

FOR FURTHER INFORMATION CONTACT: Peter F. Cole, Secretary, Federal Crop Insurance Corporation, U.S. Department of Agriculture, Washington, DC 20250, telephone (202) 447-3325.

SUPPLEMENTARY INFORMATION: Under the provisions contained in 7 CFR 422.7, the sales closing date for accepting applications for potato crop insurance in Delaware and Maryland is December 31. Because of the circumstances outlined above, FCIC is extending the sales closing date in these states. No adverse risk exists because the potato crops have yet to be planted in these states.

Under the provisions of 7 CFR 422.7, the sales closing date for accepting applications may be extended by placing the extended date on file in the service office and by publishing a notice in the *Federal Register* upon determination that no adverse selectivity will result from such extension. If adverse conditions develop during such period, FCIC will immediately discontinue acceptance of applications.

Notice

Accordingly, pursuant to the authority contained in 7 CFR 422.7, the Federal Crop Insurance Corporation herewith gives notice that the sales closing date for accepting applications for potato insurance in Delaware and Maryland, is hereby extended through the close of business on March 15, 1988, effective for the 1988 crop year only.

Authority: Secs. 506, 516, Pub. L. 75-430, 52 Stat. 73, 77, as amended (7 U.S.C. 1506, 1516).

Done in Washington, D.C., on February 8, 1988.

Edward D. Hews,

Acting Manager, Federal Crop Insurance Corporation.

[FR Doc. 88-3225 Filed 2-12-88; 8:45 am]

BILLING CODE 3410-08-M

Animal and Plant Health Inspection Service

9 CFR Part 78

[Docket No. 87-158]

Validated Brucellosis-Free States

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Interim rule.

SUMMARY: We are amending the brucellosis regulations concerning the interstate movement of swine to include Oregon in the list of validated brucellosis-free states. This action is necessary because we have determined that Oregon now meets the criteria for classification as a validated brucellosis-

free state. This action relieves certain restrictions on moving breeding swine from Oregon.

DATES: Interim rule effective February 16, 1988. Consideration will be given only to comments postmarked or received on or before April 18, 1988.

ADDRESSES: Send an original and two copies of written comments to Steven B. Farberman, Assistant Director, Regulatory Coordination, APHIS, USDA, Room 728, Federal Building, 6505 Belcrest Road, Hyattsville MD 20782. Please state that your comments refer to Docket Number 87-158. Comments received may be inspected at Room 728 of the Federal Building between 8 a.m. and 4:30 p.m., Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: Dr. Mitchell A. Essey, Senior Staff Veterinarian, Program Planning Staff, VS, APHIS, USDA, Room 844, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782, 301-436-5961.

SUPPLEMENTARY INFORMATION:

Background

Brucellosis is a contagious disease affecting animals and man, caused by bacteria of the genus *Brucella*.

The brucellosis regulations in 9 CFR Part 78 (referred to below as the regulations) prescribe conditions for the interstate movement of cattle, bison, and swine. States, areas, herds, and individual animals are classified according to their brucellosis status. Interstate movement requirements for animals are based upon the disease status of the herd, area, or state from which the animal originates.

We are amending § 78.43 of the regulations, which lists validated brucellosis-free states, to include Oregon. After reviewing its brucellosis program records, we have concluded that Oregon meets the criteria for validated brucellosis-free states. Therefore, we are adding Oregon to the list of states in § 78.43. This action relieves certain restrictions on moving breeding swine from Oregon.

Emergency Action

James W. Glosser, Acting Administrator of the Animal and Plant Health Inspection Service, has determined that an emergency situation exists that warrants publication of this interim rule without prior opportunity for public comment. It is necessary to make this interim rule effective immediately to reflect the current brucellosis status of Oregon and eliminate unnecessary restrictions on the interstate movement of breeding swine from Oregon.

Since prior notice and other public procedures with respect to this interim rule are impracticable and contrary to the public interest under these circumstances, there is good cause under 5 U.S.C. 553 for making this interim rule effective upon publication of this document in the *Federal Register*. We will consider comments postmarked or received within 60 days of publication of this interim rule in the *Federal Register*. Any amendments we make to this interim rule as a result of these comments will be published in the *Federal Register* as soon as possible following the close of the comment period.

Executive Order 12291 and Regulatory Flexibility Act

We are issuing this rule in conformance with Executive Order 12291, and we have determined that it is not a "major rule." Based on information compiled by the Department, we have determined that this rule will have an effect on the economy of less than \$100 million; will not cause a major increase in costs or prices for consumers, individual industries, federal, state, or local government agencies, or geographic regions; and will not cause a significant adverse effect on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

For this action, the Office of Management and Budget has waived its review process required by Executive Order 12291.

This action will allow breeding swine to move interstate from Oregon without being tested for brucellosis. The groups affected by this action will be herd owners in Oregon. We expect the economic effect to be minimal however: of the approximately 4,000 herd owners nationwide who ship breeding swine interstate, no more than 2 or 3 ship breeding swine from Oregon.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

Executive Order 12372

This program/activity is listed in the Catalog of Federal Domestic Assistance under 10.025 and is subject to the provisions of Executive Order 12372, which requires intergovernmental consultation with state and local officials. (See 7 CFR 3015, Subpart V.)

Paperwork Reduction Act

This rule contains no information collection or recordkeeping requirements under the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*).

List of Subjects in 9 CFR Part 78

Animal Diseases, Brucellosis, Cattle, Hogs, Quarantine, Transportation.

PART 78—BRUCELLOSIS

Accordingly, 9 CFR Part 78 is amended as follows:

1. The authority citation for Part 78 continues to read as follows:

Authority: 21 U.S.C. 111–114a–1, 114g, 115, 117, 120, 121, 123–126, 134b, 134f; 7 CFR 2.17, 2.51, and 371.2(d).

2. Section 78.43 is revised by adding Oregon to the list of validated brucellosis-free states as follows:

§ 78.43 Validated brucellosis-free States.

Alaska, Arizona, California, Colorado, Connecticut, Delaware, Idaho, Illinois, Indiana, Iowa, Maine, Maryland, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oregon, Pennsylvania, Puerto Rico, Rhode Island, South Dakota, Utah, Vermont, Virgin Islands, Virginia, Washington, Wisconsin, Wyoming.

Done in Washington, DC, this 9th day of February, 1988.

James W. Glosser,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 88–3145 Filed 2–12–88; 8:45 am]

BILLING CODE 3410–34–M

[Docket No. 87–172]

9 CFR Part 97**Commuted Traveltime Periods**

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Final rule.

SUMMARY: We are amending the regulations concerning overtime services provided by employees of Veterinary Services (VS) by adding or removing commuted traveltime allowances in Illinois and Oregon. A commuted traveltime allowance is the time necessary for VS employees to travel from their headquarters to their place of duty, and return. The Government charges a fee for certain overtime services provided by VS

employees and, under certain circumstances, the fee may include the cost of commuted traveltime.

EFFECTIVE DATE: February 16, 1988.

FOR FURTHER INFORMATION CONTACT:

Louis Rakestraw Lothery, Assistant Director, Resource Management Staff, VS, APHIS, USDA, Room 857, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782, 301–436–8511.

SUPPLEMENTARY INFORMATION:**Background**

The regulations in 9 CFR, Chapter I, Subchapter D, and 7 CFR, Chapter III, require inspection, laboratory testing, certification, or quarantine of certain animals, animal products, plants, plant products, or other commodities intended for importation into or exportation from the United States. When these services must be provided by an employee of VS on a Sunday or holiday, or at any other time outside the VS employee's regular duty hours, the Government charges a fee for the services in accordance with 9 CFR Part 97. Under circumstances described in § 97.1(a), this fee may include the cost of commuted traveltime. Section 97.2 contains administrative instructions prescribing commuted traveltime allowances, which reflect, as nearly as is practicable, the time required for VS employees to travel to and from their headquarters and the place where they perform the overtime duty.

We are amending § 97.2 of the regulations by adding or removing commuted traveltime allowances between certain locations in Illinois and Oregon. (The amendments are set forth in the rule portion of this document.) This action is necessary to inform the public of the commuted traveltime between these locations.

Executive Order 12291 and Regulatory Flexibility Act

We are issuing this rule in conformance with Executive Order 12291, and we have determined that it is not a "major rule." Based on information compiled by the Department, we have determined that this rule will have an effect on the economy of less than \$100 million; will not cause a major increase in costs or prices for consumers, individual industries, federal, state, or local government agencies, or geographic regions; and will not cause a significant adverse effect on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

For this action, the Office of Management and Budget has waived its review process required by Executive Order 12291.

The number of requests for overtime services of a VS employee at the locations affected by our rule represents an insignificant portion of the total number of requests for these services in the United States.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

Effective Date

The commuted traveltime allowances appropriate for employees performing services at ports of entry, and the features of the reimbursement plan for recovering the cost of furnishing port of entry services, depend upon facts within the knowledge of the Department of Agriculture. It does not appear that public participation in this rulemaking proceeding would make additional relevant information available to the Department.

Accordingly, pursuant to the administrative procedure provisions in 5 U.S.C. 553, we find upon good cause that prior notice and other public procedure with respect to this rule are impracticable and unnecessary; we also find good cause for making this rule effective less than 30 days after publication of this document in the *Federal Register*.

Executive Order 12372

This program/activity is listed in the Catalog of Federal Domestic Assistance under No. 10.025 and is subject to the provisions of Executive Order 12372, which requires intergovernmental consultation with state and local officials. (See 7 CFR Part 3015, Subpart V.)

List of Subjects in 9 CFR Part 97

Exports, Government employees, Imports, Livestock and livestock products, Poultry and poultry products, Transportation.

PART 97—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

Accordingly, 9 CFR Part 97 is amended as follows:

1. The authority citation for Part 97 continues to read as follows:

Authority: 7 U.S.C. 2260, 49 U.S.C. 1741; 7 CFR 2.17, 2.51, and 371.2(d)

2. Section 97.2 is amended by removing or adding, in alphabetical order, the information as shown below:

§ 97.2 Administrative Instructions prescribing commuted traveltime.

COMMUTED TRAVELTIME ALLOWANCES

[In hours]

Location covered	Served from	Metropolitan area	
		Within	Outside
Remove:			
Illinois:			
Bloomington.....	Pana.....		3
Bloomington.....	Springfield.....		3
Bloomington.....	Tolono.....		3
Camp Grove.....	El Paso.....		3
Camp Grove.....	Springfield.....		5
Peoria.....	El Paso.....		2
Peoria.....	Springfield.....		3
Peoria.....	Tolono.....		4
Springfield.....	El Paso.....		3
Springfield.....	Nebo.....		3
Springfield.....	Pana.....		2
Springfield.....	Tolono.....		3
Add:			
Oregon:			
Portland.....	Sunny Valley.....		6

Done in Washington, D.C., this 9th day of February, 1988.

James W. Glosser,
Administrator, Animal and Plant Health
Inspection Service.

[FR Doc. 88-3232 Filed 2-12-88; 8:45 am]

BILLING CODE 3410-34-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 88-CE-06-AD; Amendment 39-5848]

Airworthiness Directives; Piper Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, request for comments.

SUMMARY: This Amendment adopts a new Airworthiness Directive (AD), applicable to certain Piper Models PA-34-200, PA-34-200T, and PA-34-220T airplanes which supersedes AD 79-34-01 (Amendment 39-3601 as amended by 39-3701) and AD 81-10-03 (Amendment 39-4100). This AD requires inspection, rigging, repairs, and modification of the forward baggage compartment door. The FAA has received several reported

incidents in which the baggage door opened inflight resulting in pilot distraction and possible structural damage to the airplane. The inspections, rigging, and repairs of the forward baggage compartment door, plus the installation of the forward baggage compartment door latch spring kit will provide a positive latching of the door.

EFFECTIVE DATES: February 16, 1988. Comments for inclusion in the Rules Docket must be received on or before April 18, 1988.

Compliance: Required within the next 50 hours time-in-service after the effective date of this AD.

ADDRESSES: Piper Service Bulletin (SB) No. 872, dated November 9, 1987, applicable to this AD may be obtained from Piper Aircraft Corporation, 29265 Piper Drive, Vero Beach, Florida 32960, telephone number 305-567-4361. A copy of this information may also be examined at the Rule Docket at the address below. Send comments on the AD in triplicate to FAA, Central Region, Attention: Rules Docket, No. 88-CE-06-AD, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

FOR FURTHER INFORMATION CONTACT: Charles L. Perry, Engineer, Airframe Branch, ACE-120A, Atlanta Aircraft Certification Office, Suite 210, 1669 Phoenix Parkway, Atlanta, Georgia 30349; Telephone (404) 991-2910.

SUPPLEMENTARY INFORMATION:

Since 1974, there have been 10 reported accidents or incidents on Piper PA-34 series airplanes involving the forward baggage compartment door in addition to 34 other reports regarding forward baggage compartment door conditions. Piper has issued SB No. 447, "Inspection and Modification of the Seneca Forward Baggage Door and Installation of a Door Restraint Kit," dated February 7, 1975. Piper has also issued SB No. 633A, "Forward Baggage Door Inspection and Modification," dated September 20, 1979, which revises the Serial Numbers affected, adds the replacement of the push rod and revises the material required. On October 3, 1980, Piper issued SB 633B to provide for safety wiring of the roll pin. Piper SB 633A and 633B were subsequently the subject of AD 79-23-01 and AD 81-10-03. The above noted SB's were applicable to Models PA-34-200 and PA-34-200T airplanes. An equivalent to these SB's was incorporated during production on Piper Model PA-34-220T airplane.

Subsequently, the NTSB issued safety recommendations concerning the forward baggage compartment door system, including a recommendation for a design modification to improve the locking mechanism of the baggage door (NTSB Recommendation A-87-23).

On November 9, 1987, Piper issued SB No. 872, "Forward Baggage Compartment Door Latch Spring Installation and Door Assembly Inspection." This latest SB requires an inspection for positive latching and locking of the forward baggage compartment door, an inspection of the overall condition and rigging of the door, and announces the availability of a baggage compartment door latch spring kit. The modification will help insure positive latching of this door.

In the accidents and incidents previously noted, the airplanes were controllable although in some instances the door or the contents of the baggage compartment struck the airplane structure. More recently, the FAA was advised of an instance of degradation of the pitch control with the inflight opening of the door. Baggage door detachment or loss of the compartment contents at high cruise or descent speeds can result in loss of control, structural damage or overload.

Since the FAA has determined that the unsafe condition described herein is likely to exist or develop in other airplanes of the same type design, an AD is being issued requiring an inspection of the forward baggage compartment door for positive latching and locking, an inspection of overall forward baggage compartment door condition and rigging, and the installation of a forward baggage compartment door latch spring kit on certain Piper Models PA-34-200, PA-34-200T, and PA-34-220T airplanes. Because an emergency condition exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impractical and contrary to the public interest, and good cause exists for making this amendment effective in less than 30 days.

Although this action is in the form of a Final Rule which involves requirements affecting immediate flight safety and, thus, was not preceded by notice and public procedure, comments are invited on the 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 regulatory docket number and be submitted in triplicate to the address specified above. All communications