

6. In § 908.100, paragraph (g) and the first sentence of paragraph (h) are revised to read as follows:

**§ 908.100 Definitions.**

(g) Whenever a time of day is specified in this subpart, it shall mean local time in effect at the headquarters of the committee in Newhall, Calif., except when specifically stated otherwise.

(h) The regular weekly meeting of the committee is held on Tuesday at the headquarters in Newhall. \* \* \*

\* \* \* \* \*

**§ 908.101 [Amended]**

7. Section 908.101 is amended to remove the words "117 West Ninth Street, room 913, Los Angeles, CA 90015" and add in their place the words "25129 The Old Road, Suite 300, Newhall, California, 91381".

Dated: June 3, 1993.

Eugene Branstool,  
Assistant Secretary, Marketing and Inspection Services.

[FR Doc. 93-14126 Filed 6-15-93; 8:45 am]  
BILLING CODE 2410-02-M

**FARM CREDIT ADMINISTRATION**

**12 CFR Part 620**

RIN 3052-AB40

**Disclosure to Shareholders**

**AGENCY:** Farm Credit Administration.  
**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration (FCA) published a final regulation under part 620 on May 12, 1993 (58 FR 27922). The final regulation amends 12 CFR part 620 to expand the options available to Farm Credit System institutions to comply with the requirements of the directors' certification pertaining to quarterly reports. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the Federal Register during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is June 17, 1993.

**EFFECTIVE DATE:** June 17, 1993.

**FOR FURTHER INFORMATION CONTACT:**

Tong-Ching Chang, Staff Accountant, Technical and Operations Division, Office of Examination, Farm Credit Administration, McLean, Virginia 22102-5090, (703) 883-4483, TDD (703) 883-4444, or

William L. Larsen, Senior Attorney, Regulatory Operations Division, Office of General Counsel, Farm Credit Administration, McLean, Virginia 22102-5090, (703) 883-4020

(12 U.S.C. 2252(a)(9) and (10))

Dated: June 10, 1993.

Curtis Anderson,  
Secretary, Farm Credit Administration Board.  
[FR Doc. 93-14168 Filed 6-15-93; 8:45 am]  
BILLING CODE 5705-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 91**

[Docket No. 27314]

RIN 2120-AE-49

**Special Federal Aviation Regulation No. 64; Special Flight Authorizations for Noise Restricted Aircraft, Correction**

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

**ACTION:** Final rule; Correction.

**SUMMARY:** This action deletes the amendment number inadvertently used with SFAR 64 published on June 3, 1993; 58 FR 31640. SFAR No. 64 allows persons to bring a noise-restricted aircraft into the United States under certain conditions without requesting an exemption.

**EFFECTIVE DATE:** June 3, 1993.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Laurette Fisher, Policy and Regulatory Division (AEE-300), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone: (202) 267-3561.

**SUPPLEMENTARY INFORMATION:** The document was published June 3, 1993, 58 FR 31640. Please delete "Amendment No. 91-232" from the heading in column one on page 31640.

Denise Castaldo,

Manager, Program Management Staff.  
[FR Doc. 93-14144 Filed 6-15-93; 8:45 am]  
BILLING CODE 4910-13-M

**SECURITIES AND EXCHANGE COMMISSION**

**17 CFR Part 260**

[Release Nos. 33-7002, 39-2313; International Series Release No. 550]

RIN 3235-AC64

**Multijurisdictional Disclosure; Eligibility of British Columbia Trustees and Exemption for British Columbia Trust Indentures From Specific Provisions of the Trust Indenture Act**

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final rules.

**SUMMARY:** The Securities and Exchange Commission ("Commission") today adopted an amendment to Rule 10a-5 under the Trust Indenture Act of 1939 ("Trust Indenture Act") to permit any person incorporated and regulated as a trust company under the laws of the province of British Columbia, who is authorized to exercise corporate trust powers and subject to federal supervision or examination under the laws of Canada, to act as sole trustee under indentures qualified or to be qualified under the Trust Indenture Act in connection with offerings under the Commission's multijurisdictional disclosure system with Canada.

In addition, the Commission today adopted an amendment to Rule 4d-9 under the Trust Indenture Act to exempt from the operation of specified provisions of the Trust Indenture Act trust indentures of British Columbia obligors filing registration statements in the United States under the multijurisdictional disclosure system.

**EFFECTIVE DATE:** June 16, 1993.

**FOR FURTHER INFORMATION CONTACT:** Martin P. Dunn or Mark W. Green, (202) 272-2573, Division of Corporation Finance, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549.

**SUPPLEMENTARY INFORMATION:** The Commission today adopted amendments to Rule 4d-9<sup>1</sup> and 10a-5<sup>2</sup> under the Trust Indenture Act.<sup>3</sup>

**I. Executive Summary**

In 1991, the Commission adopted rules implementing its multijurisdictional disclosure system with Canada ("MJDS").<sup>4</sup> Those rules generally provide an exemption from

<sup>1</sup> 17 CFR 260.4d-9.

<sup>2</sup> 17 CFR 260.10a-5.

<sup>3</sup> 15 U.S.C. 77aaa et seq.

<sup>4</sup> See Securities Act Release No. 6902 [56 FR 30036] (June 21, 1991).



**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 121****[Docket No. 27264]****The Age 60 Rule****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of rescheduling of public meeting; and extension of comment period.

**SUMMARY:** The FAA is issuing this notice to advise the public that the June 23, 1993, public meeting on the Age 60 Rule announced on April 20, 1993 (58 FR 21336) has been rescheduled for September 29, 1993, and that the comment period has been extended from July 17, 1993, to October 15, 1993. The FAA has determined that the meeting should be rescheduled to afford a new Administrator the opportunity to participate in the deliberations regarding the Age 60 Rule issues. This rescheduling will also provide industry additional time to evaluate the report entitled "Age 60 Project, Consolidated Database Experiments, Final Report," dated March 1993, and to prepare their presentations.

**DATES:** The public meeting has been postponed until September 29, 1993. The request for comment period is being extended from July 17, 1993, to October 15, 1993.

**ADDRESSES:** As stated in the Notice dated April 20, 1993, comments should be mailed, in triplicate, to: Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 27264, 800 Independence Avenue SW., Washington, DC 20591. All comments must be marked: "Docket No. 27264." Comments on this Notice may be examined in room 915G on weekdays, except on Federal holidays, between 8:30 a.m. and 5 p.m.

The public meeting will be held at the Quality Hotel Capitol Hill, 415 New Jersey Avenue NW, Washington, DC 20001. Persons unable to attend the meeting may mail their comments to the above-referenced address.

**FOR FURTHER INFORMATION CONTACT:** Requests to present a statement at the meeting or questions regarding the logistics of the meeting should be directed to Florence Hamn, Office of Rulemaking, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-9822; telefax (202) 267-5075.

Questions concerning the subject matter of the meeting should be directed

to Dan Meier, Federal Aviation Administration, Regulatory Branch, Flight Standards Service, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3749; telefax (202) 267-5229.

**SUPPLEMENTARY INFORMATION:****Participation at the Meeting**

Requests from persons who wish to present oral statements at the public meeting should be received by the FAA no later than September 10, 1993. Such requests should be submitted to Florence Hamn, as listed above in the section titled **FOR FURTHER INFORMATION CONTACT** and should include a written summary of oral remarks to be presented, and an estimate of time needed for the presentation. Requests received after the date specified above will be scheduled if there is time available during the meeting; however, the name of those individuals may not appear on the written agenda. The FAA will prepare an agenda of speakers that will be available at the meeting. In order to accommodate as many speakers as possible, the amount of time allocated to each speaker may be less than the amount of time requested.

Persons who are currently scheduled to speak will keep their assigned time slot, which will be confirmed by the FAA.

**Background**

On April 20, 1993, the FAA issued a Notice of public meeting and request for comments regarding the Age 60 Rule. The FAA invited comments on various aspects of the report entitled "Age 60 Project, Consolidated Database Experiments, Final Report," dated March 1993, and the issues addressed therein.

The FAA has determined that the meeting should be rescheduled to afford a new Administrator the opportunity to participate in the deliberations regarding the Age 60 Rule issues. This rescheduling will also provide industry additional time to evaluate the report and to prepare their presentations.

**Specific Issues for Public Comment**

There are several specific issues, discussed in the following paragraphs, on which the FAA seeks comment at the public meeting.

These key issues are intended to help focus public comments on areas which will be useful to the FAA in determining whether to initiate rulemaking. The comments at the meeting need not be limited to these issues, and the FAA invites comments on any other aspect of the report or the possible rulemaking.

**Economic Issues**

(1) Would possible rulemaking to increase the current age 60 limitation increase or reduce costs for the airline industry?

(2) Would a rule change result in the hiring of fewer new pilots or in increased furloughs due to the retention of pilots age 60 or older? If so, to what extent? What would be the effect on training costs?

(3) What portion of pilots reaching the age of 60 would be inclined to continue working as part 121 pilots if permitted?

**Safety Issues**

(1) Should there be a maximum age limit for pilots operating in part 121 operations? If so, what should be the age limit?

(2) Does the report provide enough information to serve as a basis for a rule change to section 121.383(c) of the FAR. If not, what additional areas should be considered for further study? Are there mortality and morbidity data available for individuals who have ceased serving as part 121 pilots after reaching the age of 60?

(3) If the age limit were increased, should the number of individuals over the age of 60 serving as part 121 pilots on an aircraft be restricted?

(4) If a rule change occurs, should the part 121 pilot over the age of 60 be limited to the duties of the second-in-command?

(5) Is there evidence that older pilots have greater difficulty transitioning from one aircraft to another type of aircraft? Does that difficulty increase with age? If so, should the FAA restrict part 121 pilots at a certain age from transitioning to other aircraft used in part 121 operations with which they are unfamiliar?

(6) Should the FAA impose additional requirements (e.g., training, currency, medical, performance testing) for any former part 121 pilot or current part 121 pilot who would be affected by a rule change?

(7) Are the current air crew training and qualification rules adequate for pilots who are age 60 or older?

(8) Should tests to measure individual performance be required for part 121 pilots over the age of 60?

**Meeting Procedures**

The following procedures are established to facilitate the meeting:

(1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons who have requested in advance to present statements or who register on the day of the meeting

(between 8:30 a.m. and 9 a.m.) subject to availability of space in the meeting room. The meeting may adjourn early if scheduled speakers complete their statements in less time than currently is scheduled for the meeting.

(2) An individual, whether speaking in a personal or a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, we will notify the speaker if additional time is available.

(3) The FAA will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come-first-served basis. However, the FAA reserves the right to exclude some speakers if necessary to present a balance of viewpoints and issues.

(4) Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

(5) Representatives of the FAA will preside over the meeting. A panel of

FAA personnel involved in this issue will be present.

(6) The meeting will be recorded by a court reporter. A transcript of the meeting and any material accepted by the panel during the meeting will be included in the public docket. Any person who is interested in purchasing a copy of the transcript should contact the court reporter directly. This information will be available at the meeting.

(7) The FAA will review and consider all material presented by participants at the meeting. Position papers or material presenting views or arguments related to the report and issues may be accepted at the discretion of the presiding officer and subsequently placed in the public docket. The FAA requests that persons participating in the meeting provide 10 copies of all materials to be presented for distribution to the panel members; other copies may be provided to the audience at the discretion of the participant.

(8) Statements made by members of the meeting panel are intended to

facilitate discussion of the issues or to clarify issues. Any statement made during the meeting by a member of the panel is not intended to be, and should not be construed as, a position of the FAA.

(9) The meeting is designed to solicit public views and more complete information on the report and the issues discussed in this notice. Therefore, the meeting will be conducted in an informal and nonadversarial manner. No individual will be subject to cross-examination by any other participant; however, panel members may ask questions to clarify a statement and to ensure a complete and accurate record.

(Authority: 49 U.S.C. app. 1354(a), 1355, 1356, 1357, 1401, 1421-1430, 1472, 1485, and 1501; 49 U.S.C. 106(g))

Issued in Washington, DC, on June 10, 1993.

**Thomas C. Accardi,**

*Director, Flight Standards Service.*

[FR Doc. 93-14084 Filed 6-10-93; 3:07 pm]

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