

appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(e) 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.

(f) The inspection and replacement shall be done in accordance with Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision "A," dated December 2, 1994; or Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995; as applicable. 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 23, 1996.

Issued in Renton, Washington, on September 10, 1996.

James V. Devany,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-23713 Filed 9-17-96; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 39

[Docket No. 96-ANE-04; Amendment 39-9705; AD 96-08-01 R1]

RIN 2120-AA64

#### Airworthiness Directives; Hamilton Standard Model 14RF-9 Propellers

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

**ACTION:** Final rule; correction

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 96-08-01 R1 applicable to Hamilton Standard Model 14RF-9 propellers that was published in the Federal Register on August 2, 1996 (61 FR 40313). The Amendment No. in the header to the Compliance section is incorrect. This document corrects the Amendment No. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** September 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7158, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** A final rule airworthiness directive applicable to Hamilton Standard Model 14RF-9 propellers, was published in the Federal Register on August 2, 1996 (61 FR 40313). The following correction is needed:

#### § 39.13 [Corrected]

On page 40314, in the third column, in the header to the Compliance Section, in the second line, "Amendment No. 39-9707" is corrected to read "Amendment No. 39-9705".

Issued in Burlington, MA, on August 26, 1996.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 96-23754 Filed 9-17-96; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### 19 CFR Part 101

[T.D. 96-67]

#### Extension of Port Limits of Columbus, Ohio

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

**ACTION:** Final rule.

**SUMMARY:** This document amends the Customs Regulations pertaining to the field organization of Customs by extending the geographical limits of the port of Columbus, Ohio, to include Rickenbacker International Airport, which is currently operating as a user fee airport. The boundary expansion of the Columbus port has occurred because of increased business at Rickenbacker International Airport. The Customs Regulations are also being amended to remove Rickenbacker International Airport's designation as a user fee airport. This change is being made as part of Customs continuing program to obtain more efficient use of its personnel, facilities, and resources and to provide better service to carriers, importers, and the general public.

**EFFECTIVE DATE:** October 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** Harry Denning, Office of Field Operations, (202) 927-0196.

#### SUPPLEMENTARY INFORMATION:

##### Background

As part of a continuing program to obtain more efficient use of its personnel, facilities, and resources, and to provide better service to carriers, importers, and the general public, Customs is amending § 101.3, Customs Regulations (19 CFR 101.3), by extending the geographical limits of the port of Columbus, Ohio, to include the territory encompassing Rickenbacker International Airport, which is currently a user fee airport.

Enough business has shifted from within the port to Rickenbacker International Airport to make it worthwhile for Customs to include the airport within the Columbus port boundaries. Customs even plans to relocate its offices to Rickenbacker International Airport.

The Customs Regulations are also being amended to remove Rickenbacker International Airport from the list of user fee airports in § 122.15, Customs Regulations. Customs will use existing staffing to service the expanded area of the port of Columbus, Ohio.

#### Comments and Analysis

A Notice of Proposed Rulemaking (NPRM) was published in the Federal Register (61 FR 8001) on March 1, 1996, which discussed the proposed extension of the Port of Columbus. As a result of the NPRM, two comments were received.

The comments were from the Columbus Airport Authority and the Department of Trade and Development of the City of Columbus. The comments do not oppose the extension of the port limits of the Port of Columbus, but they are concerned with maintaining the level of Customs services at Port Columbus International Airport.

The Columbus Airport Authority, which operates Port Columbus International Airport where the Customs offices are currently located, requests assurances that there will be no lowering of the current level of services. It also wishes the Customs Service to provide the required services for a projected growth in international flights.

The Department of Trade and Development comment explores the planned long term development of Port Columbus International Airport. The airport expects growth in international service as a result of recent negotiations involving the potential Canadian market for flights to Columbus and as part of its

membership in the United States Airports for Better International Air Service. At the same time, the Department is involved in expanding the capabilities of Rickenbacker International Airport. The Department is concerned with the long term economic viability of both airports.

The Customs Service wishes to emphasize that the extension of the Port of Columbus limits to include Rickenbacker International Airport and the move of the port Customs office to Rickenbacker International Airport will not affect Customs service at either airport. Rickenbacker International Airport was a designated user fee airport. Now that the extension of the Port of Columbus is final, the airport will get regular Customs service. The Port Columbus International Airport will continue to receive its regular Customs service.

The Customs Service assures both commenters that there will be no change in the level of Customs service at either facility. Furthermore, Customs anticipates that it will be able to provide sufficient resources to process the increase in workload foreseen by the commenters.

#### Conclusion

Inasmuch as the comments are favorable toward the change as long as the current levels of Customs service are maintained and Customs anticipates no change in the level of service at either Rickenbacker International Airport or the Port Columbus International Airport, Customs is proceeding with the amendment.

#### Port Limits

The previous port limits of the port of Columbus, Ohio, established in Treasury Decision (T.D.) 82-9, included all of the territory within the corporate limits of Columbus, Ohio, all of the territory completely surrounded by the city of Columbus, and all of the territory enclosed by Interstate Highway 270 (outer belt), which completely surrounds the city.

The expanded port limits of Columbus, Ohio, encompass the port limits set forth in T.D. 82-9 as well as the following territory:

Beginning at the intersection of Rohr and Lockbourne Roads, then proceeding southerly along Lockbourne Road to Commerce Street, thence easterly along Commerce Street to its intersection with the N & W railroad tracks, then southerly along the N & W railroad tracks to the Franklin-Pickaway County line, thence easterly along the Franklin-Pickaway County line to its intersection with Pontius Road, then northerly along Pontius Road to its intersection with Rohr Road, thence westerly

along Rohr Road to its intersection with Lockbourne Road, the point of beginning, all within the County of Franklin, State of Ohio.

#### Regulatory Flexibility Act and Executive Order 12866

Customs routinely establishes, expands, and consolidates Customs ports of entry throughout the United States to accommodate the volume of Customs-related activity in various parts of the country. Thus, although this document is being issued with notice for public comment, because it relates to agency management and organization, it is not subject to the notice and public procedure requirements of 5 U.S.C. 553. Accordingly, this document is not subject to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

Agency organization matters such as this proposed port extension are exempt from consideration under Executive Order 12866.

#### Drafting Information

The principal author of this document was Janet L. Johnson, Regulations Branch. However, personnel from other offices participated in its development.

#### List of Subjects

##### 19 CFR Part 101

Customs duties and inspection, Exports, Imports, Organization and functions (Government agencies).

##### 19 CFR Part 122

Administrative practice and procedure, Air carriers, Aircraft, Airports, Customs duties and inspection, Freight, Reporting and recordkeeping requirements.

#### Amendments to the Regulations

For the reasons set forth in the preamble, part 101 and part 122 of the Customs Regulations are amended as set forth below.

### PART 101—GENERAL PROVISIONS

1. The general authority citation for part 101 and the specific authority citation for § 101.3 continue to read as follows:

Authority: 5 U.S.C. 301, 19 U.S.C. 2, 66, 1202 (General Note 20, Harmonized Tariff Schedule of the United States), 1623, 1624.

Sections 101.3 and 101.4 also issued under 19 U.S.C. 1 and 58b;

\* \* \* \* \*

#### § 101.3 [Amended]

2. Section 101.3(b)(1) is amended by removing the reference "T.D. 82-9" in the "Limits of port" column adjacent to the entry of Columbus in the "Ports of

entry" column under the state of Ohio and by adding the reference "T.D. 96-67" in its place.

### PART 122—AIR COMMERCE REGULATIONS

1. The general authority citation for part 122 continues to read as follows:

Authority: 5 U.S.C. 301; 19 U.S.C. 58b, 66, 1433, 1436, 1459, 1590, 1594, 1623, 1624, 1644; 49 U.S.C. App. 1509.

#### § 122.15 [Amended]

2. The list of user fee airports in § 122.15(b) is amended by removing "Columbus, Ohio" from the left column labelled "Location" and by removing "Rickenbacker Airport" from the adjacent right column labelled "Name."

George J. Weise,

*Commissioner of Customs.*

Approved: August 29, 1996.

Dennis M. O'Connell,

*Acting Deputy Assistant Secretary of the Treasury.*

[FR Doc. 96-23896 Filed 9-17-96; 8:45 am]

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## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

#### 25 CFR Parts 271, 272, 274, 277, and 278

RIN 1076-AD53

#### Contracts and Grants; School Construction; Special Grants to Small Tribes; Removal of Regulations

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Final rule.

**SUMMARY:** The Bureau of Indian Affairs is eliminating of 25 CFR Parts 271, 272, 274, 277 and 278 as mandated by Executive Order 12866 to streamline the regulatory process and enhance the planning and coordination of new and existing regulations.

**EFFECTIVE DATE:** September 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** James Thomas, Division of Self-Determination Services, Bureau of Indian Affairs, Department of the Interior, Room 4627, 1849 C Street NW, Washington, DC 20240, Telephone (202) 208-3708.

**SUPPLEMENTARY INFORMATION:** On June 3, 1996, at 61 FR 27833, the Bureau published a proposed rule to eliminate 25 CFR Part 274, School Construction Contracts or Services for Tribally Operated Previously Private Schools; Part 277, School Construction Contracts for Public Schools; and Part 278, Special