

repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 2,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent failure of both generators during critical phases of flight (such as night operation or while in icing conditions), which could result in loss of control of the airplane, accomplish the following:

(a) For the model and serial number airplanes presented below, replace the existing generator fault transformer wiring with new dual conductor shielded wire in accordance with Fairchild Service Bulletin (SB) 226-24-027, Issued: May 19, 1988, Revised: February 22, 1989, or Fairchild SB 227-24-008, Issued: October 25, 1985, Revised: January 23, 1989, as applicable.

(1) Model SA226-T airplanes, serial numbers T201 through T275 and T277 through T291; Model SA226-T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226-AT airplanes, serial numbers AT001 through AT074; and Model SA226-TC airplanes, serial numbers TC201 through TC419.

(2) Model SA227-TT airplanes, serial numbers TT421 through TT541; Model SA227-AT airplanes, serial numbers AT423 through AT631; and Model SA227-AC airplanes, serial numbers AC406, AC415, AC416, and AC420 through AC683.

(b) For the model and serial number airplanes presented below, rewire the electrical power generation system to reduce the possibility of 325-amp current limiter failure in accordance with Fairchild SB 226-24-023, Issued: October 25, 1985, Revised: January 23, 1989, or Fairchild SB 227-24-005, Issued: October 25, 1985, Revised: January 23, 1989, as applicable.

(1) Model SA226-T airplanes, serial numbers T249 through T275 and T277 through T291; Model SA226-T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226-AT airplanes, serial numbers AT025 through AT074; and Model SA226-TC airplanes, serial numbers TC209 through TC419.

(2) Model SA227-TT airplanes, serial numbers TT421 through TT541; Models SA227-AT airplanes, serial numbers AT423 through AT591; and SA227-AC airplanes, serial numbers AC420 through AC594.

(c) For Model SA226-T airplanes, serial numbers T249 through T275 and T277 through T291; Model SA226-T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226-AT airplanes, serial numbers AT025 through AT074; and Model SA226-TC airplanes, serial numbers TC209 through TC419, modify the voltage regulator access panel and install a connector in the wire bundle in accordance with Fairchild SB 226-24-026, Issued: May 27, 1987.

(d) For Model SA226-T airplanes, serial numbers T201 through T275 and T277 through T291; Model SA226-T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)347; Model SA226-AT airplanes, serial numbers AT001 through AT074; and Model SA226-TC airplanes, serial numbers TC201 through TC348, install new voltage

regulators, reroute certain wires, and replace the entire voltage regulator panel assembly in accordance with Fairchild SB 24-018, Issued: October 22, 1980, Revised: January 7, 1981.

(e) For the model and serial number airplanes presented below, modify the direct current (DC) generator control system so that it will operate off its respective generator output in accordance with Fairchild SB 226-24-031, dated July 27, 1989, or Fairchild SB 227-24-012, Issued: May 4, 1989; Revised: July 27, 1989, as applicable. This includes removing field current and reset resistors, removing the reset and generator relays and associated diodes, installing a 10-amp generator control circuit breaker to the left-hand and right-hand essential bus panels, and replacing the 10-amp generator control circuit breakers in the left-hand and right-hand wheelwells with 15-amp circuit breakers that are wired in series with the generator control circuit breakers.

(1) Model SA226-T airplanes, serial numbers T249 through T275 and T277 through T291; Model SA226-T(B) airplanes, serial numbers T(B)276 and T(B)292 through T(B)417; Model SA226-AT airplanes, serial numbers AT025 through AT074; and Model SA226-TC airplanes, serial numbers TC209 through TC419.

(2) Model SA227-TT airplanes, serial numbers TT421 through TT541; Model SA227-AT airplanes, serial numbers AT423 through AT695; and Model SA227-AC airplanes, serial numbers AC406, AC415, AC416, AC420 through AC556, AC558 through AC705, and AC707 through AC733.

(f) 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.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(h) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 28, 1996.

John R. Colomy,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 96-28165 Filed 11-1-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AWP-27]

Proposed Amendment of Class E Airspace; San Jose, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at San Jose, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14/32 at South County Airport of Santa Clara County has made this proposal necessary. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at South County Airport of Santa Clara County, San Martin, CA.

DATES: Comments must be received on or before November 8, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Operations Branch, AWP-530, Docket No. 96-AWP-27, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business at the Office of the Manager, Operations Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with the comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 96-AWP-27." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Operations Branch, Air Traffic Division, at 15000 Aviation Boulevard, Lawndale, California 90261, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Operations Branch, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at San Jose, CA. The development of GPS SIAP at South County Airport of Santa Clara County has made this proposal necessary. The intended effect of this proposal is to provide adequate Class E airspace for aircraft executing the GPS RWY 14/27 SIAP at South County Airport of Santa Clara County, San Martin, CA. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule would 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 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963, Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace area extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP CA E5 San Jose, CA [Revised]

San Jose International Airport, CA

(Lat. 37°21'42"N, long. 121°55'43"W)

NAS Moffett Field TACAN

(Lat. 37°25'57"N, long. 122°03'26"W)

San Jose NDB (Jorge)

(Lat. 37°20'56"N, long. 121°54'54"W)

South County Airport of Santa Clara County, CA

(Lat. 37°04'55"N, long. 121°35'49"W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the San Jose International Airport and within 4.3 miles each side of the NAS Moffett Field TACAN 157° radial extending from the NAS Moffett Field TACAN to 20 miles southeast of the TACAN and within 4 miles

each side of the 139° bearing from the San Jose NDB, extending from the 5-mile radius of the San Jose International Airport to 24.3 miles southeast of the NDB and within a 6.9-mile radius of the South County Airport of Santa Clara County and that airspace bounded by a line beginning a lat. 37°30'00"N, long. 121°52'04"W; to lat. 37°22'00"N, long. 122°08'04"W; to lat. 37°22'00"N, long. 122°24'04"W; to lat. 37°30'00"N, long. 122°27'04"W; to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 37°30'00"N, on the east and northeast by long. 121°50'04"W; and the southwest edge of V-107, on the southeast and south by the northwest edge of V-111, and lat. 37°00'00"N, and on the west by the east edge of V-27 to lat. 37°30'00".

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Issued in Los Angeles, California, on October 17, 1996.

George D. Williams,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 96-28282 Filed 11-1-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Parts 10, 18 and 114

RIN 1515-AC03

Bilateral Carnet Agreement Between the American Institute in Taiwan and the Taipei Economic and Cultural Representative Office

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

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes amendments to those Customs Regulations which apply to carnets to reflect a recently signed bilateral agreement between the Taipei Economic and Cultural Representative in the United States (TECRO) and the American Institute in Taiwan (AIT). This agreement established a TECRO/AIT Carnet for the temporary admission of goods, commercial samples and professional equipment.

DATES: Comments must be received on or before January 3, 1997.

ADDRESSES: Comments (preferably in triplicate) may be submitted to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, Franklin Court, 1301 Constitution Avenue, NW., Washington, DC 20229, and may be inspected at Franklin Court, 1099 14th Street, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: