2. Section 6801.103 is amended by:

a. Revising paragraph (a)(2);

b. Redesignating paragraphs (c)(1)(i) and (c)(1)(ii) as (c)(1)(ii) and (c)(1)(iii), respectively; and

c. Adding a new paragraph (c)(1)(i).

The revision and addition read as follows:

§ 6801.103 Prohibited financial interests.

(a) * * *

(2) A primary government securities dealer or any of its affiliates, if such employee has regular, ongoing access to Class I Federal Open Market Committee information.

* * * * *

(c) * * *

(1) * * *

(i) Prior to Federal Reserve employment;

* * * * *

[FR Doc. 99–31726 Filed 12–7–99; 8:45 am]

BILLING CODE 6210–01–P

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

8 CFR Part 235

[INS No. 2026–99]

RIN 1115–AF60

Extension of 25-Mile Limit at Select Arizona Ports-of-Entry

AGENCY: Immigration and Naturalization Service, Justice.

ACTION: Interim rule with request for comments.

SUMMARY: This rule amends the Immigration and Naturalization Service (Service) regulations to extend the distance Mexican nationals may travel into the United States without obtaining additional immigration documentation at selected ports-of-entry (POEs) along the United States and Mexico border. The selected POEs are located in the State of Arizona at Sasabe, Nogales, Mariposa, Douglas, and Naco. Once visitors to Arizona meet the inspection requirements of legal entry to the United States, they will be able to travel within the 75-mile border region of Arizona. This rule is intended to promote commerce in the southern Arizona border area while still ensuring that sufficient safeguards are in place to prevent illegal entry to the United States.

DATES: *Effective date:* This interim rule is effective December 8, 1999.

Comment date: Written comments must be submitted on or before February 7, 2000.

ADDRESSES: Please submit written comments, in triplicate, to the Director, Policy Directives and Instructions Branch, Immigration and Naturalization Service, 425 I Street, NW., Room 5307, Washington, DC 20536. To ensure proper handling, please reference INS No. 2026–99 on your correspondence. Comments are available for public inspection at the above address by calling (202) 514–3048 to arrange for an appointment.

FOR FURTHER INFORMATION CONTACT: Paul M. Morris, Assistant Chief Inspector, Immigration and Naturalization Service, 425 I Street, NW., Room 4064, Washington, DC 20536, telephone (202) 305–2970.

SUPPLEMENTARY INFORMATION:

What Change Is Being Made by This Rule?

This interim rule amends 8 CFR 235.1(f)(1) by extending from 25 to 75 miles the distance Mexican nationals who meet the inspection requirements for legal entry at selected POEs in Arizona along the United States and Mexico border may travel into the United States without obtaining additional immigration documentation. The selected POEs are located in the State of Arizona at Sasabe, Nogales, Mariposa, Douglas, and Naco. Mexican nationals admitted at these POEs may travel in Arizona within 75 miles of the border without obtaining Form I–94, Arrival and Departure Record, and may remain in the United States for a period not to exceed 72 hours. Mexican nationals admitted as nonimmigrant visitors at the Mexican border POEs in the State of Arizona at Sasabe, Nogales, Mariposa, Naco or Douglas for a period not to exceed 72 hours, may also travel within 25 miles of the border in the State of California, New Mexico and Texas as long as they remain within 25 miles of the border while in those states.

What Are the Current Requirements for Mexican Nationals Entering the United States?

Since 1953, Mexico and the United States have agreed to make special accommodations for Mexican nationals who cross the border into the immediate border area to promote the economic stability of the region. The Service has helped promote border commerce by permitting travel within 25 miles of the boundary for less than 72 hours without additional documentation other than that needed to be admitted to the United States. Frequent Mexican visitors may obtain and use border crossing identification cards (BCCs) such as the Service-issued Forms I–186 or I–586, Mexican Nonresident Alien Border Crossing Card, and Form DSP–150, B1/B2 Visa and Border Crossing Card, issued by the Department of State and commonly called the ''Laser Visa'' (see 8 CFR part 212.6). BCCs allow qualified persons who frequently cross the United States and Mexico border to be admitted to the United States more quickly and without further documentation while still preserving the integrity and security of the admissions process. Current regulations also require Mexican nationals who seek to enter the United States for more than 72 hours, and/or to travel farther than 25 miles from the United States and Mexico border to obtain Form I–94.

Why Is the Service Making This Change?

With passage of the North American Free Trade Agreement in 1994, commerce, travel, and tourism across the United States and Mexico border into neighboring communities have increased the economic interdependence of cities located in the border area.

Currently Sonora, Mexico, and the State of Arizona form one of the fastest growing cross-border regions. However, unlike the other border States, Arizona has no large city within the Service-defined zone of 25 miles. The first large city from the border in central/southeastern Arizona is Tucson which is about 55 air miles from the United States/Mexico border and from 60 to 75 miles away from the five nearest POEs. According to the current regulations at 8 CFR 235.1(f)(1) a Tucson-bound Mexican businessperson, tourist, or shopper must acquire additional documentation just to engage in the same routine activities that occur daily at every other major crossing point along the border. These routine legal border crossers have to spend additional time at the POE to obtain a Form I–94 and must pay a fee of $6.

To address concerns from city officials in Tucson, surrounding communities, travelers in southern Arizona, and trade organizations such as the Border Trade Alliance, by this rule the Service will extend the distance limit to 75 miles within Arizona. A businessperson, tourist, or shopper will still be required to meet all the requirements for legal entry into the United States. The city of Tucson estimates that this change in the distance limit will greatly expand commercial activity in the city and in smaller towns between Tucson and the border. The city of Tucson conducted a study indicating that, after implementation of this rule, the

commercial gain from Mexican visitors is estimated to reach $56.3 million a year.

How Can Mexican Nationals Travel Beyond the 75-Mile Limit or Stay in the United States for Longer Than 72 Hours?

The change announced in this rule does not apply to a Mexican national who intends to go beyond the 75-mile limit in Arizona or who wishes to stay in the United States for more than 72 hours. In such a case, the Mexican national must obtain a Form I–94 and pay the $6 fee, in accordance with existing requirements.

Does the Service Intend To Expand the 25-Mile Limit at Other United States and Mexico Border POEs?

The Service believes that this regulatory change responds to the unique circumstances of central/southeastern Arizona. There is currently no plan to test this approach elsewhere along the Southwest Border where cross-border commerce appears to occur routinely within the existing 25-mile regulatory limit.

How Will This Rule Affect the Border Patrol and Other Enforcement Operations?

Once this interim rule takes effect, the Service will monitor and evaluate any changes in the patterns of violations of terms of admission that may occur. In addition, the Service shall monitor data on apprehensions of those Mexican BCC holders who do not have an approved Form I–94 and who violate their terms of admission by remaining in the United States for more than 72 hours or who travel beyond the 75 mile limit set by this rule.

What Fiscal Impact Will This Rule Have on the Service?

The Service estimates that this rule will eliminate the need for Mexican nationals to obtain approximately 50,000 Forms I–94 annually, at a cost to them of $6.00 per form. The annual loss of approximately $300,000 in revenue to the Service will be partially offset by the reduction in traffic congestion at the affected POEs, the facilitated entry of a greater percentage of travelers, and the elimination of Service staff time required to issue those Forms I–94.

Good Cause Exception

Implementation of this rule as an interim rule with an immediate effective date and with provision for post-promulgation public comments is based upon the ''good cause'' exceptions found at 5 U.S.C. 553(b)(B) and (d)(1). The reasons for immediate implementation of this interim rule are as follows: This rule removes a restriction on travel within the State of Arizona for Mexican nationals who meet all the requirements for legal entry into the United States. The removal of this restriction is intended to facilitate travel within the State of Arizona, and to expand commercial activity in Tucson and in smaller towns between Tucson and the United States and Mexico border. Delaying the elimination of this restriction would be unnecessary and contrary to the public interest.

Regulatory Flexibility Act

The Commissioner of the Immigration and Naturalization Service, in accordance with the Regulatory Flexibility Act (5 U.S.C. 605(b)), has reviewed this regulation and, by approving it, certifies that the rule will not have a significant economic impact on a substantial number of small entities. The city of Tucson estimates that the change in regulation will greatly expand commercial activity in the city and in smaller towns between Tucson and the border. City officials estimate the commercial gain from Mexican Visitors will reach $56.3 million a year. Although this rule will likely have some economic impact on small entities, the impact should not be substantial. This rule is intended to increase commercial activity for small and large entities in the United States.

Unfunded Mandates Reform Act of 1995

This rule will not result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of $100 million or more in any 1 year, and it will not significantly or uniquely affect small governments. Therefore, no actions were deemed necessary under the provisions of the Unfunded Mandates Reform Act of 1995.

Small Business Regulatory Enforcement Fairness Act of 1996

This rule is not a major rule as defined by section 804 of the Small Business Regulatory Enforcement Act of 1996. The rule will not result in an annual effect on the economy of $100 million or more; a major increase in costs or prices; or significant adverse effects on competition, employment, investment, innovation, or on the ability of United States-based companies to compete with foreign-based companies in domestic and export markets.

Executive Order 12866

This rule is not considered by the Department of Justice, Immigration and Naturalization Service, to be a ''significant regulatory action'' under Executive Order 12866, section 3(f), Regulatory Planning and Review. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

Executive Order 13132

This regulation 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 section 6 of Executive Order 13132,it is determined that this rule does not have sufficient federalism implications to warrant the preparation of a federalism summary impact statement.

Executive Order 12988 Civil Justice Reform

This interim rule meets the applicable standards set forth in sections 3(a) and 3(b)(2) of E.O. 12988.

List of Subjects in 8 CFR Part 235

Administrative practice and procedure, Aliens, Immigration, Reporting and recordkeeping requirements.

Accordingly, part 235 of chapter I of Title 8 of the Code of Federal Regulations is amended as follows:

PART 235—INSPECTION OF PERSONS APPLYING FOR ADMISSION

1. The authority citation for part 235 continues to read as follows:

Authority: 8 U.S.C. 1101, 1103, 1182, 1183, 1201, 1224, 1225, 1226, 1227, 1228, 1252; 8 CFR part 2.

2. Section 235.1 is amended by:

a. Revising paragraph (f)(1)(iii);

b. Removing the period at the end of paragraph (f)(1)(iv), and adding in its place ''; or'' and by

c. Adding a new paragraph (f)(1)(v), to read as follows:

§ 235.1 Scope of examination.

* * * * *

(f) * * *

(1) * * *

(iii) Except as provided in paragraph (f)(1)(v) of this section, any Mexican national who is exempt from a visa and passport pursuant to § 212.1(c)(1) of this chapter, or who is in possession of a passport and valid visa who is admitted as a nonimmigrant visitor for a period

not to exceed 72 hours to visit within 25 miles of the border;

* * * * *

(v) Any Mexican national who is exempt from a visa and passport pursuant to § 212.1(c)(1) of this chapter, or is in possession of a passport and valid visa who is admitted as a nonimmigrant visitor at the Mexican border POEs in the State of Arizona at Sasabe, Nogales, Mariposa, Naco, or Douglas for a period not to exceed 72 hours to visit within the State of Arizona and within 75 miles of the border.

* * * * *

Dated: December 2, 1999.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 99–31694 Filed 12–7–99 8:45 am]

BILLING CODE 4410–10–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–323–AD; Amendment 39–11456; AD 99–25–13]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 777–200 and –300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 777–200 and –300 series airplanes. This action requires revising the Limitations Section of the Airplane Flight Manual to prohibit the dispatch of certain airplanes under certain conditions. This amendment also requires repetitive inspections to ensure correct operation of the backup generators; and, for certain airplanes, a one-time inspection to detect damage of the engine external gearbox; and corrective actions, if necessary. This amendment is prompted by reports of inflight shutdowns due to sheared backup generator shafts. The actions specified in this AD are intended to prohibit the dispatch of an airplane with an engine-mounted backup generator having a sheared shaft; and to detect and correct damage to the engine, which could result in inflight shutdowns.

DATES: Effective December 23, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 23, 1999.

Comments for inclusion in the Rules Docket must be received on or before February 7, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–323–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ed Hormel, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2681; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received reports of two recent inflight engine shutdowns that were initiated by a failure of the engine-driven backup generator (including a sheared shaft), and consequent failure of the engine gearbox oil pump due to contamination from the damaged backup generator drive bearing in the engine gearbox. Most backup generator shaft shear events are the result of leaking driveshaft seals, or improper servicing of the backup generator during maintenance. The current Model 777 Master Minimum Equipment List allows airplane operation for up to 10 days with a failed backup generator shaft. Both inflight shutdowns occurred on Boeing Model 777 series airplanes equipped with Rolls-Royce Trent 800 series turbofan engines. However, the FAA has determined that the same unsafe condition may also occur on General Electric GE90 and Pratt & Whitney PW4000 series turbofan engines, since the same backup generators are installed on airplanes having these engines.

Investigation continues in determining the exact reason for the backup generator shaft shear events and consequent engine failures. However, the FAA considers that improper servicing of the backup generator oil system could be a contributing factor. Consequently, improper servicing or improper replacement of the backup generator by the same individual, on both engines on the same flight, could lead to the failure of both generators, and result in a common-cause failure and inflight shutdown of both engines.

Explanation of Relevant Service Information

The FAA has reviewed and approved the following Boeing 777 Service Letters that recommend temporary revisions to the backup generator servicing and dispatch (operational) procedures for Model 777 series airplanes equipped with Trent 800, GE90, and PW4000 series turbofan engines.

- 777–SL–24–023–B, dated August 16, 1999, ''Back Up Generator Servicing and Dispatch Requirements—Temporary Revision—RR Installations.''
- 777–SL–24–024, dated August 16, 1999, ''Back Up Generator Servicing and Dispatch Requirements—Temporary Revision—GE Installations.''
- 777–SL–24–025, dated August 18, 1999, ''Back Up Generator Servicing and Dispatch Requirements—Temporary Revision—PW Installations.''

The FAA also has reviewed and approved Rolls-Royce Service Bulletin RB.211–72–C813, Revision 1, dated July 16, 1999, which describes certain maintenance actions (i.e., an inspection of the engine external gearbox to detect damage, and corrective actions, if necessary) for Trent 800 series turbofan engines, which are recommended by Rolls-Royce in the event of a backup generator low oil pressure/shaft shear event.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 777 series airplanes of the same type design, this AD is being issued to require revising the Limitations Section of the Airplane Flight Manual (AFM) to prohibit the dispatch of Model 777 series airplanes having backup generators with sheared shafts; and to prohibit any extended twin-engine operations (ETOPS) flight until a non-ETOPS flight of at least one hour in duration is accomplished, following replacement of the backup generator on both the left and right engines with a new or serviceable backup generator. This amendment also requires repetitive inspections to ensure correct operation of the backup generators; and, for certain airplanes, a one-time inspection to detect damage of the engine external gearbox; and corrective actions, if necessary. The actions are required to be