]

#### Amendment of Class E Airspace; Vacaville, CA; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule that was published in the Federal Register on February 13, 1996 (61 FR 5504), Airspace Docket No. 95-AWP-43. The final rule revised the description of the Class E airspace at Vacaville, CA.

**EFFECTIVE DATE:** 0901 UTC April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

#### SUPPLEMENTARY INFORMATION:

##### History

Federal Register Document 96-3175, Airspace Docket No. 95-AWP-43, published on February 13, 1996 (61 FR 5504), revised the description of the Class E airspace area at Vacaville, CA. An error was discovered in the geographic coordinates for the Sacramento VORTAC in the Vacaville, CA, Class E airspace area. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the graphic

coordinates for the Sacramento VORTAC in the Class E airspace area at Vacaville, CA, as published in the Federal Register on February 13, 1996 (61 FR 5504), (Federal Register Document 96-3175), are corrected as follows:

#### § 71.1 [Corrected]

\* \* \* \* \*

AWP CA E5 Vacaville, CA [Corrected]

On page 5505, in the second column, the geographic coordinates for the Sacramento VORTAC are corrected as follows:

By removing "(lat. 38°38'26" N., long. 121°33'06" W.)" and adding "(lat. 38°26'37" N., long. 121°33'06" W.)" in its place.

\* \* \* \* \*

Issued in Los Angeles, California, on March 1, 1996.

Harvey R. Riebel,

*Acting Manager, Air Traffic Division Western-Pacific Region.*

[FR Doc. 96-6022 Filed 3-12-96; 8:45 am]

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#### SECURITIES AND EXCHANGE COMMISSION

#### 17 CFR Part 240

[Release No. 34-36940, International Series Release No. 948, File No. S7-34-95]

RIN 3235-AG68

#### Exemption of the Securities of the Federative Republic of Brazil, the Republic of Argentina, and the Republic of Venezuela Under the Securities Exchange Act of 1934 for Purposes of Trading Futures Contracts on those Securities

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

**SUMMARY:** The Securities and Exchange Commission ("SEC" or "Commission") is adopting an amendment to Rule 3a12-8 under the Securities Exchange Act of 1934 that would designate debt obligations issued by the Federative Republic of Brazil ("Brazil"), the Republic of Argentina ("Argentina"), and the Republic of Venezuela ("Venezuela") (collectively the "Additional Countries") as "exempted securities" for the purpose of marketing and trading futures contracts on those securities in the United States. The purpose of this amendment is solely to permit futures on the sovereign debt of the Additional Countries to be traded in the United States. This change is not intended to have any substantive effect on the operation of the Rule.

**EFFECTIVE DATE:** March 13, 1996.