accurately. The applicable statement in the Summary section has been revised to reflect that the manufacturer's analysis indicates that "a potential exists for leakage across the piston seal in the thrust reverser actuator." This condition, although remote, could result in poor thrust reverser performance and possible uncommanded deployment of the thrust reverser.

Several commenters request that the proposed compliance time of 6 months to modify the engine thrust reverser control system be extended to 12 months, due to limited parts availability and problems of special scheduling of airplanes for accomplishment of the modification. The FAA concurs. The FAA has verified the existence of problems concerning parts availability and fleet-wide maintenance base scheduling. The FAA has determined that extending the compliance time for modification of the thrust reverser to 12 months will not adversely affect safety. The final rule has been revised accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 1,174 Model 737 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 600 airplanes of U.S. registry will be affected by this AD, that it will take approximately 12 work hours per airplane to accomplish the required actions, and that the average labor rate is $55 per work hour. Required parts will be supplied by the manufacturer at no cost to operators. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $396,000, or $660 per airplane. This total cost figure assumes that no operator has yet accomplished the requirements of this AD.

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.

For the reasons discussed above, I certify that this action (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13

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

92-24-04. Boeing: Amendment 39-8409. Docket 92-NM-103-AD.

Applicability: Model 737-300, -400, and -500 series airplanes; as listed in Boeing Alert Service Bulletin 737-78A1055, dated April 2, 1992, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded deployment of the thrust reverser, accomplish the following:

(a) Within 12 months after the effective date of this AD, modify the engine thrust reverser control system, in accordance with Boeing Alert Service Bulletin 737-78A1055, dated April 2, 1992.

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

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

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The modification shall be done in accordance with Boeing Alert Service Bulletin 737-78A1055, dated April 2, 1992. 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.

(e) This amendment becomes effective on December 14, 1992.

Issued in Renton, Washington, on October 27, 1992.

Bill R. Boxwell,

Acting Manager, Transport Airplane Directorate Aircraft Certification Service

[FR Doc. 92-27102 Filed 11-6-92; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 92-NM-175-AD; Amendment 39-8408; AD 92-24-03]

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) applicable to certain Boeing Model 767 series airplanes equipped with Pratt and Whitney PW4000 series engines, that currently requires deactivation, modification of the thrust reverser control system to improve the safeguards against uncommanded deployment of a thrust reverser, and subsequent reactivation of the thrust reverser system. This amendment adds requirements for repetitive inspections, tests, adjustments, and functional checks of the thrust reverser system. This amendment is prompted by a number of possible discrepancies currently identified in the thrust reverser control system which, in certain scenarios, could contribute to an uncommanded deployment. The actions specified in this AD are intended to prevent uncommanded deployment of a thrust reverser during flight, which could result in the reduced controllability of the airplane.

DATE: Effective November 24, 1992.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of November 8, 1991 (56 FR 55066, October 24, 1991).

The incorporation by reference of Boeing Service Bulletin 767-78-0046, Revision 1, dated September 17, 1992, is approved by the Director of the Federal Register as of November 24, 1992.

Comments for inclusion in the Rules Docket must be received on or before January 8, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 92-NM-175-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: Lanny Pinkstaff, Aerospace Engineer, Seattle Aircraft Certification Office, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2684; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On October 11, 1991, the FAA issued AD 91-22-09, Amendment 39-8069 (56 FR 55066, October 24, 1991), which is applicable to certain Model 767 series airplanes equipped with Pratt and Whitney PW4000 series engines, to require deactivation, modification, and subsequent reactivation of the thrust reverser system, to improve the safeguards against uncommanded thrust reverser deployments. That action was prompted by potential contamination of the hydraulic directional control valve (DCV). The actions required by that AD are intended to prevent contamination of the DCV, which could result in uncommanded deployment of a thrust reverser during flight, and subsequently, reduced controllability of the airplane.

Since issuance of that AD, several operators have reported cases of illumination of the thrust reverser isolation valve light and the appearance of left/right isolation valve messages on the engine indication and crew alerting system (EICAS). In some cases, no cause for the indications was found. One operator reported a case of repetitive illumination of the isolation valve light during flight. Replacement of relays, switches, and other thrust reverser system components did not correct the condition. The operator performed a detailed check of the thrust reverser system wiring, and found abrasion on the wiring for the auto restow proximity switch located on the right side of the left engine.

In light of these incidents, the FAA has determined that repetitive inspections and tests of the thrust reverser control and indication system, and repetitive inspections of certain engine wiring, are necessary to ensure the continued operational safety of these airplanes.

The FAA has reviewed and approved Boeing Service Bulletin 767-78-0046, Revision 1, dated September 17, 1992. This service bulletin describes procedures for repetitive inspections, tests, adjustments, and functional checks of the thrust reverser control and indication system, and of selected engine wiring. A specific check of the directional control valve "hot short" protection is included.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 91-22-09 to add requirements for repetitive inspections, tests, adjustments, and functional checks of the thrust reverser control and indication system and of selected engine wiring. This final rule cites Revision 1 of the Boeing service bulletin, described previously, as an appropriate source for service information.

This AD also requires that whenever routine maintenance action is performed that could disturb any portion of the thrust reverser control system, the functional test or tests relative to the system must be performed in accordance with the Boeing 767 Maintenance Manual. After such tests are accomplished, the repetitive inspections, tests, adjustments and functional checks of the thrust reverser system must continue.

Additionally, operators are required to submit a report to the FAA of the results of their initial inspections, tests, adjustments, and functional checks of the thrust reverser system.

Operators should note that the compliance times for the initial and repetitive actions required by this AD differ from those recommended in the relative Boeing service bulletin. In developing the compliance times for this AD action, the FAA determined that the hazard presented by an uncommanded deployment of a thrust reverser during flight will be reduced by the added inspection, test, adjustment, and functional check requirements of this AD. The compliance time of 3,000 flight hours, which is required for the initial and repetitive inspections, tests, adjustments, and functional checks of the thrust reverser control and indication system and of selected engine wiring; and 1,500 flight hours, which is required for the initial and repetitive checks of the grounding wire for the thrust reverser DCV; were determined to be appropriate, in consideration of the average utilization rate of the affected operators and the practical aspects of an orderly inspection of the fleet during regular maintenance periods.

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

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

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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 92-NM-175-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 and that it is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. 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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8069 (56 FR 55066, October 24, 1991), and by adding a new airworthiness directive (AD), amendment 39-8408, to read as follows:

92-24-03. Boeing: Amendment 39-8408. Docket 92-NM-175-AD. Supersedes AD 91-22-09, Amendment 39-8069.

Applicability: Model 767 series airplanes equipped with Pratt and Whitney PW4000 series engines, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

Note: Paragraph (a) of this AD restates the requirements of AD 91-18-51, paragraphs (a) and (b). Paragraph (b) of this AD restates the requirements of AD 91-22-09, paragraph (b). As allowed by the phrase, "unless accomplished previously," if the requirements of AD 91-18-51 and 91-22-09 have been accomplished previously, paragraphs (a) and (b) of this AD do not require those deactivations and modifications to be repeated.

To prevent in-flight thrust reverser deployment and subsequent reduced controllability of the airplane, accomplish the following:

(a) Within 7 days after August 23, 1991 (the effective date of AD 91-18-51), accomplish the following:

(1) Deactivate both left and right thrust reversers, in accordance with Section 78-31-1 of Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, dated May 1, 1991.

(2) Add the following to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM). This may be accomplished by placing a copy of this AD in the AFM.

"Reduce by five percent the available accelerate-stop distance resulting from the Airplane Flight Manual takeoff performance analysis when the runway is wet or contaminated."

(b) Within 60 days after November 8, 1991 (the effective date of AD 91-22-09, Amendment 39-8069), modify the thrust reverser system in accordance with Boeing Service Bulletin 767-78-0051, dated October 9, 1991. Once this modification is accomplished, the thrust reverser system must be re-activated, and the AFM limitation required by paragraph (a)(2) of this AD may be removed.

(c) Accomplish the actions specified in paragraphs (c)(1) and (c)(2) of this AD in accordance with Boeing Service Bulletin 767-78-0046, Revision 1, dated September 17, 1992, and in accordance with the schedule specified.

(1) Prior to the accumulation of 3,000 flight hours since manufacture, or within 30 days after the effective date of this AD, whichever occurs later, perform all inspections, tests, adjustments, and functional checks of the thrust reverser control and indication system, and engine wiring specified in the service bulletin.

(i) Repeat these actions at intervals not to exceed 3,000 flight hours.

(ii) Whenever maintenance action is taken that could disturb any portion of the thrust reverser control system, the functional test or tests relative to the system must be performed in accordance with the Boeing 767 Maintenance Manual. After this test(s) is accomplished, the repetitive inspections, tests, adjustments and functional tests required by paragraph (c)(1)(i) of this AD must continue.

Note: The Boeing 767 Maintenance Manual should include Revision 78-646, Chapter 78, dated September 2, 1992.

(2) Prior to the accumulation of 1,500 flight hours since manufacture, or within 30 days after the effective date of this AD, whichever occurs later, perform a check of the grounding wire for the thrust reverser directional control valve (DCV) in accordance with Section III, paragraph B., of the service bulletin. Thereafter, repeat this check at the times specified in paragraph (c)(2)(i) and (c)(2)(ii):

(i) At intervals not to exceed 1,500 flight hours; and

(ii) Whenever maintenance action is taken that could disturb the DCV grounding circuit.

(d) If any of the inspections, tests, adjustments and/or functional checks required by paragraph (c) of this AD cannot be successfully performed as specified in the service bulletin, prior to further flight, deactivate the associated thrust reverser in accordance with Section 78-31-1 of Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, dated May 1, 1991. The thrust reverser must remain deactivated until all inspections, tests, adjustments and functional tests required by paragraph (c) of this AD are successfully completed.

(e) Within 45 days after accomplishing the initial inspections, tests, adjustments, and functional tests required by paragraph (c) of this AD, submit a report of the results, both positive and negative, to the Manager, Seattle Aircraft Certification Office (ACO), ANM-100S, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056, or fax (206) 227-1181. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(f) 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, 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: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Seattle ACO.

(g) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(h) The inspections, tests, adjustments, and functional checks shall be done in accordance with Boeing Service Bulletin 767-78-0046, Revision 1, dated September 17, 1992. 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. The incorporation by reference of Boeing Service Bulletin 767-78-0051, dated October 9, 1991; and Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, dated May 1, 1991; was approved previously by the Director of the Federal Register as of

November 8, 1991 (56 FR 55066, October 24, 1991). 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.

(i) This amendment becomes effective on November 24, 1992.

Issued in Renton, Washington, on October 27, 1992.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 92–27081 Filed 11–6–92; 8:45 am]

BILLING CODE 4910–13–M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 249

[Release No. 34–31398]

RIN 3235–AE54

Broker-Dealer Registration and Reporting

AGENCY: Securities and Exchange Commission.

ACTION: Adoption of form amendments.

SUMMARY: The Commission is adopting clarifying amendments to Form BD, the application form for broker-dealer registration under the Securities Exchange Act of 1934. The purpose of the amendments is to provide a uniform definition of the term "proceeding," as used in the disciplinary background provisions, and to simplify processing of the Form. The Commission also is adopting an amendment to Schedule I of Form X–17A–5 (the FOCUS report) to require registered broker-dealers to disclose their affiliations, if any, with U.S. banks.

EFFECTIVE DATE: The amendments to Form BD become effective on November 16, 1992; the amendments to Schedule I of Form X–17A–5 become effective on December 9, 1992.

FOR FURTHER INFORMATION CONTACT: Robert L.D. Colby, Chief Counsel, or Belinda Blaine, Branch Chief (202) 504–2418, Office of Chief Counsel, Division of Market Regulation, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549.

I. Introduction

In July 1992, the Commission adopted amendments to Form BD, the uniform application form for broker-dealer registration under the Securities Exchange Act of 1934 ("Exchange Act"), which were designed to simplify and consolidate the disclosure requirements of the Form.[1] At the same time, the Commission proposed for comment several additional amendments to Form BD.[2] The purpose of the proposed amendments was to clarify certain items in the Form by making technical modifications and by adding a uniform definition of the term "proceeding," as used in Item 7, the disciplinary background provision of the Form. In the Proposing Release, the Commission stated that the uniform definition of "proceeding" was intended to eliminate any existing confusion in the broker-dealer community as to the extent of disclosure required under Item 7.

Although no comments were submitted in connection with the proposed amendments, the membership of the North American Securities Administrators Association, Inc. ("NASAA") voted to adopted the amendments at their annual meeting in September 1992.[3] Therefore, for the reasons discussed in the Proposing Release, the Commission is adopting the amendments to Form BD as proposed. The Commission also is adopting a previously proposed revision to Schedule I of Form X–17A–5 (the FOCUS report), filed by registered broker-dealers with the Commission pursuant to Rule 17a–5 under the Exchange Act.[4]

II. Form BD

A. Description of Amendments

Item 7(G) of Form applicants for broker-dealer registration to disclose whether they or their control affiliates are "now the subject of any proceeding that could result in a 'yes' answer" to the questions posed in parts A through F. Parts A through F of Item 7 request information about any criminal, civil, or administrative action taken against the applicant or its control affiliates. The Commission historically has interpreted the term "proceeding" in Item 7(G) to include only administrative proceedings, civil litigation initiated by regulatory agencies, and final criminal actions.[5] In contrast, NASAA has interpreted "proceeding" to also include pending criminal charges and private civil litigation.[6]

In an effort to reconcile these differing interpretations, the Commission, NASAA, and the National Association of Securities Dealers, Inc. ("NASD") have developed a joint definition of the term "proceeding." Under this definition, which has been added to the instructions to Item 7, the term "proceeding" includes formal administrative and civil actions initiated by self-regulatory organizations ("SRO"), governmental agencies, and foreign financial regulatory authorities (as defined in Form BD), felony criminal indictments and informations, and misdemeanor informations involving the securities-related matters listed in Item 7(A)(1) of the Form.[7] This interpretation of "proceeding," however, does not require broker-dealers to disclose investigations, civil litigation not initiated by an SRO, governmental agency, or foreign financial regulatory authority, or criminal arrests and charges effected in the absence of a formal criminal indictment or information.

The Commission believes that this amendment to Item 7 is consistent with the purpose of Form BD—to provide a uniform application form that can be used by broker-dealers to register with the states, the Commission, and the NASD. Accordingly, the joint definition replaces NASAA's interpretation of "proceeding," as expressed in its 1989 resolution, and the Commission's interpretation, as discussed in its earlier releases.[8]

In addition to the amendments to the instructions to Item 7, several technical revisions have been made to Form BD. First, the general instructions to the Form have been amended to state explicitly that broker-dealers may only use the current version of Form BD when filing an application pursuant to Rule 15b1–1 [17 CFR 240.15b1–1] or an amendment pursuant to Rule 15b3–1 [17 CFR 240.15b3–1] under the Exchange

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[1] Securities Exchange Act Release No. 34–30958 (July 27, 1992), 57 FR 34028 ("Release 34–30958"). The amendments clarified certain reporting requirements, updated the disciplinary history provisions of the Form to reflect the 1990 amendments to the federal securities laws, and narrowed the scope of ownership disclosure required by the schedules to the Form.

[2] Securities Exchange Act Release No. 30959 (July 27, 1992), 57 FR 34048 ("Proposing Release").

[3] NASAA is the organization of the fifty state securities agencies.

[4] 17 CFR 240.17a–5. The Commission did not receive any comments on the proposed amendments to Schedule I.

[5] Securities Exchange Act Release Nos. 2478 (February 6, 1976), 41 FR 7089, and 22468 (September 28, 1985), 50 FR 41887.

[6] NASAA Resolution (September 14, 1989).

Item 7(A)(1) lists misdemeanors involving: (i) investments or an investment-related business; (ii) fraud, false statements, or omissions; (iii) wrongful taking of property; and (iv) bribery, forgery, counterfeiting, or extortion.

A formal charge that is equivalent to an indictment or information but that is designated differently under state law also is considered a "proceeding" for purposes of Item 7.

[8] See notes 5 & 6, *supra*.