

Road to South Mount Hope Road; then north on South Mount Hope Road to East Pakes Road; then west on East Pakes Road to North Blakmer Road; then north on North Blakmer Road to East Kimball Road; then west on East Kimball Road to North Crystal Road; then north on North Crystal Road to East Willard Road; then west on East Willard Road to North Waldron Road; then south on North Waldron Road to East Klees Road; then west on East Klees Road to the point of beginning.

\* \* \* \* \*

Ohio

*Auglaize County.* Duchouquet Township.

\* \* \* \* \*

*Fulton County.* That portion of the county east of State Route 108.

*Hancock County.* Allen Township.

*Henry County.* That portion of the county east of State Route 108 and north of the Maumee River.

*Lucas County.* The entire county.

*Ottawa County.* That portion of the county north of State Route 163 and State Route 105.

*Sandusky County.* That portion of the county north of U.S. Highway 20.

*Wood County.* (1) That portion of the county north of State Route 582.

(2) Bloom Township.

(3) Henry Township.

Done in Washington, DC, this 25th day of October 2005.

**Elizabeth E. Gaston,**

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 05-21608 Filed 10-28-05; 8:45 am]

**BILLING CODE 3410-34-P**

**FARM CREDIT ADMINISTRATION**

**12 CFR Part 615**

**RIN 3052-AC22**

**Funding and Fiscal Affairs, Loan Policies and Operations, and Funding Operations; Investments, Liquidity, and Divestiture; Effective Date**

**AGENCY:** Farm Credit Administration.

**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration (FCA) published a final rule under part 615 on August 31, 2005 (70 FR 51586). This final rule amends our liquidity reserve requirements for the banks of the Farm Credit System to ensure the banks have adequate liquidity. The final rule increases the minimum liquidity reserve requirement to 90 days, increases the eligible investment limit to 35 percent of total

outstanding loans and requires Farm Credit banks to develop and maintain liquidity contingency plans. These amended requirements will improve the ability of Farm Credit banks to supply agricultural credit in all economic situations. 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 regulation is October 24, 2005.

**EFFECTIVE DATE:** The regulation amending 12 CFR part 615 published on August 31, 2005 (70 FR 51586) is effective October 24, 2005.

**FOR FURTHER INFORMATION CONTACT:**

Wade Wynn, Financial Analyst, Office of Regulatory Policy, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4498, TTY (703) 883-4434; or

Laura McFarland, Senior Attorney, Office of General Counsel, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4020, TTY (703) 883-4020.

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

Dated: October 26, 2005.

**Jeanette C. Brinkley,**

*Secretary, Farm Credit Administration Board.*

[FR Doc. 05-21629 Filed 10-28-05; 8:45 am]

**BILLING CODE 6705-01-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 2002-NM-298-AD; Amendment 39-14354; AD 2005-22-10]

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Model A320-111 Airplanes, and Model A320-200 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320-111 airplanes, and Model A320-200 series airplanes, that requires a detailed inspection of the tail cone triangle to determine its position, and corrective actions if necessary. This action is necessary to prevent excessive vibrations of the elevators, which could result in reduced structural integrity and reduced controllability of the

airplane. This action is intended to address the identified unsafe condition.

**DATES:** Effective December 5, 2005.

The incorporation by reference of a certain publication listed in the regulations is approved by the Director of the Federal Register as of December 5, 2005.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Dulin, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2141; fax (425) 227-1149.

**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 certain Airbus Model A320 series airplanes was published in the **Federal Register** on June 18, 2004 (69 FR 34094). That action proposed to require a detailed inspection of the tail cone triangle to determine its position, and corrective actions if necessary.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

**Support for the AD**

Three commenters support the proposed AD.

**Request To Reference Airplane Maintenance Manual (AMM) Task**

One commenter requests that we refer to AMM Task 27-34-00-820-003 as the appropriate source of service information for rigging the elevators. The commenter explains that this task, and its associated tool, rigs the elevator neutral setting to 0.5 degree nose-up in accordance with AD 2001-16-09, amendment 39-12377 (66 FR 43471, August 20, 2001). The commenter does not promote the use of the tail cone triangles because they are considered for reference only. The commenter believes that mandating the position of the tail cone reference triangle will have little effect in ensuring the proper rigging of the elevator. The commenter further stresses that if it is absolutely necessary