Milk Producers, Inc., a cooperative association that represents a substantial number of dairy farmers who supply the New Mexico-West Texas market. The cooperative stated that marketing conditions have not changed since the provisions were suspended in 1993 and therefore should be continued until restructuring of the order can be achieved through the formal rulemaking process.

Mid-America Dairymen, Inc. (Mid-Am), filed a comment supporting continuation of the suspension. In their comment, Mid-Am stated that from 1993 to 1995 milk production in New Mexico had increased while the Class I utilization on the New Mexico-West Texas order had actually decreased. Mid-Am further stated that in the absence of a continuation of the current suspension, disorderly marketing conditions would prevail.

During the past two years since implementation of the current suspension, milk production in this region has continued to increase while Class I utilization has remained constant or decreased slightly. Continuation of the current suspension is necessary to insure that dairy farmers who have historically supplied the New Mexico-West Texas market will continue to have their milk priced under this order. In addition, the suspension will continue to provide handlers the flexibility needed to move milk supplies in the most efficient manner and to eliminate costly and inefficient movements of milk that would be made solely for the purpose of pooling the milk of dairy farmers who have historically supplied the market.

Accordingly, it is appropriate to suspend the aforesaid provisions from October 1, 1995, through September 30, 1997.

It is hereby found and determined that thirty days' notice of the effective date hereof is impractical, unnecessary and contrary to the public interest in that:

- (a) The suspension is necessary to reflect current marketing conditions and to assure orderly marketing conditions in the marketing area, in that such rule is necessary to permit the continued pooling of the milk of dairy farmers who have historically supplied the market without the need for making costly and inefficient movements of milk:
- (b) This suspension does not require of persons affected substantial or extensive preparation prior to the effective date; and
- (c) Notice of proposed rulemaking was given interested parties and they were afforded opportunity to file written data, views or arguments concerning

this suspension. One comment supporting the suspension was received.

Therefore, good cause exists for making this order effective less than 30 days from the date of publication in the Federal Register.

List of Subjects in 7 CFR Part 1138

Milk marketing orders.

For the reasons set forth in the preamble, the following provisions in Title 7, Part 1138, are amended as follows:

PART 1138—MILK IN THE NEW MEXICO-WEST TEXAS MARKETING AREA

1. The authority citation for 7 CFR Part 1138 continues to read as follows:

Authority: 7 U.S.C. 601-674.

§1138.7 [Suspended in Part]

- 2. In § 1138.7(a)(1), the words "including producer milk diverted from the plant," are suspended;
- 3. In § 1138.7(c) introductory text, the words "35 percent or more of the producer" are suspended.

§1138.13 [Suspended in Part]

4. In § 1138.13, paragraphs (d)(1), (2), and (5) are suspended.

Dated: September 22, 1995.

Shirley R. Watkins,

Acting Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 95–24048 Filed 9–27–95; 8:45 am] BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-18-AD; Amendment 39-9354; AD 95-18-07]

Airworthiness Directives; Bombardier Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and -3R), and CL-600-2B19 (Regional Jet Series 100) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model CL-600-1A11, CL-600-2A12, CL-600-2B16, and CL-600-2B19 series airplanes, that currently requires an inspection to detect cracking in the rudder control quadrant; replacement of any cracked quadrant with a new

assembly; and retorquing of the castellated nut, as necessary. This amendment requires a follow-on inspection of certain rudder control quadrants to detect cracks that start at the inside root radius of the spigot: modification of any cracked quadrant; and eventual modification of certain quadrants. This amendment also adds airplanes to the applicability of the existing AD. This amendment is prompted by the development of a modification, which, when installed, will positively address the identified unsafe condition. The actions specified by this AD are intended to prevent loss of rudder control due to stress corrosion of the rudder control quadrant.

DATES: Effective October 30, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 30, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. 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. New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Franco Pieri, Aerospace Engineer, Airframe Branch, ANE-172, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256– 7526; fax (516) 568–2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93-22-04, amendment 39-8729 (58 FR 59161, November 8, 1993), which is applicable to certain Bombardier Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and -3R), and CL-600-2B19 (Regional Jet Series 100) series airplanes, was published in the Federal Register on May 18, 1995 (60 FR 26700). The action proposed to require a one-time ultrasonic inspection of certain rudder control quadrants to detect cracks that start at the inside root radius of the spigot; modification of any cracked quadrant; and eventual modification of certain quadrants. The action also proposed to expand the