

COMMUTED TRAVELTIME ALLOWANCES  
[In hours]

Locations covered	Served from	Metropolitan area	
		Within	Outside
* * * * *			*
New York:			
* * * * *			*
Champlain .....	Highgate, VT .....	2	.....
* * * * *			*

Done in Washington, DC, this 9th day of October 1997.  
**Craig A. Reed,**  
*Acting Administrator, Animal and Plant Health Inspection Service.*  
[FR Doc. 97-27426 Filed 10-15-97; 8:45 am]  
BILLING CODE 3410-34-P

**FEDERAL RESERVE SYSTEM**

**12 CFR Part 213**

[Regulation M; Docket Nos. R-0892, R-0952, and R-0961]

**Consumer Leasing; Delay of Compliance Date; Correction**

**AGENCY:** Board of Governors of the Federal Reserve System.

**ACTION:** Final rule; delay of compliance date; correction.

**SUMMARY:** This document corrects the preamble to the document published in the **Federal Register** on September 30, 1997 (62 FR 51006), regarding the delay of the mandatory compliance date for Regulation M, which implements the Consumer Leasing Act. This correction clarifies that the delay of the mandatory compliance date for the revised regulation applies not only to the final rule published in the **Federal Register** in October 1996, but also to an amendment published on April 1, 1997 (62 FR 15364), and the official staff commentary published on April 4, 1997 (62 FR 16053).

**DATES:** The date for mandatory compliance with the final rule published on October 7, 1996 (61 FR 52246), an amendment published on April 1, 1997 (62 FR 15364), and the official staff commentary published on April 4, 1997 (62 FR 16053), is delayed until January 1, 1998.

**FOR FURTHER INFORMATION CONTACT:** Kyung H. Cho-Miller or Obrea O. Poindexter, Staff Attorneys, Division of Consumer and Community Affairs, Board of Governors of the Federal Reserve System, Washington, DC 20551,

at (202) 452-2412 or 452-3667. For users of Telecommunications Devices for the Deaf (TDDs), please contact Diane Jenkins at (202) 452-3544.

**Correction**

In the Board document for Docket R-0892 published on September 30, 1997, beginning on page 51006 in the **Federal Register**, the Dates section is corrected to read:

**Dates:** The date for mandatory compliance with the final rule published on October 7, 1996 (61 FR 52246), an amendment published on April 1, 1997 (62 FR 15364), and the official staff commentary published on April 4, 1997 (62 FR 16053), is delayed until January 1, 1998.

By order of the Board of Governors of the Federal Reserve System, acting through the Secretary of the Board under delegated authority, October 8, 1997.

**William W. Wiles,**

*Secretary of the Board.*

[FR Doc. 97-27276 Filed 10-15-97; 8:45 am]  
BILLING CODE 6210-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 23**

[Docket No. 136CE, Special Condition 23-ACE-88]

**Special Conditions; Ballistic Recovery Systems Cirrus SR-20 Installation**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are being issued to become part of the type certification basis for the Ballistic Recovery Systems, Inc., (BRS) parachute recovery system installed in the Cirrus SR-20 Model airplane. This system is referred to as the General Aviation Recovery Device (GARD). Airplanes modified to use this system will incorporate novel or unusual design features for which the applicable

airworthiness regulations do not contain adequate or appropriate safety standards. These special conditions contain the additional airworthiness standards that the Administrator considers necessary to establish a level of safety equivalent to the original certification basis for these airplanes.  
**EFFECTIVE DATE:** November 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** Lowell Foster, Aerospace Engineer, Standards Office (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-5688.

**SUPPLEMENTARY INFORMATION:**

**Background**

On March 7, 1996, Cirrus Design, 4515 Taylor Circle, Duluth, MN 55811, filed an application for a type certificate (TC). Included in this TC application was the provision to install the BRS GARD parachute recovery system as standard equipment on each Cirrus Model SR-20 airplane. The parachute recovery system is intended to recover an airplane in emergency situations such as mid-air collision, loss of engine power, loss of airplane control, severe structural failure, pilot disorientation, or pilot incapacitation with a passenger on board. The GARD system, which is only used as a last resort, is intended to prevent serious injuries to the airplane occupants by parachuting the airplane to the ground.

The parachute recovery system consists of a parachute packed in a canister mounted on the airframe. A solid propellant rocket motor deploys the canopy and is located on the side of the canister. A door positioned above the canister seals the canister, parachute canopy, and rocket motor from the elements and provides free exit when the canopy is deployed. The system is deployed by a mechanical pull handle mounted so that the pilot and passenger can reach it. At least two separate and