§ 310.21 Carcasses suspected of containing sulfa and antibiotic residues; sampling frequency; disposition of affected carcasses and parts.

* * * * *

(c) * * * The inspector shall perform a swab bioassay test 1 on:

* * * * *

Done at Washington, DC, on: December 14, 1995.

Michael R. Taylor,
Acting Under Secretary for Food Safety.

[FR Doc. 95–31018 Filed 12–21–95; 8:45 am]

BILLING CODE 3410–DM–P

FEDERAL DEPOSIT INSURANCE CORPORATION

12 CFR Chapter III
RESOLUTION TRUST CORPORATION

12 CFR Chapter XVI

Effectiveness of RTC Regulations After RTC Termination

AGENCIES: Federal Deposit Insurance Corporation and Resolution Trust Corporation.

ACTION: Joint notification of status of regulations.

SUMMARY: The Resolution Trust Corporation (RTC) and the Federal Deposit Insurance Corporation (FDIC) are issuing this joint document to inform the public regarding the effectiveness of the RTC's regulations after RTC termination. In accordance with the Federal Home Loan Bank Act, the RTC will terminate on December 31, 1995, and the FDIC will succeed the RTC as receiver for any remaining RTC receiversons and will be responsible for managing any remaining assets and liabilities of the RTC transferred to the FSLIC Resolution Fund. Congress did not include any provision transferring the RTC's regulations to the FDIC. The two corporations have considered these issues and are publishing this document to inform the public that, when the FDIC assumes responsibility for the RTC's regulations, the RTC's regulations generally will govern matters arising on a prospective basis.


SUPPLEMENTARY INFORMATION: This notice affirms the effective date of the direct final rule, "Potassium Hydroxide as a Hog Scal Agent," that was published on October 23, 1995, at 60 FR 54295. This direct final rule allows the use of potassium hydroxide in hog scal and hair removal processes. No adverse comments were received in response to the direct final rule. Therefore, this rule is effective on December 22, 1995.


1 The procedures for performing the swab bioassay test are set forth in one of two self-instructional guides: "Performing the CAST" or "Fast Antimicrobial Screen Test." These guides are available for review in the office of the FSIS Docket Clerk, Room 4352 South, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250.

SUPPLEMENTARY INFORMATION:

A. General Rule

Section 21A(m)(1) of the Federal Home Loan Bank Act (FHLBA), 12 U.S.C. 1441a(m)(1), provides that the RTC will terminate on December 31, 1995. At that time, the FDIC shall succeed the RTC as receiver of any remaining RTC receiversons. In addition, the FDIC will be responsible for managing any remaining RTC assets and liabilities, all of which are transferred to the FSLIC Resolution Fund. Section 21A(m)(2) of the FHLBA, 12 U.S.C. 1441a(m)(2), however, Congress did not include any provision transferring the RTC's regulations to the FDIC. In similar situations when Congress has intended an agency's rules to survive transfer of its functions to a successor, Congress expressly so provided by statute. Therefore, after the RTC terminates on December 31, 1995 and its functions are transferred to the FDIC, the RTC's regulations generally will govern the FDIC's performance of such functions in dealing with occurrences that arise post-termination. When the FDIC assumes responsibility from the RTC for such functions, the FDIC's regulations generally will govern matters arising on a prospective basis.

However, the termination of the RTC in and of itself does not affect rights or obligations of the RTC or third parties that have arisen under the RTC's regulations as a result of factual occurrences prior to the RTC's termination. The legal consequences of pre-termination conduct governed by the RTC's regulations will continue to be determined under such regulations.

B. The RTC's Affordable Housing Disposition Program

In contrast, the RTC's affordable housing disposition program (AHDP) regulations at 12 CFR part 1609 will continue to govern the sale of the remaining RTC AHDP inventory and other related responsibilities assumed by the FDIC even after the RTC termination date. Since Congress has directed the FDIC to carry out such functions under the provisions of the RTC AHDP statute, section 21A(c) of the FHLBA, 12 U.S.C. 1441a(c), the RTC's AHDP regulations which refine and...
implement this authority will continue to
govern these functions.
By order of the Deputy and Acting Chief
Executive Officer.

Dated at Washington, D.C., this 15th day of
Resolution Trust Corporation.
John M. Buckley, Jr.,
Secretary.

By order of the Board of Directors.
Dated at Washington, D.C., this 15th day of
Federal Deposit Insurance Corporation.
Jerry L. Langley,
Executive Secretary.

Editorial note: The Federal Home
Loan Bank Act, as codified at 12 U.S.C.
1441a(m)(1), provides that the
Resolution Trust Corporation (RTC) will
terminate on December 31, 1995.
Accordingly, the RTC’s regulations in
chapter XVI of title 12 of the Code of
Federal Regulations will be removed and
the chapter vacated as of January 1,
1996 pursuant to the authority of the
Office of the Federal Register to
establish and maintain an orderly
system of codification (44 U.S.C. 1510
and 1 CFR part 8).

[FR Doc. 95–31120 Filed 12–21–95; 8:45 am]
BILLING CODE 6714–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–NM–56–AD; Amendment
39–9456; AD 95–25–10]

Airworthiness Directives; Cessna
Model 441, 500, 550, and 560 Series
Airplanes

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a
new airworthiness directive (AD), applicable to certain Cessna Model 441,
500, 550, and 560 series airplanes, that
requires replacement of outflow/safety
valves with serviceable valves. This
amendment is prompted by a report of
 cracking and subsequent failure of
outflow safety valves in the
pressurization system. The actions
specified by this AD are intended to
prevent such cracking and subsequent
failure of the outflow/safety valves,
which could result in rapid
decompression of the airplane.

DATES: Effective January 22, 1996.

The incorporation by reference of
certain publications listed in the
regulations is approved by the Director
of the Federal Register as of January 22,
1996.

ADDRESSES: The service information
referenced in this AD may be obtained
from Allied Signal, Inc., Controls and
Accessories, 1110 North Oracle Road,
Tucson, Arizona 85737–9588. 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 FAA, Los Angeles
Aircraft Certification Office, Transport
Airplane Directorate, 3960 Paramount
Boulevard, Lakewood, California; or at
the Office of the Federal Register, 800
North Capital Street NW., suite 700,
Washington, DC.

FOR FURTHER INFORMATION CONTACT:
Walter Eierman, Aerospace Engineer,
Systems and Equipment Branch, ANM–
130L, FAA, Los Angeles Aircraft
Certification Office, 3960 Paramount
Boulevard, Lakewood, California 90712;
telephone (310) 627–5336; fax (310)
627–5210.

SUPPLEMENTARY INFORMATION: A
proposal to amend part 39 of the Federal
Aviation Regulations (14 CFR part 39) to
include an airworthiness directive (AD)
that is applicable to Cessna Model 441,
500, 550, and 560 series airplanes was
published in the Federal Register on
August 18, 1995 (60 FR 43089). That
action proposed to require replacement
of certain discrepant outflow/safety
valves with serviceable valves.

Interested persons have been afforded
an opportunity to participate in the
making of this amendment. No
comments were submitted in response
to the proposal or the FAA’s
determination of the cost to the public.
The FAA has determined that air safety
and the public interest require the
adoption of the rule as proposed.

There are approximately 150 Model
441, 500, 550, and 560 series airplanes
of the affected design in the worldwide
fleet. The FAA estimates that 120
airplanes of U.S. registry will be affected
by this AD, that it will take
approximately 12 work hours per
airplane to accomplish the required
actions, and that the average labor rate
is $60 per work hour. Based on these
figures, the cost impact of the AD on
U.S. operators is estimated to be
$86,400, or $720 per airplane. However,
the manufacturer has advised that it will
provide replacement parts at no cost to
the operator and will reimburse
operators for the labor costs of the
required removal and replacement.
The cost impact figure discussed above
is based on assumptions that no
operator has yet accomplished any of
the requirements of this AD action, and
that no operator would accomplish
those actions in the future if this AD
were not adopted.

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
according to Executive Order 12612,
it is determined that this final rule does
not have significant federalism
implications to warrant the preparation
of a Federalism Assessment.

For the reasons discussed above, I
certify that this action is not a
“significant regulatory action” 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 part 39 of the
Federal Aviation Regulations (14 CFR
part 39) as follows:

PART 39—AIRWORTHINESS
DIRECTIVES

1. The authority citation for part 39
continues to read as follows:
Authority: 49 USC 106(g), 40101, 40113,
44701.

§ 39.13 [Amended]
2. Section 39.13 is amended by
adding the following new airworthiness
directive:
95–25–10 Cessna Aircraft Company:
Amendment 39–9456. Docket 95–NM–
56–AD.
Applicability: Model 441, 500, 550, and
560 series airplanes; equipped with Allied
Signal outflow/safety valves; as identified in
Allied Signal Aerospace Service Bulletins
103576–21–4054, 103576–21–4056, and
103648–21–4055, all dated January 30, 1995;
certified in any category.