To prevent degradation of the skin panel structural integrity, which could lead to depressurization of the cabin, accomplish the following:

(a) For Model 727-100 and -100C series airplanes, having line position 001 through 547: Within 15 months after October 23, 1990 (the effective date of AD 90-20-08, amendment 39-6742), conduct an internal and external close visual inspection for corrosion of the skin panels, doublers, and triplers located between body stations (BS) 950 and BS 1183 and stringers S-26L and S-26R. Perform the inspections in accordance with Parts II.A. and II.B. of Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989, or Revision 4, dated July 11, 1991. Repeat the external inspection at intervals not to exceed 15 months. Repeat the internal inspection and apply corrosion inhibitor at intervals not to exceed 36 months.

(b) For all Model 727-100 and -100C series airplanes, having line position 548 or subsequent: Within 15 months after the effective date of this AD, conduct an internal and external close visual inspection for corrosion of the skin panels, doublers, and triplers located between BS 950 and BS 1183 and stringers S-26L and S-26R. Perform the inspections in accordance with Parts II.A. and II.B. of Boeing Service Bulletin 727-53-0085, Revision 4, dated July 11, 1991. Repeat the external inspection at intervals not to exceed 15 months. Repeat the internal inspection and apply corrosion inhibitor at intervals not to exceed 36 months.

(c) If no corrosion or minor corrosion, as defined in Part II.A.2. of Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989; or Revision 4, dated July 11, 1991, is detected as a result of any inspection required by paragraphs (a) or (b) of this AD, prior to further flight, accomplish the procedures specified in paragraph (c)(1) or (c)(2) of this AD, as applicable:

(1) For each internal close visual inspection conducted in accordance with paragraph (a) or (b) of this AD, perform an internal ultrasonic inspection for voids in accordance with Part II.C.2. of the applicable service bulletin. If voids or minor corrosion are detected, perform a Low Frequency Eddy Current (LFEC) inspection to determine the amount of material loss, in accordance with Part II.D. of the applicable service bulletin.

(2) For each external close visual inspection conducted in accordance with paragraph (a) or (b) of this AD, perform an external ultrasonic inspection for voids in accordance with Part II.C.3. of the applicable service bulletin. If voids or minor corrosion are detected, perform a LFEC inspection to determine the amount of material loss, in accordance with Part II.D. of the applicable service bulletin.

(d) If major corrosion, as defined in Parts II.A.3. or II.B. of Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989, or Revision 4, dated July 11, 1991, is detected as a result of any inspection required by paragraphs (a) or (b) of this AD; or if material loss is 10 percent or more of the skin, doubler, or tripler thickness; prior to further flight, repair or replace the affected skin panel in accordance with Parts V. or VI. of the applicable service bulletin.

(e) If material loss is less than 10 percent of the skin, doubler, or tripler, and voids are present, prior to further flight, repair in accordance with Part III.B., III.D., IV.B., V., or VI. of Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989; or Part VI.B., III.C., IV.B., V., or VI. of Revision 4, dated July 11, 1991.

(f) For repairs made in accordance with Part III. or IV. of the service bulletin, within 15 months after the repair is made, perform a LFEC inspection to determine corrosion progression, in accordance with part II.D. of Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989; or Revision 4, dated July 11, 1991. Repeat the inspections at intervals not to exceed 15 months.

(g) Blind fasteners installed in accordance with Part IV. of Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989; or Revision 4, dated July 11, 1991, are to be used as an interim repair only. The blind fasteners have a life limit of 10,000 landings before they must be replaced with solid fasteners in accordance with Part IV. of the service bulletin.

(1) The blind fasteners must be inspected for loose or missing fasteners after accumulating 3,000 landings since installation or 1,000 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 3,000 landings.

(2) Blind fasteners installed prior to the effective date of this AD must be replaced prior to accumulating 10,000 landings or within 3,000 landings after the effective date of this AD, whichever occurs later.

(h) Replacement of the skin panels with an unbounded skin panel in accordance with Part II. of Boeing Service Bulletin 727-53-85, Revision 2, dated July 3, 1975; Part VI. Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989; or Revision 4, dated July 11, 1991; constitutes terminating action for the inspection requirements of this AD for those panels.

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

(j) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(k) The inspections, repair, and replacement shall be done in accordance with Boeing Service Bulletin 727-53-85, Revision 2, dated July 3, 1975; Boeing Service Bulletin 727-53-0085, Revision 3, dated September 28, 1989; or Boeing Service Bulletin 727-53-0085, Revision 4, dated July 11, 1991; as applicable. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124. 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.

(l) This amendment becomes effective on November 20, 1992.

Issued in Renton, Washington, on August 26, 1992.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92-25118 Filed 10-15-92; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 92-NM-88-AD; Amendment 39-8380; AD 92-20-06]

Airworthiness Directives; McDonnell Douglas Model DC-9 Series Airplanes, Model DC-9-80 Series Airplanes, and Model MD-88 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9 and DC-9-80 series airplanes, and Model MD-88 airplanes, that currently requires installation of a new girt bar flap and firing line in the evacuation slide system, and modification of the valise. This amendment requires modification of the previously installed girt bar flap or installation of a new girt bar flap and firing line, and modification of the valise, as applicable. This amendment is prompted by a report that an improperly installed girt bar in the airplane floor fittings could render the inflation handle inaccessible after slide deployment from the airplane or could inhibit the opening of the emergency exit door. The actions specified by this AD are intended to prevent obstruction or hindrance of the emergency evacuation of the airplane and possible injuries to the passengers and the crew.

DATES: Effective November 20, 1992.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1992.

ADDRESSES: The service information referenced in this AD may be obtained from BFGoodrich Company, Aircraft Evacuation Systems, 3414 South 5th Street, Phoenix, Arizona 85040. 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: Mr. Andrew Gfrerer, Aerospace Engineer, Los Angeles Aircraft Certification Office, ANM-131L, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5338; fax (310) 988-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations by superseding AD 91-06-10, Amendment 39-6929 (56 FR 9838, March 8, 1991), which is applicable to McDonnell Douglas Model DC-9 and DC-9-80 series airplanes, and Model MD-88 airplanes, equipped with certain BFGoodrich evacuation slides, was published in the **Federal Register** on June 16, 1992 (57 FR 26800). The action proposed to require modification of the previously installed girt bar flap or installation of a new girt bar flap and firing line, and modification of the valise, as applicable.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Several commenters support the rule as proposed.

The Air Transport Association (ATA) of America, on behalf of its member operators, requests an extension of the compliance time for modification of slides from the proposed 9 months to 18 months. One member operator states that it has modified approximately 200 slides in accordance with the existing AD over the past 20 months. Because of the logistics of scheduling and performing the proposed modification, the commenter requests the extension of the compliance time in order to re-modify its remaining fleet of affected airplanes. All of the slides to be modified will require removal from the airplane and routing to a slide shop. In addition, a compliance time of 18 months would be the same as in the existing AD.

The FAA concurs partially. In light of the 18-month compliance time in the existing AD, and the fact that affected operators have been aware since a February 1992 industry-wide meeting that the FAA would be proposing this AD action, the FAA considers a compliance time of 12 months to be reasonable and warranted to ensure continued safety of these airplanes. Paragraphs (a) and (b) of the final rule have been revised accordingly.

The same commenter states that three configurations of BFGoodrich slides, Part Number 11331, could exist until all slides have been modified as proposed by the notice. It will be extremely difficult for receiving inspection and line maintenance personnel to determine if the slide has been modified in accordance with the notice, unless the slide is unpacked. The commenter requests a change in the part number of the modified girt/slide in order to eliminate costly operator tracking and re-inspection procedures. Operators should be able to verify that the slide has been modified by confirmation of a part number change. The FAA does not concur that a new part number is needed. The FAA has determined that configuration control for the slide is attained by permanently identifying the slide with (SB 25248) and recording compliance on the slide information card. In addition, the part number for the new girt bar flap assembly required by this final rule has a different dash number.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 3,150 slides of the affected design installed on McDonnell Douglas Model DC-9 series, Model DC-9-80 series, and Model MD-88 airplanes in the worldwide fleet. The FAA estimates that 800 airplanes of U.S. registry will be affected by this proposed AD. Each airplane is equipped with two slides, for a total of 1,600 affected slides.

For airplanes equipped with slides having detachable girts on which the modifications required previously by AD 91-06-10 have not yet been accomplished, it will take approximately 2.25 work hours per slide to accomplish the proposed actions, at an average labor rate of $55 per hour. Required parts will cost approximately $355 per slide. Based on these figures, the cost for accomplishing this proposed action will be approximately $479 per slide, or $958 per airplane.

For airplanes equipped with slides having fixed girts on which the modifications required previously by AD 91-06-10 have not yet been accomplished, it will take approximately 6.25 work hours per slide to accomplish the proposed actions, at an average labor rate of $55 per hour. Required parts will cost approximately $355 per slide. Based on these figures, the cost for accomplishing this proposed action will be approximately $699 per slide, or $1,398 per airplane.

For airplanes equipped with slides on which the modifications required by AD 91-06-10 have been accomplished, it will take approximately 1 work hour per slide to accomplish the proposed actions, at an average labor rate of $55 per hour. Required parts will cost approximately $25 per slide. Based on these figures, the cost for accomplishing this proposed action will be approximately $80 per slide, or $160 per airplane.

Based on the figures discussed above, the total cost impact of the AD on U.S. operators is estimated to be between $128,000 and $1,118,000. This total cost figure assumes that no operator has yet accomplished the requirements of this AD.

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 "major rule" under Executive Order 12291; (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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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 14 CFR part 39 of the Federal Aviation Regulations 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 amendment 39–6929 (56 FR 9836, March 8, 1991), and by adding a new airworthiness directive (AD), amendment 39–8380, to read as follows:

92–20–06. McDonnell Douglas: Amendment 39–8380. Docket 92–NM–88–AD. Supersedes AD 91–06–10, Amendment 39–6929.

Applicability: Model DC–9 and Model DC–9–80 series airplanes, and Model MD–88 airplanes; equipped with BFGoodrich, Aircraft Evacuation Systems (formerly Sargent Industries, Pico Division; formerly Pico, Inc.) evacuation slides, P/N 11331; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent obstruction or hindrance with the emergency evacuation of the airplane and possible injuries to the passengers and the crew, accomplish the following:

(a) For airplanes on which the evacuation slides have been modified in accordance with Section 2, Accomplishment Instructions, of BFGoodrich Service Bulletin 11331–25–226, Revision 2, dated January 4, 1991: Within 12 months after the effective date of this AD, modify the girt bar flap in accordance with Paragraph 2B of BFGoodrich Service Bulletin 11331–25–248, dated April 15, 1992.

(b) For airplanes on which the evacuation slides have not been modified in accordance with Section 2, Accomplishment Instructions, of BFGoodrich Service Bulletin 11331–25–226, Revision 2, dated January 4, 1991: Within 12 months after the effective date of this AD, install a new girt bar flap and firing line, and modify the valise, in accordance with Paragraph 2A of BFGoodrich Service Bulletin 11331–25–248, dated April 15, 1992.

(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, Los Angeles 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, Los Angeles ACO.

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

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The installation and modifications shall be done in accordance with BFGoodrich Service Bulletin 11331–25–248, dated April 15, 1992. 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 BFGoodrich Company, Aircraft Evacuation Systems, 3414 South 5th Street, Phoenix, Arizona 85040. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 20, 1992.

Issued in Renton, Washington, on September 8, 1992.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92–25115 Filed 10–15–92; 8:45 am]

BILLING CODE 4910–13–M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 210, 229, 230, 240, 249 and 260

[Release No. 33-6961, 34-31306, 39-2293]

RIN: 3235-AF63

Removal of Rule 504a

AGENCY: Securities and Exchange Commission.

ACTION: Final rules.

SUMMARY: The Securities and Exchange Commission ("Commission") today repealed Rule 504a under the Securities Act of 1933 ("Securities Act"). This action eliminates the availability of Rule 504-type offerings for blank check companies.

EFFECTIVE DATE: November 16, 1992. No offers or sales should be made pursuant to the exemption provided by Rule 504a after November 16, 1992.

FOR FURTHER INFORMATION CONTACT: Richard K. Wulff, (202) 272–2644, Office of Small Business Policy, Division of Corporation Finance, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549.

SUPPLEMENTARY INFORMATION: As part of the Small Business Initiatives adopted earlier this year,[1] the Commission expanded the exemption provided by Rule 504 [2] under Regulation D.[3] The expanded exemption provided by revised Rule 504 was not made available to blank check companies—development stage companies with no specific business plan or purpose or a business plan to engage in mergers or acquisitions with unidentified companies, or other entities. At the same time, the Commission proposed the repeal of Rule 504a,[4] a redesignation of previously existing Rule 504 made available for offerings by blank check companies.[5] The Commission today repealed Rule 504a.

I. Background

The SEC Small Business Initiatives, as initially proposed, included an expansion of the Rule 504 exemption from registration under the Securities Act of 1933 [6] which would have been available to all issuers. Based upon the Commission's experience, as well as concerns raised in the public comment process following the proposal of the Small Business Initiatives, revised Rule 504 was not made available to "blank check" companies. While the Rule as constituted prior to the revisions continued to be available to blank check companies—through the operation of redesignated Rule 504a—it was proposed that the availability of that exemption to blank check companies also be eliminated.

II. Repeal of Rule 504a

Blank check offerings have been found to be a common vehicle for fraud and manipulation. Focusing on demonstrated abuses in connection with blank check offerings, Congress, in the Securities Enforcement Remedies and Penny Stock Reform Act of 1990,[7] found that such offerings cause harm to investors and directed the Commission to adopt rules governing registration statements filed in connection with blank check offerings.[8] The Commission responded with the adoption of a special regulatory scheme for registered blank check offerings.[9]

The only commenter addressing the proposed repeal of Rule 504a supported the exclusion of blank check companies from Rule 504-type offerings. Based upon the factors discussed above and the lack of public comment in opposition to the proposal, the Commission today repealed Rule 504a. As a result of this action, as well as the provision in Rule 504 excluding development stage companies with no specific business plan or purpose or a business plan to engage in mergers or acquisitions with unidentified companies or other entities from the use of that exemption, blank

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[1] See Securities Act Release No. 6949 (July 30, 1992) [57 FR 36442].

[2] 17 CFR 230.504.

[3] 17 CFR 230.501 *et seq.*

[4] 17 CFR 230.504a.

[5] See Securities Act Release No. 6950 (July 30, 1992) [57 FR 36502].

[6] 15 U.S.C. 77a *et seq.*

[7] S.647, Public Law 101–429.

[8] See H.R. Rep. No. 101–617; 101 Cong., 2d Sess. 10–11, 15 (1990).

[9] See Securities Act Release No. 6932 (April 28, 1992).

check companies are now excluded from any Rule 504-type offerings.

III. Availability of the Final Regulatory Flexibility Analysis

The Commission has prepared a Final Regulatory Flexibility Analysis, pursuant to the requirements of the Regulatory Flexibility Act,[10] regarding the rule repealed today. A copy of the Final Regulatory Flexibility Analysis may be obtained from Twanna M. Young, Office of Small Business Policy, Division of Corporation Finance, Securities and Exchange Commission, 450 Fifth Street, NW., Stop 7–8, Washington, DC 20549, (202) 272–2644.

IV. Cost-Benefit Analysis

No specific empirical data was submitted in response to the Commission's invitation to provide information on the costs and benefits of the proposed revisions.

V. Effective Date

The repeal of Rule 504a is effective November 16, 1992. As such, no offers or sales should be made in reliance upon the exemption provided by Rule 504a after November 16, 1992.

VI. Statutory Basis, Text of Proposals and Authority

The amendments to the Commission's rules and forms are being adopted pursuant to sections 3(b), 6, 7, 8, 10, and 19(a) of the Securities Act.

List of Subjects

17 CFR Parts 210, 229, 230, 240 and 249

Reporting and recordkeeping requirements, Securities.

17 CFR Parts 260

Trusts and trustees.

For the reasons set out in the preamble, title 17, chapter II of the Code of Federal Regulations is amended as follows:

PART 230—GENERAL RULES AND REGULATIONS, SECURITIES ACT OF 1933

1. The authority citation for part 230 continues to read as follows:

Authority: 15 U.S.C. 77b, 77f, 77g, 77h, 77j, 77s, 7sss, 78c, 78l, 78m, 78n, 78*o*, 78w, 78*ll*(d), 79t, 80a-8, 80a-29, 80a-30, and 80a-37, unless otherwise noted.

§ 230.502 [Amended]

h2. In § 230.502 by amending paragraph (b)(1) by removing the words "§ 230.504a" and adding "§ 230.504" and in the note to paragraph (b) by removing the final sentence and in paragraph (c) by removing the words "§ 230.504a(b)(1)" and adding the words "§ 230.504(b)(1)" and in paragraph (d) by removing the words "§ 230.504a(b)(1)" and adding the words "230.504(b)(1)" and in the flush text of paragraph (d) by removing the words "§§ 230.502(b)(2)(vii) and 230.504a(b)(2)(ii) require" and adding the words "§ 230.502(b)(2)(vii) requires".

§ 230.504a [Removed]

3. By removing § 230.504a.

PART 210—FORM AND CONTENT OF AND REQUIREMENTS FOR FINANCIAL STATEMENTS, SECURITIES ACT OF 1933, SECURITIES EXCHANGE OF 1934, PUBLIC UTILITY HOLDING COMPANY ACT OF 1935, INVESTMENT COMPANY ACT OF 1940, AND ENERGY POLICY ACT OF 1975

4. The authority citation for part 210 continues to read as follows:

Authority: 15 U.S.C. 77f, 77g, 77h, 77j, 77s, 77aaa(25), 77aaa(26), 78*l*, 78m, 78n, 78*o*, 78w(a), 79e(a)(b), 79n, 79t, 80a-8, 80a-20, 80a-29, 80a-30, 80a-37, unless otherwise noted.

PART 229—STANDARD INSTRUCTIONS FOR FILING FORMS UNDER SECURITIES ACT OF 1933, SECURITIES EXCHANGE ACT OF 1934 AND ENERGY POLICY AND CONSERVATION ACT OF 1975—REGULATION S-K

5. The authority citation for part 229 continues to read as follows:

Authority: 15 U.S.C. 77e, 77f, 77g, 77h, 77j, 77k, 77s, 77aa(25), 77aa(26), 77ddd, 77eee, 77ggg, 77hhh, 77jjj, 77nnn, 77sss, 78*l*, 78m, 78n, 78*o*, 78w, 80a-8, 80a-29, 80a-30, 80a-37, 80b-11, unless otherwise noted.

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

6. The authority citation for Part 240 continues to read as follows:

Authority: 15 U.S.C. 77c, 77d, 77g, 77j, 77s, 77eee, 77ggg, 77nnn, 77sss, 77ttt, 78c, 78d, 78i, 78j, 78*l*, 78m, 78n, 78*o*, 78p, 78s, 78w, 78x, 78*ll*(d), 79*q*, 79t, 80a-20, 80a-23, 80a-29, 80a-37, 80b-3, 80b-4, and 80b-11, unless otherwise noted.

PART 249—FORMS, SECURITIES EXCHANGE ACT OF 1934

7. The authority for part 249 continues to read as follows:

Authority: 15 U.S.C. 78a, *et seq.*, unless otherwise noted.

PART 260—GENERAL RULES AND REGULATIONS, TRUST INDENTURE ACT OF 1939

8. The authority citation for part 260 continues to read as follows:

Authority: 15 U.S.C. 77eee, 77ggg, 77nnn, 77sss, 78*ll*(d), 80b-3, 80b-4, and 80b-11.

PARTS 210, 229, 230, 240, 249, and 260—[AMENDED]

9. In addition to the amendments set forth above, in 17 CFR parts 210, 229, 230, 240, 249, and 260 all references to "Rule 504 and 504a" are revised to read "Rule 504".

By the Commission.

Dated October 9, 1992.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 92-25078 Filed 10-15-92; 8:45 am]

BILLING CODE 8010-01-M

[10] 5 U.S.C. 604.

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Parts 19, 113, and 144

[T.D. 92-81]

RIN 1515-AA22

Duty-Free Stores; Delay of Effective Date

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Delay of effective date.

SUMMARY: By a final rule document published as T.D. 92-81 in the **Federal Register** on August 20, 1992 (57 FR 37692), the Customs Regulations were amended to designate duty-free stores as a new class of Customs bonded warehouse, to establish operating procedures for the administration of these facilities, and to incorporate such duty-free operating procedures into the regulations. These amendments were to have become effective on October 19, 1992.

However, Customs has now determined to reexamine several aspects of these regulations, in order to make certain that they are as effective as they can be in promoting the efficient operations of duty-free stores. Accordingly, in order to do this fairly, Customs finds it necessary to delay, until further notice, the effective date of the amendments pending a decision in this matter. Any determination to alter the final rule document will be handled in conformance with the applicable notice-and-comment requirements of the Administrative Procedure Act.

EFFECTIVE DATE: As of October 16, 1992, the effective date of the final rule published at 57 FR 37692 (August 20, 1992) is delayed until further notice.

FOR FURTHER INFORMATION CONTACT: Mike Brengle, Office of Cargo Enforcement and Facilitation, (202-927-0510).

Dated: October 13, 1992.

Karen J. Hiatt,

Acting Assistant Commissioner, Commercial Operations.

[FR Doc. 92-25211 Filed 10-15-92; 8:45 am]

BILLING CODE 4820-02-M

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

43-CFR Public Land Order 6951

[AK-932-4214-10; F-14829]

Withdrawal of Public Land for Anaktuvuk Pass Village Selection; Alaska

AGENCY: Bureau of Land Management, Interior.

ACTION: Public land order.

SUMMARY: This order withdraws approximately 960 acres of public land located within the Gates of the Arctic National Park from all forms of appropriation under the public land laws, including the mining and mineral leasing laws, pursuant to section 22 of the Alaska Native Claims Settlement Act. This action also reserves the land for selection by the Nunamiut Corporation, the village corporation for Anaktuvuk Pass. This withdrawal is for a period of 120 days; however, any land selected shall remain withdrawn by the order until conveyed. Any land described herein that is not selected by the corporation will remain withdrawn as part of the Gates of the Arctic National Park pursuant to the Alaska National Interest Lands Conservation Act.

EFFECTIVE DATE: October 16, 1992.

FOR FURTHER INFORMATION CONTACT: Sandra C. Thomas, BLM Alaska State Office, 222 W. 7th Avenue, No. 13, Anchorage, Alaska 99513-7599, 907-271-5477.

By virtue of the authority vested in the Secretary of the Interior by section 22(j)(2) of the Alaska Native Claims Settlement Act, 43 U.S.C. 1621(j)(2) (1988), it is ordered as follows:

1. Subject to valid existing rights, the following described public land located within the Gates of the Arctic National Park is hereby withdrawn from all forms of appropriation under the public land laws, including the mining and mineral leasing laws, and is hereby reserved for selection under section 12 of the Alaska Native Claims Settlement Act, 43 U.S.C. 1611 (1988), by the Nunamiut Corporation, the village corporation for Anaktuvuk Pass:

Umiat Meridian

T. 16 S., R. 2 E., (Partly Unsurveyed)
sec. 4;
sec. 5, E½.

The area described contains approximately 960 acres.

2. Prior to conveyance of any of the land withdrawn by this order, the land shall be subject to administration by the Secretary of the Interior under applicable laws and regulations, and his authority to make contracts and to grant leases, permits, rights-of-way, or easements shall not be impaired by this withdrawal.

3. This order constitutes final withdrawal action by the Secretary of the Interior under section 22(j)(2) of the Alaska Native Claims Settlement Act, 43 U.S.C. 1621(j)(2) (1988), to make land available for selection by the Nunamiut Corporation to fulfill the entitlement of the village for Anaktuvuk Pass under section 12 and section 14(a) of the Alaska Native Claims Settlement Act, 43 U.S.C. 1611 and 1613 (1988).

4. This withdrawal will terminate 120 days from the effective date of this order; provided, any land selected shall remain withdrawn pursuant to this order until conveyed. Any land described in this order not selected by the corporation shall remain withdrawn as part of the Gates of the Arctic National Park, pursuant to section 206 of the Alaska National Interest Lands Conservation Act, 16 U.S.C. 410(hh-5) (1988).

5. It has been determined that this action is not expected to have any significant effect on subsistence uses and needs pursuant to section 810(c) of the Alaska National Interest Lands Conservation Act, 16 U.S.C. 3120(c) (1988) and this action is exempted from the National Environmental Policy Act of 1969, 83 Stat 852, by section 910 of the ANILCA, 43 U.S.C. 1638 (1988).

Dated: October 8, 1992.

Dave O'Neal,

Assistant Secretary of the Interior.

[FR Doc. 92-25158 Filed 10-15-92; 8:45 am]

BILLING CODE 4310-JA-M

FEDERAL COMMUNICATION COMMISSION

47 CFR Part 1

[FCC 92-448]

Policy Regarding Character Qualifications in Broadcast Licensing

AGENCY: Federal Communications Commission.

ACTION: Final rule; petitions for further reconsideration or clarification.

SUMMARY: In response to several petitions for reconsideration and clarification, the Commission's Memorandum Opinion and Order relaxes the litigation reporting requirements for broadcast licensees, permittees and applicants by: (a) Modifying the rules to require broadcasters to report relevant non-FCC adjudications on an annual basis rather than within 90 days of becoming knowledgeable of such adjudications; (b) eliminating the requirement that broadcast applicants report pending litigation; (c) modifying the litigation reporting requirements as they apply to licensee principals who have attributable interests in other entities; and (d) modifying the litigation reporting requirements regarding parent corporations and related subsidiaries. This action will reduce unnecessary burdens on broadcasters and eliminate the filing of information not deemed relevant to the Commission's character concerns.

EFFECTIVE DATE: January 14, 1992.

FOR FURTHER INFORMATION CONTACT: Peter A. Tenhula, Office of General Counsel, Federal Communications Commission (202) 254-6530 or James J. Brown, Mass Media Bureau, Federal Communications Commission (202) 632-6993.

SUPPLEMENTARY INFORMATION: A summary of the Commission's Memorandum Opinion and Order (MO&O), adopted September 18, 1992 and released October 9, 1992, is set forth below. The full text of this document is available for inspection and copying during normal business hours in the Administrative Law Division, Office of General Counsel (Rm. 616), 1919 M Street, NW., Washington, DC. The full text may also be purchased from the Commission's copy contractor, Downtown Copy Center, 1114 21st Street, NW., Washington, DC 20036, (202) 452-1422.