

current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the engine from the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995.

(1) Perform a visual inspection to ensure that installation of the tangential link upper bolt nut is on the forward side of the engine mount fitting.

(i) If the tangential link upper bolt nut is installed on the forward side of the engine mount fitting, repeat the visual inspection at intervals not to exceed 18 months.

(ii) If the tangential link upper bolt is not installed on the forward side of the engine mount fitting, prior to further flight, remove the nut, bolt, and washers and reinstall the nut, bolt, and washers in accordance with the alert service bulletin. Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(iii) If the tangential link upper bolt is missing from the engine mount fitting, prior to further flight, perform the various follow-on actions in accordance with the alert service bulletin. (The follow-on actions include visual inspections, magnetic particle inspections, replacement of the lower engine mount fitting with a serviceable part, if necessary; installation of new safety links, bolts, and nuts; and installation of a new tangential link upper bolt.) Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(2) Perform an inspection to verify that the torque value of the tangential link upper bolt (on both sides of the mount) is within the limits specified in the alert service bulletin.

(i) If the torque value of the tangential link upper bolt nut is within the limits specified in the alert service bulletin, repeat the inspection (verification) at intervals not to exceed 18 months.

(ii) If the torque value of the tangential link upper bolt nut is outside the limits specified in the alert service bulletin, prior to further flight, perform a visual inspection of the tangential link upper bolt and washer for any damage or discrepancy, in accordance with the alert service bulletin.

(A) If no damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the bolt nut with a new or serviceable part in accordance with the alert service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(B) If any damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the

damaged or discrepant part with a new or serviceable part, and replace the bolt nut with a new or serviceable part, in accordance with the alert service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(b) Replacement of the safety links with modified safety links in accordance with Boeing Service Bulletin 747-71-2206, dated April 16, 1987; or Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747-71-2206 NSC 2, dated March 17, 1988; constitutes terminating action for the repetitive inspection requirements of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections, replacement, and follow-on actions shall be done in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected 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.

(f) This amendment becomes effective on February 16, 1996.

Issued in Renton, Washington, on January 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1572 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-02-AD; Amendment 39-9497; AD 96-03-02]

Airworthiness Directives; Boeing Model 767 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 certain Boeing Model 767 series airplanes. This action requires inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the main landing gear (MLG) and various follow-on actions. This action provides for termination of the inspections by repairing the outer cylinder and installing new aft trunnion bushings. This amendment is prompted by a report of the collapse of the right MLG due to fracture of the aft trunnion outer cylinder. The actions specified in this AD are intended to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder.

DATES: Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 16, 1996.

Comments for inclusion in the Rules Docket must be received on or before April 1, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-02-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: James G. Rehr, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2783; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA recently received a report of the collapse of the right main landing gear (MLG) of a Boeing Model 767-300ER airplane while the airplane was taxiing in a low speed right-hand turn. Investigation revealed that the cause of the collapse of the MLG was attributed to the fracture of the aft trunnion outer cylinder due to stress corrosion cracking. The cracking initiated at the crossbolt hole, which is approximately

five inches from the aft trunnion bushing flange. This condition, if not corrected, could result in the collapse of the MLG due to ductile fracture of the aft trunnion of the outer cylinder.

The FAA has reviewed and approved Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995. The alert service bulletin places affected airplanes into three categories:

- Category 1 airplanes have outer cylinders of the MLG that have accumulated 2½ years or less since the cylinder was new or overhauled.
- Category 2 airplanes have outer cylinders of the MLG that have accumulated between 2½ years and 4 years since new or overhauled.
- Category 3 airplanes have outer cylinders of the MLG that have accumulated 4 years or more since new or overhauled.

This categorization reflects the time-related phenomenon of corrosion; i.e., the risk of developing corrosion (or stress corrosion cracking) increases with the length of time that an outer cylinder has been in service. Therefore, Category 3 comprises airplanes that are generally at the greatest risk of experiencing stress corrosion cracking.

The alert service bulletin describes the procedures necessary for performing various visual, eddy current, and ultrasonic inspections; and when appropriate, for performing chemical spot testing of the aft trunnion of the outer cylinder of the MLG (hereinafter referred to as the "aft trunnion"). It also includes the following actions for all three categories of airplanes:

1. replacement of the outer cylinder, if cracking is found;
2. replacement of the aft trunnion bushing and crossbolt bushings; or repeat the visual, eddy current, and ultrasonic inspections of the immediate area in which corrosion is found in the aft trunnion;
3. application of plating and finish to the outer cylinder, if the finish is found to be damaged or missing;
4. functional testing of the lock link actuator;
5. repetitive visual inspections, or termination of the inspections by repairing the outer cylinder and installing flangeless aft trunnion bushings and new crossbolt bushings;
6. repetitive 360-degree close visual inspection of the aft trunnion, including the crossbolt area;
7. application of corrosion inhibiting compound on the aft trunnion; and
8. eventual repair of the outer cylinder and replacement of the existing aft trunnion and crossbolt bushings with new bushings, which terminates the

inspections specified in the alert service bulletin.

The alert service bulletin refers to Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, which describes procedures for repair of the outer cylinder and replacement of the existing bushings of the aft trunnion and crossbolt of the MLG with new bushings. The FAA has also reviewed and approved this alert service bulletin.

Since an unsafe condition has been identified that is likely to exist or develop on other Model 767 series airplanes of the same type design, this AD is being issued to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder. This AD requires various inspections to detect cracking and corrosion of the aft trunnion and various follow-on actions. The actions are required to be accomplished in accordance with Boeing Alert Service Bulletin 767-32A0151, described previously.

The compliance times for accomplishing these inspections are dependent upon the age of the outer cylinders of the MLG. Category 3 airplanes, which have the oldest cylinders, are to be inspected within 30 days (the alert service bulletin recommends inspecting these airplanes within 60 days). Category 2 airplanes are to be inspected within 90 days (the alert service bulletin recommends inspecting these airplanes within 120 days). Category 1 airplanes, which have the youngest cylinders, are to be inspected within 150 days (the alert service bulletin recommends inspecting these airplanes within 180 days).

In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the manufacturer's recommendation as to an appropriate compliance time, the availability of required parts, and the practical aspects of performing the inspections. The FAA points out that the varying compliance times allow the manufacturer sufficient time to produce all the eddy current probes, ultrasonic transducers, and non-destructive inspection (NDI) reference standards that operators need to accomplish the inspections. Further, the FAA took into account the compliance times recommended by the manufacturer, as well as the number of days required for the rulemaking process; in consideration of these factors, the FAA finds that the compliance times required by this AD will fall approximately at the same time as those recommended by the manufacturer.

Operators should note that, although Boeing Alert Service Bulletin 767-32A0151 specifies eventual repair of the outer cylinder and replacement of the existing bushings with new bushings, this AD does not require such replacement. The FAA is considering further rulemaking action to require eventual replacement of the bushings. However, the planned compliance time for the replacement is sufficiently long so that prior notice and time for public comment will be practicable.

This AD does provide operators with the option of terminating the requirement for the repetitive inspections by replacing the bushings with new bushings in accordance with Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995. Accomplishment of this bushing replacement also terminates the requirements of the following AD's:

- AD 95-19-10, amendment 39-9372 (60 FR 47689, September 14, 1995), and
- AD 95-20-51, amendment 39-9398 (60 FR 53109, October 12, 1995). [The comment period for AD 95-20-51 was extended by an AD action that was issued on November 28, 1995 (60 FR 62321, December 6, 1995).]

Operators should also note that Boeing Alert Service Bulletin 767-32A0148 refers to Component Maintenance Manual (CMM) 32-11-40, which, in turn, provides instructions for plugging the aft trunnion lubrication fitting with a rivet. This AD, however, does not require plugging this lube fitting to terminate the requirements of this AD, AD 95-19-10, or AD 95-20-51.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and

suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-02-AD." The postcard will be date stamped and returned to the commenter.

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

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-03-02 Boeing: Amendment 39-9497. Docket 96-NM-02-AD.

Applicability: Model 767 series airplanes having line numbers 001 through 609, on which the terminating action described in paragraph (e) of this AD has not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (g) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent the collapse of the main landing gear (MLG) due to stress corrosion cracking of the aft trunnion of the outer cylinder, accomplish the following:

(a) Perform the inspections described in Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, to detect cracking and corrosion of the aft trunnion of the outer cylinder of the MLG at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable. These inspections are to be accomplished in accordance with Figure 1 of that alert service bulletin. Repeat these inspections thereafter at the intervals specified in that alert service bulletin. To determine the category in which an airplane falls, the age of the outer cylinder of the MLG is to be calculated as of the effective date of this AD. For airplanes on which the age of the right MLG differs from the age of the left MLG, an operator may place the airplane into a category that is the higher (numerically) of the two categories to ease its administrative burden, and to simplify the recordkeeping requirements imposed by this AD. Once the category into which an airplane falls is determined, operators must obtain approval from the Manager, Seattle Aircraft

Certification Office (ACO), FAA, Transport Airplane Directorate, to move that airplane into another category.

Note 2: The broken (dash) lines used in Figure 1 of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, denote "go to" actions for findings of discrepancies detected during any of the inspections required by this AD.

Note 3: Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995, refers to Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, for procedures to repair the outer cylinder and replace the bushings in the outer cylinder of the MLG with new bushings.

(1) For airplanes identified as Category 3 in paragraph I.C. of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995: Perform the initial inspections within 30 days after the effective date of this AD.

(2) For airplanes identified as Category 2 in paragraph I.C. of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995: Perform the initial inspections within 90 days after the effective date of this AD.

(3) For airplanes identified as Category 1 in paragraph I.C. of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995: Perform the initial inspections prior to the accumulation of 2½ years since the MLG outer cylinder was new or overhauled, or within 150 days after the effective date of this AD, whichever occurs later.

(b) If no cracking or corrosion is detected, accomplish the follow-on actions described in the Boeing Alert Service Bulletin 767-32A0151, November 30, 1995, at the time specified in the alert service bulletin. These follow-on actions are to be accomplished in accordance with that alert service bulletin.

(c) If any cracking is detected, prior to further flight, replace the outer cylinder with a new or serviceable outer cylinder in accordance with Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995.

(d) If any corrosion is detected, accomplish the follow-on actions at the time specified in the "Corrosion Flowchart," in Figure 1 of Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995. The follow-on actions are to be accomplished in accordance with that alert service bulletin.

(e) Repair of the outer cylinder and replacement of the bushings in the aft trunnion and crossbolt of the MLG with new bushings in accordance with Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, constitutes terminating action for the inspection requirements of this AD, and for the requirements of AD 95-19-10, amendment 39-9372, and AD 95-20-51, amendment 39-9398. Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995, refers to Component Maintenance Manual (CMM) 32-11-40. Operators should note that, although the CMM specifies plugging the aft trunnion lubrication fitting with a rivet, this AD does not require plugging the lube fitting to terminate the requirement of this AD, AD 95-19-10, or AD 95-20-51.

(f) Accomplishment of the requirements of this AD is considered acceptable for compliance with AD 95-19-10, amendment

39-9372, and AD 95-20-51, amendment 39-9398.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(i) The inspections and follow-on actions shall be done in accordance with Boeing Alert Service Bulletin 767-32A0151, dated November 30, 1995. Certain replacements and repairs shall be done in accordance with Boeing Alert Service Bulletin 767-32A0148, dated December 21, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected 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.

(j) This amendment becomes effective on February 16, 1996.

Issued in Renton, Washington, on January 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1568 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Parts 771 and 799

[Docket No. 960111006-6006-01]

RIN 0694-AB29

Revision to the Commerce Control List: Items Controlled for Nuclear Nonproliferation Reasons, Addition of Argentina, New Zealand, Poland, South Africa, and South Korea to GNSG Eligible Countries

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Interim rule.

SUMMARY: The Bureau of Export Administration (BXA) maintains the Commerce Control List (CCL), which

identifies those items subject to the Export Administration Regulations. The items on the CCL that are subject to nuclear nonproliferation controls are referred to as the Nuclear Referral List (NRL). This interim rule amends a number of Export Control Classification Numbers (ECCNs) on the CCL in order to make the NRL conform more closely with the items contained in the Annex to the "Nuclear-Related Dual-Use Equipment, Materials, and Related Technology List" (the Annex) published by the International Atomic Energy Agency and adhered to by the United States and other subscribing governments in the Nuclear Suppliers Group.

In addition, this rule removes Poland from General License GNSG national security item country restrictions. In May 1994, Poland was moved from Country Group W to Country Group V to conform with changes in licensing policies for national security-based proscribed countries.

Lastly, this rule adds Argentina, New Zealand, South Africa and South Korea to the countries that are eligible to receive exports under General License GNSG, because they were admitted to the Nuclear Suppliers Group. The subscribing governments have agreed to establish export licensing procedures for the transfer of items identified on the Annex.

While some of the changes in this rule increase the validated license requirements for certain commodities and technology, the fact that other member countries of the Nuclear Suppliers Group have agreed to implement equivalent export licensing procedures for these items and the addition of GNSG eligible countries should limit the economic impact on U.S. exporters.

DATES: This rule is effective February 1, 1996. Comments must be received by March 4, 1996.

ADDRESSES: Written comments (six copies) should be sent to Sharron Cook, Department of Commerce, Bureau of Export Administration, Office of Exporter Services, Regulation Policy Division, P.O. Box 273, Washington, DC 20044.

FOR FURTHER INFORMATION CONTACT: For questions of a general nature, call Sharron Cook, Regulatory Policy Division, at (202) 482-2440.

For questions of a technical nature, the following persons in the Bureau of Export Administration are available:

Category 1: Jeff Tripp—(202) 482-4188

Category 2: George Loh—(202) 482-3570

Category 3: Robert Lerner—(202) 482-3710

Category 4: Joseph Young—(202) 482-4197

Category 5: Dale Jensen—(202) 482-4188

Category 6: Joseph Chuchla—(202) 482-4188

Categories 7, 8 and 9: Steve Clagett—(202) 482-4188

SUPPLEMENTARY INFORMATION:

Background

This rule amends a number of entries on the Commerce Control List (CCL) by revising the items that are subject to nuclear non-proliferation controls, i.e., the Nuclear Referral List (NRL). As more fully described in § 778.2 of the EAR, NRL items are defined as those "that could be of significance for nuclear explosive purposes if used for activities other than those authorized at the time of export". The changes made by this rule are intended to revise the NRL to conform more closely with the items contained in the Annex to the "Nuclear-Related Dual-Use Equipment, Materials, and Related Technology List" (the Annex), as published by the International Atomic Energy Agency in INFCIRC/254/Part 2. The adherents to INFCIRC/254/Part 2, which include the Nuclear Suppliers Guidelines, have agreed to establish export licensing procedures for the transfer of items identified in the Annex.

In addition, this rule removes Poland from General License GNSG national security item country restrictions. There are some ECCNs that have both National Security (NS) and Nuclear Proliferation (NP) reasons for control. For these ECCNs, GNSG eligibility stated "Yes, except Bulgaria, Poland, Romania, or Russia", i.e., all NP items in that ECCN were eligible for General License GNSG to all GNSG eligible countries, except Bulgaria, Poland, Romania, or Russia. Although Poland is a NSG member, the more restrictive control, in this case NS, was applied. In May 1994, Poland was moved from Country Group W to Country Group V to conform with changes in licensing policies for proscribed countries. Therefore, NS reasons for control no longer apply to Poland and GNSG privileges now extend to all ECCNs that have both NS and NP controls for Poland.

Lastly, this rule will add Argentina, New Zealand, South Africa, and South Korea to the countries that are eligible to receive exports under General License GNSG, because they were admitted to the Nuclear Suppliers Group. General License GNSG permits certain items subject to nuclear nonproliferation controls to be exported under general license to a number of countries whose governments have subscribed to the Annex to the "Guidelines for Transfers of Nuclear-Related Dual-Use Equipment, Material,