

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the drive shaft, loss of power to the rotor system, and a subsequent forced landing of the helicopter, accomplish the following:

(a) Within 6 hours TIS after the effective date of this AD, visually inspect the drive shaft for cracks in the area around each rivet, using a 10X or higher magnifying glass, and inspect the drive shaft for loose balance weights.

(1) The inspection for loose balance weights shall be performed by grasping the balance weights by hand and attempting to move them in both the radial and axial directions. Any movement of the balance weights constitutes looseness.

(2) If a crack is found on the drive shaft or any balance weight is loose, replace the drive shaft with an airworthy drive shaft before further flight.

(b) Thereafter, inspect for cracks and loose balance weights at intervals not to exceed 6 hours TIS from the last inspection.

(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, Boston Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

(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 helicopter to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on August 19, 1996.

Issued in Fort Worth, Texas, on July 11, 1996.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96-18294 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ASO-20]

Establishment of Federal Colored Airway B-9; FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on June 13, 1996 (Airspace Docket No. 95-ASO-20). In the airspace designation of Blue 9 (B-9), effective August 15, 1996, "Ft. Myers, FL" is corrected to read "Lee County, FL."

EFFECTIVE DATE: July 19, 1996.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96-15063, Airspace Docket No. 95-ASO-20, published on June 13, 1996 (61 FR 29937), established B-9. However, in the June 13 publication, the description for B-9 included an error in defining the DEEDS intersection. The intersection should have been defined as "Pahokee, FL, 211° and Lee County, FL, 138°T (140°M)." This action corrects that error.

Accordingly, pursuant to the authority delegated to me, the airspace designation for B-9, published in the Federal Register on June 13, 1996 (61 FR 20037); Federal Register Document 96-15063, Column 3, is corrected as follows:

* * * * *

B-9 [Corrected]

From INT Pahokee, FL, 211° and Lee County, FL, 138° radials; Marathon, FL.

* * * * *

Issued in Washington, DC, on July 12, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-18423 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 97

[Docket No. 28627; Amdt. No. 1742]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under

instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic

depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports.

The FAA has determined through testing that current non-localizer type, non-precision instrument approaches developed using the TERPS criteria can be flown by aircraft equipped with Global Positioning System (GPS) equipment. In consideration of the above, the applicable Standard Instrument Approach Procedures (SIAPs) will be altered to include "or GPS" in the title without otherwise reviewing or modifying the procedure. (Once a stand along GPS procedure is developed, the procedure title will be altered to remove "or GPS" from these non-localizer, non-precision instrument approach procedure titles.) Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are, impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on July 12, 1996.

Thomas C. Accardi,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 is revised to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.27, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.27 NDB, NDB/DME; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective Aug 15, 1996*

St. Mary's, AK, St. Mary's, NDB/DME or GPS RWY 16, Amdt 1A CANCELLED

St. Mary's, AK, St. Mary's, NDB/DME RWY 16, Amdt 1A

St. Mary's, AK, St. Mary's, NDB or GPS RWY 34, Orig-A CANCELLED

St. Mary's, AK, St. Mary's, NDB RWY 34, Orig-A

Battle Creek, MI, W.K. Kellogg, VOR or TACAN or GPS RWY 5, Amdt. 19 CANCELLED

Battle Creek, MI, W.K. Kellogg, VOR or TACAN RWY 5, Amdt. 19

Hammonton, NJ, Hammonton Muni, VOR or GPS-B, Amdt 1 CANCELLED

Hammonton, NJ, Hammonton Muni, VOR or GPS-B, Amdt 1

Port Clinton, OH, Carl R Keller Field, NDB or GPS RWY 27, Amdt 11 CANCELLED

Port Clinton, OH, Carl R Keller Field, NDB RWY 27, Amdt 11

Wiscasset, ME, Wiscasset, NDB or GPS RWY 25, Amdt 4A CANCELLED

Wiscasset, ME, Wiscasset, NDB RWY 25, Amdt 4A

Fairmont, WV, Fairmont Municipal, VOR/DME or GPS RWY 22, Amdt 4 CANCELLED

Fairmont, WV, Fairmont Municipal, VOR/DME RWY 22, Amdt 4

Riverton, WY, Riverton Regional, VOR or GPS RWY 28, Amdt 8A CANCELLED

Riverton, WY, Riverton Regional, VOR RWY 28, Amdt 8A

[FR Doc. 96-18425 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 134

Use of "Made in" and "Assembled in" in One Country of Origin Marking Statement

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General marking exception.

SUMMARY: This document advises the public of a general country of origin marking exception that will be granted by Customs, commencing August 5, 1996, for three months for imported foreign articles which reach the ultimate purchaser in the United States containing a marking with the words "Made in," "Product of," or words of similar meaning, such as "Knit in," along with the use of "Assembled in" in a single country of origin marking statement.

EFFECTIVE DATE: August 5, 1996, through November 5, 1996.

FOR FURTHER INFORMATION CONTACT: Monika Rice, Special Classification and Marking Branch, Office of Regulations and Rulings (202-482-6980).

SUPPLEMENTARY INFORMATION:

Background

Section 304 of the Tariff Act of 1930, as amended (19 U.S.C. 1304), provides that, unless excepted, every article of foreign origin (or its container) imported into the U.S. shall be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or its container) will permit, in such a manner as to indicate to the ultimate purchaser in the U.S. the English name of the country of origin of the article. Part 134, Customs Regulations (19 CFR Part 134), implements the country of origin marking requirements and exceptions of 19 U.S.C. 1304.

Customs previously has determined that the use of "Made in," "Product of," or words of similar meaning, such as "Knit in" (when the country of origin was the country in which an article was knit to shape), along with the use of the words "Assembled in" in a single country of origin marking statement, was acceptable for purposes of 19 U.S.C. 1304. These prior determinations were based upon Customs position that the words, "Assembled in" were not a country of origin marking indicator, except as provided for in 19 CFR 10.22 for articles eligible for subheading 9802.00.80, Harmonized Tariff Schedule of the United States (HTSUS), treatment.