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# federal register

Tuesday
November 21, 1995

Briefings on How To Use the Federal Register
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WHO: Sponsored by the Office of the Federal Register.

WHAT: Free public briefings (approximately 3 hours) to present:
1. The regulatory process, with a focus on the Federal Register system and the public's role in the development of regulations.
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3. The important elements of typical Federal Register documents.
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WHY: To provide the public with access to information necessary to research Federal agency regulations which directly affect them. There will be no discussion of specific agency regulations.

### WASHINGTON, DC

[Two Sessions]

WHEN: November 28 at 9:00 am
December 5 at 9:00 am

WHERE: Office of the Federal Register Conference Room, 800 North Capitol Street, NW., Washington, DC (3 blocks north of Union Station Metro)

RESERVATIONS: 202–523–4538

### LONG BEACH, CA

WHEN: December 12, 1995 at 9:00 am

WHERE: Glenn M. Anderson Federal Building, Conference Room—Room 3470, 501 West Ocean Boulevard, Long Beach, CA 90802

RESERVATIONS: 310–980–3447

### SEATTLE, WA

[Two Sessions]

WHEN: December 13, 1995 at 9:00 am and 1:00 pm

WHERE: National Archives—Pacific Northwest Region, Conference Room, 6125 Sand Point Way, NE., Seattle, WA 98115

RESERVATIONS: 206–526–6507

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Free Electronic Bulletin Board service for Public Law numbers, Federal Register finding aids, and a list of documents on public inspection is available on 202–275–1538 or 275–0920.

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Federal Register
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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 TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

**[Docket No. 95–ANE–39; Amendment 39–9423; AD 95–23–03]**

## Airworthiness Directives; General Electric Company CF6 Series Turbofan Engines

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to General Electric Company (GE) CF6 series turbofan engines, that currently requires initial and repetitive ultrasonic and eddy current inspections of a certain population of high pressure compressor rotor (HPCR) stage 3–9 spools for cracks. This amendment retains the inspection requirements of the current AD, but would accelerate the inspection schedule for parts affected by the current AD, require initial and repetitive inspections of an expanded population of HPCR stage 3–9 spools installed on GE CF6–45/–50/–80A engines, include HPCR stage 3–9 spools installed on GE CF6–80C2 series engines, and require reporting to the FAA the results of inspections that equal or exceed the reject criteria. This amendment is prompted by recent field experience and the associated engineering investigation, which indicate that cracks are likely to develop in a larger population of parts than previously thought. The actions specified by this AD are intended to prevent HPCR stage 3–9 spool cracking and separation, which can result in an uncontained engine failure and aircraft damage.

**DATES:** *Effective:* December 6, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 6, 1995.

Comments for inclusion in the Rules Docket must be received on or before January 22, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–ANE–39, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7136, fax (617) 238–7199.

**SUPPLEMENTARY INFORMATION:** On January 31, 1995, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 95–03–01, Amendment 39–9138 (60 FR 8930, February 16, 1995), applicable to General Electric Company (GE) CF6–45/–50/–80A series turbofan engines, to require initial and repetitive ultrasonic and eddy current inspections of a certain population of high pressure compressor rotor (HPCR) stage 3–9 spools for cracks. That action was prompted by a finding of several cracked parts in service. That condition, if not corrected, could result in HPCR stage 3–9 spool cracking and separation, which can result in an uncontained engine failure and aircraft damage.

Since the issuance of that AD, the FAA has received a report of an in-service uncontained failure of an HPCR stage 3–9 spool. The investigation revealed that the uncontained failure was caused by a crack that developed from the same metallurgical condition which prompted the current AD. However, this spool was not part of the population required to be inspected by the current AD. Further investigation has indicated that the scope of the current AD should be expanded to include other HPCR stage 3–9 spools installed on GE CF6–45/–50/–80A engines, and also HPCR stage 3–9 spools installed on GE CF6–80C2 series engines, and that the inspection schedule for the spools affected by the current AD should be accelerated. This new inspection program is based on current field experience, knowledge of the manufacturing processes used to produce the HPCR stage 3–9 spools, and the operating conditions which these spools are exposed to in the different GE CF6 series engines. In addition, the FAA has determined that it is necessary to require operators to submit the findings of these inspections in order to further analyze this situation. The FAA may revise this AD based on the results of these inspections.

The FAA has reviewed and approved the technical contents of the following GE service bulletins (SB's): CF6–50 SB No. 72–1108, Original, dated November 6, 1995; CF6–80A SB No. 72–678, Original, dated November 6, 1995; CF6–80C2 SB No. 72–812, Original, dated November 6, 1995, and Table 801 of GE CF6–50 Shop Manual GEK 50481, Temporary Revision 05–0011, dated November 3, 1995. These SB's describe procedures for eddy current and ultrasonic inspections of HPCR stage 3–9 spools for cracks.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 95–03–01 to retain the inspection requirements of the current AD, but would accelerate the inspection schedule for parts affected by the current AD, require initial and repetitive inspections of an expanded population of HPCR stage 3–9 spools installed on GE CF6–45/–50/–80A engines, include HPCR stage 3–9 spools installed on GE CF6–80C2 series engines, and require reporting to the FAA the results of inspections that equal or exceed the reject criteria. The actions are required to be accomplished in accordance with the SB's described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public 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 flight safety and, thus, was not preceded by notice and an opportunity for public 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 under the caption **ADDRESSES.** All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–ANE–39.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 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 U.S.C. 106(g), 40101, 40113, 44701.

### § 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39–9138 (60 FR 8930, February 16, 1995), and by adding a new airworthiness directive, Amendment 39–9423, to read as follows:

95–23–03 General Electric Company: Amendment 39–9423. Docket 95–ANE–39. Supersedes AD 95–03–01, Amendment 39–9138.

*Applicability:* General Electric Company (GE) CF6–45/–50/–80A/–80C2 series turbofan engines installed with High Pressure Compressor Stage 3–9 Spools, Part Numbers (P/Ns) 1333M66G01, 1333M66G03; 1333M66G07, 1333M66G09, 1781M52P01, 1781M53G01,1854M95P01, 1854M95P02, 1854M95P03, 1854M95P04, 1854M95P05, 1854M95P06; 9136M89G02, 9136M89G03, 9136M89G06, 9136M89G07, 9136M89G08, 9136M89G09, 9136M89G10, 9136M89G11, 9136M89G17, 9136M89G18, 9136M89G19, 9136M89G20, 9136M89G21, 9136M89G22, 9136M89G27, 9253M85G01, 9253M85G02, 9273M14G01, 9331M29G01, and 9380M28P05 installed on, but not limited to, Airbus A300 and A310 series, Boeing 747 and 767 series, and McDonnell Douglas DC–10 and MD–11 series aircraft.

Note: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 (o) to request approval from the Federal Aviation Administration (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 engine from the applicability of this AD.

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

To prevent high pressure compressor rotor (HPCR) stage 3–9 spool cracking and separation, which can result in an uncontained engine failure and aircraft damage, accomplish the following:

(a) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, with Part Numbers (P/N's) 9136M89G08, 9253M85G02, 9273M14G01, and 9331M29G01, with serial Numbers (S/N) listed in Table 801 of GE CF6–50 Shop Manual GEK 50481, Temporary Revision 05–0011, dated November 3, 1995; and with P/N's 9136M89G02 and 9136M89G06, installed in GE CF6–45/–50 series engines. Perform the inspections in accordance with GE CF6–50 Service Bulletin (SB) No. 72–1108, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools with 3,000 or more cycles in service (CIS) on the effective date of this AD since last inspection in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; or GE CF6–50 SB No. 72–1008, Original; or GE CF6–50 SB No. 72–1108, Original; inspect prior to exceeding 500 CIS after the effective date of this AD, or 4,000 CIS since last inspection, whichever occurs first.

(2) For HPCR stage 3–9 spools with less than 3,000 CIS since last inspection in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2, or GE CF6–50 SB No. 72–1008, Original; or GE CF6–50 SB No. 72–1108, Original; inspect at the earliest occurrence of the following after the effective date of this AD: the next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(3) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; or GE CF6–50 SB No. 72–1008, Original; or GE CF6–50 SB No. 72–1108, Original; on the effective date of this AD, inspect prior to exceeding 30 days from the effective date of this AD.

(4) Thereafter, reinspect HPCR stage 3–9 spools for cracks at intervals not to exceed the earliest occurrence of the following: the

next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(5) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–50 SB No. 72–1108, Original, dated November 6, 1995, and replace with a serviceable part.

(b) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, with P/N's 9136M89G08, 9253M85G02, 9273M14G01, and 9331M29G01, with S/N not listed in Table 801 of GE CF6–50 Shop Manual GEK 50481, Temporary Revision 05–0011, dated November 3, 1995; and with P/N's 9136M89G03, 9136M89G07, 9136M89G09, 9136M89G17, 9136M89G18, and 9253M85G01, installed in GE CF6–45/–50 series engines. Perform the inspections in accordance with GE CF6–50 SB No. 72–1108, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; or GE CF6–50 SB No. 1008, Original; or GE CF6–50 SB No. 72–1108, Original; on the effective date of this AD, inspect either at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 cycles since new (CSN), or the next shop visit after accumulating 2,000 CIS since last inspection and more than 4,000 CSN, whichever occurs first.

(2) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; or GE CF6–50 SB No. 1008, Original; or GE CF6–50 SB No. 72–1108, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or at the next shop visit after accumulating 4,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed either the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 CSN, or the next shop visit after accumulating 2,000 CIS since last inspection and more than 4,000 CSN, whichever occurs first.

(4) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–50 SB No. 72–1108, Original, dated November 6, 1995, and replace with a serviceable part.

(c) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, with P/N's 9136M89G19, 9136M89G21, 9136M89G22, and 9136M89G27, installed in GE CF6–45/–50 series engines, in accordance with GE CF6–50 SB No. 72–1108, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; or GE CF6–50 SB No. 1008, Original; or GE CF6–50 SB No. 72–1108, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 CSN.

(2) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–50 SB No. 72–888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; or GE CF6–50 SB No. 1008, Original, or GE CF6–50 SB No. 72–1108, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 4,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 CSN.

(4) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–45/50 SB No. 72–1108, Original, dated November 6, 1995, and replace with a serviceable part.

(d) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, P/N 9136M89G10 with the following S/N's: MPOM0054, MPOM7090, MPOM8303, MPOM8304, MPOM9263, MPOM9264, MPON0054, MPON0071, MPON0072, MPON1643, MPON4251, and MPON4253; installed in GE CF6–80A/–80A1/–80A2/–80A3 model engines. Perform the inspections in accordance with GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools with 3,000 or more CIS on the effective date of this AD since last inspection in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; inspect prior to exceeding 500 CIS after the effective date of this AD, or 4,000 CIS since last inspection, whichever occurs first.

(2) For HPCR stage 3–9 spools with less than 3,000 CIS on the effective date of this AD since last inspection in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; inspect at the earliest occurrence of the following after the effective date of this AD: the next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(3) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; on the effective date of this AD, inspect prior to exceeding 30 days from the effective date of this AD.

(4) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed the earliest occurrence of the following: the next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(5) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, and replace with a serviceable part.

(e) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, P/N 9136M89G10 with S/N's other than those listed in paragraph (d) of this AD, and P/N 9136M89G11, installed in GE CF6–80A/–80A2 model engines, in accordance with GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; inspect either at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 1,500 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(2) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 5,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed either the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 1,500 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(4) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, and replace with a serviceable part.

(f) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, P/N 9136M89G10 with S/N's other than those listed in paragraph (d) of this AD, installed in GE CF6–80A1/–80A3 model engines, in accordance with GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; inspect either at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 2,000 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(2) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 5,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed either the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 2,000 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(4) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, and replace with a serviceable part.

(g) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, P/N's 9136M89G20, 9136M89G21, 9136M89G22, and 9136M89G27, installed in GE CF6–80A/–80A1/–80A2/–80A3 model engines, in accordance with GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; inspect at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN.

(2) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–80A SB No. 72–500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6–80A SB No. 72–678, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 5,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN.

(4) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–80A SB No. 72–678, Original, dated November 6, 1995, and replace with a serviceable part.

(h) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, P/N's 1781M52P01, 1854M95P02, 1854M95P05, and 9380M28P05, installed in GE CF6–80C2 series engines, in accordance with GE CF6–80C2 SB No. 72–812, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have not been previously inspected in accordance with GE CF6–80C2 SB No. 72–418, Original, Revision 1, Revision 2, or Revision 3; or GE CF6–80C2 SB No. 72–758, Original; or GE CF6–80C2 SB No. 72–812, Original; inspect at the next shop visit. However, no uninspected HPCR stage 3–9 spools with more than 8,000 CSN are to remain in service after May 15, 1996; and further no uninspected HPCR stage 3–9 spools with more than 3,500 CSN are to remain in service after May 15, 1997.

(2) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–80C2 SB No. 72–418, Original, Revision 1, Revision 2, Revision 3, or GE CF6–80C2 SB No. 72–758, Original; or GE CF6–80C2 SB No. 72–812, Original; inspect at the earliest occurrence after the effective date of this AD of the following: the next piece-part or core module exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 1,500 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection after May 15, 1997.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed the earliest occurrence of the following: the next piece-part or core module exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 1,500 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(4) For inspections accomplished in accordance with paragraphs (h)(1), (h)(2), or (h)(3) of this AD, at the first piece-part exposure, perform the inspection at the piece-part level. Otherwise the inspection may be performed at either the piece-part or the core module level.

(5) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–80C2 SB No. 72–812, Original, dated November 6, 1995, and replace with a serviceable part.

(i) Eddy current and ultrasonic inspect for cracks HPCR stage 3–9 spools, P/N's 1333M66G01, 1333M66G03, 1333M66G07, 1333M66G09, 1781M53G01, 1854M95P01, 1854M95P03, 1854M95P04, and 1854M95P06, installed in GE CF6–80C2 series engines, in accordance with GE CF6–80C2 SB No. 72–812, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3–9 spools that have been inspected in accordance with GE CF6–80C2 SB No. 72–418, Original, Revision 1, Revision 2, Revision 3, or GE CF6–80C2 SB No. 72–758, Original; or GE CF6–80C2 SB No. 72–812, Original; inspect at the next piece-part or core module exposure after accumulating 1,000 CIS since last inspection and more than 3,000 CSN.

(2) For HPCR stage 3–9 spools that have not been inspected in accordance with GE CF6–80C2 SB No. 72–418, Original, Revision 1, Revision 2, Revision 3, or GE CF6–80C2 SB No. 72–758, Original; or GE CF6–80C2 SB No. 72–812, Original; on the effective date of this AD, inspect at the next piece-part or core module exposure after accumulating 1,000 CSN, or at the next shop visit after accumulating 3,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3–9 spools at intervals not to exceed either the next core module exposure or piece-part exposure after accumulating 1,000 CIS since last inspection and more than 3,000 CSN.

(4) For inspections accomplished in accordance with paragraph (i)(1), (i)(2), or (i)(3) of this AD, at the first piece-part exposure, perform the inspection at the piece-part level. Otherwise the inspection may be performed at either the piece-part or the core module level.

(5) Remove from service prior to further flight HPCR stage 3–9 spools that equal or exceed the reject criteria established by GE CF6–80C2 SB No. 72–812, Original, dated November 6, 1995, and replace with a serviceable part.

(j) Report within 24 hours of inspection the results of inspections that equal or exceed the reject criteria to: Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7136, fax (617) 238–7199, as follows:

(1) Engine model in which the HPCR stage 3–9 spool was installed;

(2) P/N;

(3) S/N;

(4) Part CSN;

(5) Part CIS since last inspection; and

(6) Date and location of inspection.

Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120–0056.

(k) For the purpose of this AD, a serviceable part for installation in an engine is defined as an HPCR stage 3–9 spool with less than 1,000 CSN or with less than 1,000 CIS since last inspection in accordance with the following SB's, as applicable: GE CF6–50 SB No. 72–888, Revision 3, Revision 4, or Revision 5; GE CF6–50 SB No. 72–1000, Original, Revision 1, or Revision 2; GE CF6–50 SB No. 72–1108, Original; GE CF6–80A SB No. 72–500, Revision 3, Revision 4, or Revision 5; GE CF6–80A SB No. 72–583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; GE CF6–80A SB No. 72–678, Original; GE CF6–80C2 SB No. 72–418, Revision 2 or Revision 3; GE CF6–80C2 SB No. 72–758, Original; or GE CF6–80C2 SB No. 72–812, Original.

(l) For the purpose of this AD, core module exposure is defined as separation of the fan module from the engine.

(m) For the purpose of this AD, piece-part exposure is defined as disassembly and removal of the stage 3–9 spool from the HPCR.

(n) For the purpose of this AD, a shop visit is defined as the introduction of an engine into a shop where the separation of a major

engine flange will occur after the effective date of this AD.

(o) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(p) 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 aircraft to a location where the requirements of this AD can be accomplished.

(q) The actions required by this AD shall be done in accordance with the following service documents:

| Document No. | Pages | Revision | Date |
|---|---|---|---|
| GE CF6–50 SB No. 72–1108 Total pages: 6. | 1–6 | Original | Nov. 6, 1995. |
| GE CF6–80A SB No. 72–678 Total pages: 6. | 1–6 | Original | Nov. 6, 1995. |
| GE CF6–80C2 SB No. 72–812 | 1–6 | Original | Nov. 6, 1995. |
| CF6–50 Engine Task Numbered Shop Manual Temporary Revision 05–0011 Total pages: 4. | 1–4 | ..... | Nov. 3, 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. Copies may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(r) This amendment becomes effective on December 6, 1995.

Issued in Burlington, Massachusetts, on November 13, 1995.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 95–28527 Filed 11–20–95; 8:45 am]

BILLING CODE 4910–13–U

# Notices

Federal Register
Vol. 60, No. 224
Tuesday, November 21, 1995

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

## DEPARTMENT OF JUSTICE

### Drug Enforcement Administration

**[DEA No. 134F]**

### Controlled Substances: Established Initial 1996 Aggregate Production Quotas

**AGENCY:** Drug Enforcement Administration (DEA), Justice.

**ACTION:** Notice of aggregate production quotas for 1996.

**SUMMARY:** This notice establishes initial 1996 aggregate production quotas for some controlled substances in Schedules I and II of the Controlled Substances Act (CSA).

**EFFECTIVE DATE:** This order is effective upon November 21, 1995.

**FOR FURTHER INFORMATION CONTACT:** Howard McClain, Jr., Chief, Drug & Chemical Evaluation Section, Drug Enforcement Administration, Washington, DC 20537, Telephone: (202) 307–7183.

**SUPPLEMENTARY INFORMATION:** Section 306 of the CSA (21 U.S.C. 826) requires the Attorney General to establish aggregate production quotas for controlled substances in Schedules I and II each year. This responsibility has been delegated to the Administrator of the DEA pursuant to Section 0.100 of Title 28 of the Code of Federal Regulations. The Administrator, in turn, has redelegated this function to the Deputy Administrator of the DEA pursuant to Section 0.104 of Title 28 of the Code of Federal Regulations.

On July 27, 1995, a notice of the proposed initial 1996 aggregate production quotas for certain controlled substances in Schedules I and II was published in the Federal Register (60 FR 38576). All interested persons were invited to comment on or object to the proposed aggregate production quotas on or before August 28, 1995. The following comments were received.

A company commented that the proposed initial 1996 aggregate production quotas for dihydrocodeine, hydrocone and noroxymorphone (for conversion), are insufficient to provide for the estimated medical needs of the United States, estimated export requirements and for the establishment and maintenance of reserve stocks. The company's comments are based on their actual 1995 and projected 1996 domestic sales and 1995 manufacturing quotas. After reviewing the company's current 1995 and forecasted 1996 sales and inventory levels, the DEA determined that the initial 1996 aggregate production quotas for dihydrocodeine, hydrocodone and noroxymorphone (for conversion) must be increased to meet the 1996 medical needs of the United States, and are adjusted accordingly.

Several companies commented that the proposed initial 1996 aggregate production quota for amphetamine is insufficient to provide for the estimated medical, scientific, research and industrial needs of the United States, estimated export requirements and for the establishment and maintenance of reserve stocks. The company comments are based on their actual 1995 sales, projected 1996 sales and exports, projected 1995 and 1996 inventories and 1996 research requirements.

Based on 1995 manufacturing quotas, the 1996 Food and Drug Administration estimate for amphetamine and projected 1996 inventories, the DEA increased the initial 1996 aggregate production quota for amphetamine. The DEA received no comments regarding the proposed aggregate production quotas for any other substances in schedule I or II.

The Office of Management and Budget has determined that notices of aggregate production quotas are not subject to centralized review under Executive Order 12866. This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this matter does not have sufficient Federalism implications to warrant the preparation of a Federalism Assessment.

The Deputy Administrator hereby certifies that this action has no significant impact upon small entities whose interest must be considered under the Regulatory Flexibility Act, 5 U.S.C. 601, et seq. The establishment of annual aggregate production quotas for Schedules I and II controlled substances is mandated by law and by international treaty obligations. While aggregate production quotas are of primary importance to large manufactures, their impact upon small entities is neither negative nor beneficial. Accordingly, the Deputy Administrator determined that this action does not require a regulatory flexibility analysis.

Therefore, under the authority vested in the Attorney General by Section 306 of the Controlled Substances Act of 1970 (21 U.S.C. 826), delegated to the Administrator of the DEA by Section 0.100 of Title 28 of the Code of Federal Regulations, and redelegated to the Deputy Administrator, pursuant to Section 0.104 of Title 28 of the Code of Federal Regulations, the Deputy Administrator hereby orders that the 1996 initial aggregate production quotas, expressed in grams of anhydrous base, be established as follows.

[In grams]

| Basic class | Established initial 1996 quotas |
|---|---|
| Schedule I: | |
| Acetylmethadol | 7 |
| Alphacetylmethadol | 7 |
| Aminorex | 7 |
| Cathinone | 9 |
| Difenoxin | 14,000 |
| Dihydromorphine | 7 |

[In grams]

| Basic class | Established initial 1996 quotas |
|---|---|
| 2,5-Dimethoxyamphetamine | 10,650,000 |
| N,N-Dimethylamphetamine | 7 |
| Ethylamine Analog of Phencyclidine | 5 |
| N-Ethylamphetamine | 7 |
| Lysergic Acid Diethylamide | 58 |
| Mescaline | 7 |
| Methaqualone | 17 |
| Methacathinone | 9 |
| 4-Methoxyamphetamine | 17 |
| 4-Methylaminorex | 2 |
| 3-Methylfentanyl | 14 |
| 3,4-Methylenedioxyamphetamine | 17 |
| 3,4-Methylenedioxy-N-ethylamphetamine | 27 |
| 3,4-Methylenedioxymethamphetamine | 42 |
| Normethadone | 7 |
| Normorphine | 7 |
| Psilocybin | 2 |
| Psilocyn | 2 |
| Tetrahydrocannabinols | 55,100 |
| Schedule II: | |
| Alfentanil | 8,500 |
| Amobarbital | 15 |
| Amphetamine (includes the d,1-, d- and 1- forms of amphetamine | 1,863,200 |
| Cocaine | 550,040 |
| Codeine (for sale) | 58,395,000 |
| Codeine (for conversion) | 16,632,000 |
| Desoxyephedrine (1,000,000 grams of levo-desoxyephedrine for use in a non-controlled, non-prescription product and 44,000 grams for methamphetamine) | 1,044,000 |
| Dextropropoxyphene | 118,066,000 |
| Dihydrocodeine | 116,000 |
| Diphenoxylate | 1,063,000 |
| Ecgonine (for conversion) | 650,100 |
| Ethylmorphine | 12 |
| Fentanyl | 120,100 |
| Hydrocodone (for sale) | 10,575,000 |
| Hydrocodone (for conversion) | 2,800,000 |
| Hydromorphone | 448,000 |
| Isomethadone | 12 |
| Levo-alpha-acetylmethadol | 200,000 |
| Levorphanol | 14,300 |
| Meperidine | 10,822,000 |
| Methadone (for sale) | 4,551,000 |
| Methadone (for conversion) | 364,000 |
| Methadone Intermediate (for conversion) | 5,534,000 |
| Methamphetamine (for conversion) | 723,000 |
| Methylphenidate | 10,291,000 |
| Morphine (for sale) | 12,450,00 |
| Morphine (for conversion) | 76,735,000 |
| Noroxymorphone (for sale) | 2,000 |
| Noroxymorphone (for conversion) | 3,400,000 |
| Opium | 1,226,000 |
| Oxycodone (for sale) | 5,571,000 |
| Oxycodone (for conversion) | 37,300 |
| Oxymorphone | 11,200 |
| Pentobarbital | 15,100,000 |
| Phencyclidine | 40 |
| Phenylacetone | 5,280,000 |
| 1-Phenylcyclohexylamine | 10 |
| 1-Piperidinocyclohexanecarbonitrile | 12 |
| Secobarbital | 400,000 |
| Sufentanil | 1,000 |
| Thebaine | 9,217,000 |

Dated: November 16, 1995.

Stephen H. Greene,

*Deputy Administrator.*

[FR Doc. 95–28550 Filed 11–20–95; 8:45 am]

**BILLING CODE 4410–09–M**

federal register

Tuesday
November 21, 1995

# Part II

# The President

Proclamation 6850—National Great American Smokeout Day, 1995

Proclamation 6851—National Farm-City Week, 1995

Proclamation 6852—National Family Week, 1995

Executive Order 12980—Further Amendment to Executive Order No. 12852, as Amended

Federal Register
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# Presidential Documents

Title 3—

The President

Proclamation 6850 of November 15, 1995

## National Great American Smokeout Day, 1995

By the President of the United States of America

A Proclamation

Children are our Nation's most precious resource and most sacred obligation. And all of us—whether parents or guardians, teachers or coaches, ministers or rabbis, friends or government officials—can play a role in nurturing young people and working to ensure their future health and happiness. Our children look to us for guidance, and we must do all we can to provide them with examples of personal responsibility and good citizenship.

Yet, every day, some 3,000 young Americans become regular smokers, falling victim to negative influences and provocative advertisements and putting themselves at risk of the diseases caused by nicotine addiction. Nearly 1,000 of these children will die prematurely, joining the more than 400,000 Americans who lose their lives to tobacco-related illnesses each year. For a country so deeply devoted to the protection of children, such numbers are a national tragedy.

Recognizing the vital need to reverse these devastating statistics, my Administration has proposed measures to limit children's access to tobacco products and to reduce tobacco's appeal. In seeking to protect our children, we join the countless caring citizens who are observing the ''Great American Smokeout,'' a nationwide effort to raise awareness of nicotine addiction and the deadly risks associated with tobacco use. Working together on this day and every day throughout the year, we can create a brighter, healthier future for young Americans.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim November 16, 1995, as National Great American Smokeout Day. I call upon all Americans to join together in an effort to educate our children about the dangers of tobacco use, and I urge smokers and non-smokers alike to take this opportunity to begin healthier lifestyles that set a positive example for young people.

IN WITNESS WHEREOF, I have hereunto set my hand this fifteenth day of November, in the year of our Lord nineteen hundred and ninety-five, and of the Independence of the United States of America the two hundred and twentieth.

William J. Clinton

[FR Doc. 95–28627
Filed 11–20–95; 11:46 am]
Billing code 3195–01–P

# Presidential Documents

Proclamation 6851 of November 15, 1995

## National Farm-City Week, 1995

By the President of the United States of America

A Proclamation

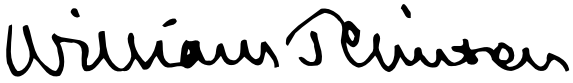
When America was a new country, farms were many and small. Farmers and their families used most of what they produced, and the rest was usually sold locally. Even in 1862, when Abraham Lincoln created the Department of Agriculture, 60 percent of our labor force gained their livelihood on the farm.

Today, while less than 2 percent of American workers are actually employed on farms, thanks to new approaches and advanced technologies, our farmers feed not only the people of the United States, but also much of the world. Agriculture remains our Nation's number one industry, generating $1 trillion in economic activity every year—over 15 percent of our gross domestic product—and it is our largest employer, providing 21 million jobs.

This prosperity is due in large part to farm-city partnerships. From the sowing of crops to the purchasing of food and fiber in urban supermarkets, a network of farmers, agribusiness industries, carriers and shippers, scientists, retail distributors, and consumers has cooperated to ensure that our food supply is safe, affordable, and nutritious. As we gather with family and friends during this special week, let us give thanks for the blessings of our lives, for America's agricultural richness, and for the collaboration among rural and urban communities that makes so much of this bounty possible.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, by virtue of the authority vested in my by the Constitution and laws of the United States, do hereby proclaim November 17 through November 23, 1995, as National Farm-City Week. I call upon citizens in urban, suburban, and rural areas throughout the Nation to acknowledge the achievements of those who work together to promote America's agricultural abundance.

IN WITNESS WHEREOF, I have hereunto set my hand this fifteenth day of November, in the year of our Lord nineteen hundred and ninety-five, and of the Independence of the United States of America the two hundred and twentieth.



[FR Doc. 95–28628
Filed 11–20–95; 11:47 am]
Billing code 3195–01–P

# Presidential Documents

Proclamation 6852 of November 15, 1995

## National Family Week, 1995

By the President of the United States of America

A Proclamation

Blessed with an extraordinary diversity of people from every culture and nation around the globe, the United States has always drawn strength from our citizens' shared commitment to the importance of family life. The family is society's most basic unit, daily providing the acceptance, love, and reassurance that enable each of us to flourish and succeed. It creates the earliest and strongest bonds between individuals—bonds that we seek to build upon to improve our Nation as a whole.

Families are where we first learn important lessons about responsibility and where we absorb the ideals and traditions that define our unique American character. Yet we must do more to address the variety of troubles, such as substance abuse, domestic violence, and teenage pregnancy that have placed strains on the American family and threaten the well-being of our young people. At the same time, our efforts to combat crime and poverty cannot fully succeed until we rebuild our families and renew our commitment to their progress. A strong network of community, State, and national partnerships can also help families to face the challenges of everyday life.

This week, as young and old gather around the Thanksgiving table, it is crucial that we embrace and empower American families, offering them the opportunities they need to thrive and grow. Let us each take time to appreciate the value of our family relationships and rededicate ourselves to building essential ties of kinship among all people.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim November 19 through November 25, 1995, as National Family Week. I call upon Federal, State, and local officials to honor American families with appropriate ceremonies and programs; I encourage educators, community organizations, and religious leaders to celebrate the moral and spiritual strength to be drawn from family relationships; and I urge all the people of the United States to reaffirm their own familial bonds and to reach out to others in friendship and goodwill.

IN WITNESS WHEREOF, I have hereunto set my hand this fifteenth day of November, in the year of our Lord nineteen hundred and ninety-five, and of the Independence of the United States of America the two hundred and twentieth.

William J. Clinton

[FR Doc. 95–28629

Filed 11–20–95; 11:48 am]

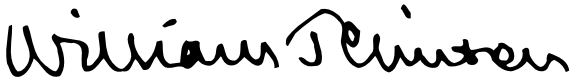
Billing code 3195–01–P

# Presidential Documents

Executive Order 12980 of November 17, 1995

## Further Amendment to Executive Order No. 12852, as Amended

By the authority vested in me as President by the Constitution and the laws of the United States of America, and in order to add four more members to the President's Council on Sustainable Development, it is hereby ordered that Executive Order No. 12852, as amended, is further amended by deleting the number ''25'' in section 1 of the order and inserting the number ''29'' in lieu thereof.



THE WHITE HOUSE,
*November 17, 1995.*

[FR Doc. 95–28630
Filed 11–20–95; 11:48 am]
Billing code 3195–01–P

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**H.R. 1103/P.L. 104–48**

Perishable Agricultural Commodities Act Amendments of 1995 (Nov. 15, 1995; 109 Stat. 424)

**H.R. 1715/P.L. 104–49**

Respecting the relationship between workers' compensation benefits and the benefits available under the Migrant and Seasonal Agricultural Worker Protection Act. (Nov. 15, 1995; 109 Stat. 432)

**H.R. 2002/P.L. 104–50**

Department of Transportation and Related Agencies Appropriations Act, 1996 (Nov. 15, 1995; 109 Stat. 436)

**S. 457/P.L. 104–51**

To amend the Immigration and Nationality Act to update references in the classification of children for purposes of United States immigration laws. (Nov. 15, 1995; 109 Stat. 467)

**H.R. 2020/P.L. 104–52**

Treasury, Postal Service, and General Government Appropriations Act, 1996 (Nov. 19, 1995; 109 Stat. 468)

**H.R. 2492/P.L. 104–53**

Legislative Branch Appropriations Act, 1996 (Nov. 19, 1995; 109 Stat. 514)

**H.J. Res. 123/P.L. 104–54**

Making further continuing appropriations for the fiscal year 1996, and for other purposes. (Nov. 19, 1995; 109 Stat. 540)

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