

of the Class E airspace area at Score Field, Menomonie, WI, which was published in the Federal Register of July 10, 1996. This action also corrects an error in the geographic coordinates of the Class E airspace area under the legal description.

**EFFECTIVE DATE:** The effective date of the final rule published at 61 FR 36285 is changed to 0901 UTC, October 10, 1996. This correction is effective 0901 UTC, October 10, 1996.

**FOR FURTHER INFORMATION CONTACT:** John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

**SUPPLEMENTARY INFORMATION:**

History

Federal Register Document 96-17592, Airspace Docket 96-AGL-4, was published July 10, 1996 (61 FR 36285) to accommodate a Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR)/DME for runway 27 approach at Score Field, Menomonie, WI. Upon review of the final rule errors were discovered. The final rule was to be effective on August 24, 1996, and it should have been effective October 10, 1996. Additionally, there was an error in the geographical coordinates of the Class E airspace area. This action corrects these errors.

Accordingly, pursuant to the authority delegated to me, the geographic coordinates of the Class E airspace area at Score Field, Menomonie, WI, as published in the Federal Register on July 10, 1996 (61 FR 36285), Federal Register Document 96-17592, are corrected as follows:

**§ 71.71 [Corrected]**

1. On page 36285, in column 2, in § 71.1, under "AGL WI E5 Menomonie, WI", last line in the column, correct "(lat. 44°53'29" N, long. 91°52'00" W)" to read "(lat. 44°53'43" N., long. 91°52'12" W.)".

Issued in Des Plaines, Illinois on July 26, 1996.

Maureen Woods,  
Manager, Air Traffic Division.

[FR Doc. 96-20389 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 93-ASW-4]

RIN 2120-AA66

**Alteration of VOR Federal Airways; Texas**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the Federal Register on July 3, 1996 (Airspace Docket No. 93-ASW-4). In that rule, the airspace designations for Federal Airways V-63 and V-94, effective October 10, 1996, were incorrectly described. This action corrects those errors.

**EFFECTIVE DATES:** August 12, 1996.

**FOR FURTHER INFORMATION CONTACT:** Bil Nelson, 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 96-17038, Airspace Docket No. 93-ASW-4, published on July 3, 1996 (61 FR 34722), realigned twelve Federal airways supporting the Dallas/Fort Worth, TX, Metroplex Plan. However, in the rule the description for V-63 inadvertently showed that the airway traversed the Allen Military Operations Area (MOA). The airway should have been described as traversing the Howard West MOA between 5 and 46 nautical miles (NM) northeast of the Quincy Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC). This action corrects the V-63 description by adding the correct title of the MOA and the area of the MOA that the airway traverses. Additionally, the airspace designation for V-94 inadvertently stated that the airway airspace excluded Restricted Area 5103A (R-5103A), when in fact, the airway does not penetrate or encroach upon the restricted airspace area. This action corrects the description of V-94 by removing any reference to R-5103A.

**Correction of Final Rule**

Accordingly, pursuant to the authority delegated to me, the airspace designations for V-63 and V-94, published in the Federal Register on July 3, 1996 (61 FR 34723); Federal Register Document 96-17038, Columns 1 and 2, are corrected as follows:

\* \* \* \* \*

**V-63 [Corrected]**

From Bonham, TX, via McAlester, OK; Razorback, AR; Springfield, MO; Hallsville, MO; Quincy, IL; Burlington, IA; Moline, IL; Davenport, IA; Rockford, IL; Janesville, WI; Badger, WI; Oshkosh, WI; Stevens Point, WI; Wausau, WI; Rhinelander, WI, to Houghton, MI. Excluding that airspace at and above 10,000 feet MSL from 5 NM north to 46 NM north of Quincy during the time that the Howard MOA is activated by NOTAM.

\* \* \* \* \*

**V-94 [Corrected]**

From Blythe, CA, INT Blythe 094° and Gila Bend, AZ, 299° radials; Gila Bend; Stanfield, AZ; 55 miles, 74 miles, 95 MSL, San Simon, AZ; Deming, NM; Newman, TX; Salt Flat, TX; Wink, TX; Midland, TX; Tuscola, TX; Glen Rose, TX; Cedar Creek, TX; Gregg County, TX; Elm Grove, LA; Monroe, LA; Greenville, MS; Holly Springs, MS; Jacks Creek, TN; Bowling Green, KY.

\* \* \* \* \*

Issued in Washington, DC, on August 5, 1996.

Jeff Griffith,

Program Director for Air Traffic Airspace Management.

[FR Doc. 96-20511 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 93-ASW-5]

RIN 2120-AA66

**Alteration of VOR Federal Airways; Texas**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the Federal Register on July 3, 1996 (Airspace Docket No. 93-ASW-5). In that rule, the airspace designation for Federal Airway V-477, effective October 10, 1996, erroneously omitted a section of the existing route. This action corrects that error.

**EFFECTIVE DATE:** August 12, 1996.

**FOR FURTHER INFORMATION CONTACT:** Bil Nelson, 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 96-17040, Airspace Docket No. 93-ASW-5, published on July 3, 1996 (61 FR 34723), realigned eleven Federal airways supporting the Dallas/Fort Worth, TX, Metroplex Plan. However, in the July 3 publication the description for V-477 was inadvertently not defined in its entirety. This action corrects that omission.

**Correction of Final Rule**

Accordingly, pursuant to the authority delegated to me, the airspace designation for V-477, published in the Federal Register on July 3, 1996 (61 FR 34724); Federal Register Document 96-17040, Column 2) is corrected as follows:

\* \* \* \* \*

*V-477 [Corrected]*

From Humble, TX, via INT Humble 349° and Leona, TX, 139° radials; to Cedar Creek, TX.

\* \* \* \* \*

Issued in Washington, DC, on August 5, 1996.

Jeff Griffith,

Program Director for Air Traffic Airspace Management.

[FR Doc. 96-20510 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF THE TREASURY****Customs Service****19 CFR Parts 10, 12, 102 and 134**

[T.D. 96-48]

RIN 1515-AB34

**Rules for Determining the Country of Origin of a Good for Purposes of Annex 311 of the North American Free Trade Agreement; Corrections**

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

**ACTION:** Final rule; corrections.

**SUMMARY:** This document makes corrections to the document published in the Federal Register which set forth final amendments to the Customs Regulations regarding the rules for determining when the country of origin of a good is one of the parties to the North American Free Trade Agreement (NAFTA) as required by Annex 311 of the NAFTA.

**EFFECTIVE DATE:** These corrections are effective August 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** Sandra L. Gethers, Office of Regulations and Rulings (202-482-6980).

**SUPPLEMENTARY INFORMATION:****Background**

On June 6, 1996, Customs published in the Federal Register (61 FR 28932) as T.D. 96-48 a document which adopted as a final rule, with some modifications, interim amendments to the Customs Regulations that established the rules for determining when the country of origin of a good is one of the parties to the North American Free Trade Agreement (NAFTA) as required by Annex 311 of the NAFTA. Those final NAFTA Marking Rules apply only to all goods imported from Canada or Mexico other than textile and apparel products, and do not apply to trade with other countries. The June 6, 1996, notice provided for an August 5, 1996, effective date for the final regulations. A

document correcting several errors in T.D. 96-48 was published in the Federal Register on July 1, 1996 (61 FR 33845).

This document corrects two additional errors published in T.D. 96-48.

One error involved the Discussion of Comments portion of the document under **SUPPLEMENTARY INFORMATION**. Specifically, the public comment discussion regarding the § 102.20 tariff shift rule for subheadings 8482.10-8482.80 (bearings) dealt with only one comment, which was opposed to the proposed tariff shift rule. However, that comment discussion failed to reflect that another comment, which was in favor of the proposed rule, was also received by Customs. This document corrects the comment discussion to more accurately reflect the totality of public comments received on this matter.

The second error involved the table under § 102.20 of the final regulatory texts. Specifically, the entry for HTSUS 8540.71-8540.99 reflected a typographical error in that the reference "8540.99" should have read "8540.89" in the "HTSUS" column and in the corresponding "Tariff shift and/or other requirements" column. This document sets forth the HTSUS entry in its entirety to correct this typographical error.

**Corrections of Publication**

Accordingly, the document published in the Federal Register as T.D. 96-48 on June 6, 1996 (61 FR 28932) is corrected as set forth below.

**Correction to the Discussion of Comments Section**

On page 28949, in the third column, the paragraphs under the heading *Subheadings 8482.10-8482.80 (Bearings)* are corrected to read as follows:

*Comments:* The § 102.20 rule set forth in the May 5, 1995, notice of proposed rulemaking for subheadings 8482.10 through 8482.80 provides as follows:

A change to subheading 8482.10 through 8482.80 from any other heading; or

A change to subheading 8482.10 through 8482.80 from any other subheading, including another subheading within that group, except from inner or outer races or rings of subheading 8482.99.

Two comments were received on the proposed rule. The first commentator claimed that the processes of grinding, polishing and heat treating of rings and races should confer origin. The second commentator strongly supported the

Customs proposal and provided arguments supporting its position that unfinished races or rings, which have the essential characteristics of the finished components, should determine the country of origin of the bearings, whether or not additional heat treatment or other finishing operations are performed on the races or rings.

*Customs response:* Customs agrees with the second commenter. It remains the position of Customs that the operations described by the first commenter are merely finishing operations which do not confer origin. None of these operations changes the essential character of the article which is processed. The name, character and use of the article remain the same after these operations are performed. See *National Hand Tool Corp. v. United States, supra*, wherein the court held that operations such as grinding, polishing and heat treating are merely finishing operations which do not constitute a substantial transformation. Therefore, the revision of the § 102.20 rule for these goods should be adopted as proposed.

**Correction to the Final Regulations**

At the bottom of page 28975, the entry for HTSUS 8540.71-8540.99 is corrected to read as follows:

8540.71-8540.89—A change to subheading 8540.71 through 8540.89 from any other subheading, including another subheading within that group.

Dated: August 6, 1996.

Stuart P. Seidel,

Assistant Commissioner, Office of Regulations and Rulings.

[FR Doc. 96-20398 Filed 8-9-96; 8:45 am]

BILLING CODE 4820-02-P

**DEPARTMENT OF STATE****22 CFR Part 126**

[Public Notice 2422]

**Bureau of Political-Military Affairs; Amendment to the List of Proscribed Destinations**

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** The Department of State is amending the International Traffic in Arms Regulations (ITAR) to reflect that it is no longer the policy of the United States to deny licenses, other approvals, exports and imports of defense articles and defense services, destined for or originating in Ukraine. All requests for approval involving items covered by the