

IO-360-BIB, IO-360-C, LO-360-A1A, LO-360-A1D, LIO-360-A1A, LIO-360-A3B6D, TIO-360-C, TVO-435-A1A, O-540-E, O-540-C, O-540-J, IO-540-C, IO-540-D, IO-540 E 290, IO-540-K, TIO-540-F, TIO-540-J, TIO-540-S, and R-680 series reciprocating engines, installed on the following U.S. registered aircraft: N1004V, N1010F, N106RE, N1068M, N110MP, N1285X, N1317P, N1344V, N14006, N15851, N1666C, N177DT, N1920F, N1928Q, N20HT, N20NC, N20ND, N207X, N2040Q, N2128W, N2165M, N2185K, N2232Z, N22874, N2300R, N2346G, N2394Q, N24395, N24627, N24860, N250M, N2555V, N25562, N2578L, N2603Y, N26602, N28FG, N2811R, N2815F, N2817Q, N2819A, N2848Q, N28683, N2927M, N2964K, N3060M, N32388, N33696, N34242, N36358, N3737U, N37500, N3945K, N40ES, N40VF, N400JM, N4222J, N4293Y, N4316T, N4320F, N4497U, N4515P, N46GS, N4602S, N4674S, N4687P, N475G, N4796V, N47964, N48ES, N494FL, N5199U, N52015, N5217L, N5254K, N5344K, N5418W, N54228, N54661, N5547Q, N55521, N56884, N59850, N6005Z, N6045M, N61569, N6239H, N62801, N6286W, N6297V, N63R, N6370P, N6412D, N6480D, N6483Q, N6493Q, N65425, N671A, N67615, N67975, N68SC, N68937, N6905V, N7ZX, N70416, N71RJ, N711PG, N714ZU, N7157V, N7195G, N7213P, N7230F, N7230Q, N7248H, N73064, N733WH, N734TA, N7361R, N737CM, N737NV, N738GX, N738KC, N738KF, N738RC, N738ZL, N739RF, N75381, N755GA, N756RV, N757SK, N757SX, N757TU, N7724M, N777EE, N78887, N78901, N7894V, N792BW, N804EH, N8070P, N8094Q, N81RP, N81203, N8144G, N8149E, N8184X, N8201B, N82182, N8223W, N8264W, N8306D, N8372L, N8494E, N8537J, N8579H, N8691Y, N8810P, N8961P, N9140J, N9157S, N9296P, N9407K, N9444R, N9451B, N95WT, N9574L, N96TB, N96134, N9666V, N9673L, N9728U, N9783L, N9808J and N9864C.

Note: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent detonation due to low octane, which can result in severe engine damage and subsequent failure, accomplish the following:

(a) For engines that are certified to operate on only 91 or higher octane aviation gasoline

(avgas) within the next 2 hours time in service (TIS) after the effective date of this airworthiness directive (AD) perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with Avco Lycoming Service Bulletin (SB) No. 398, dated April 30, 1976.

(b) For engines that are certified to operate on 80 octane avgas, within the next 2 hours TIS after the effective date of this AD conduct a differential compression test on all cylinders in accordance with Avco Lycoming Service Instruction (SI) No. 1191, dated March 31, 1972, and examine the oil filter by cutting the oil filter apart and spreading the filter paper out to look for metal particles. If metal particles are present, or if one or more cylinders shows unacceptable compression as specified in Avco Lycoming SI No. 1191, dated March 31, 1972, perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with Avco Lycoming SB No. 398, dated April 30, 1976.

(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, Engine and Propeller Standards Staff. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine and Propeller Standards Staff.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine and Propeller Standards Staff.

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

(e) The actions required by this AD shall be done in accordance with the following Avco Lycoming service documents:

Document No.	Page	Revision	Date
SB No. 398 ...	1	Original	April 30, 1976.
Total pages: 1.			
SI No. 1191 ..	1-2	Original	March 31, 1972.
Total pages: 2.			

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 Textron Lycoming, Reciprocating Engine Division, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800

North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment supersedes priority letter AD 94-14-13, issued June 23, 1994.

(g) This amendment becomes effective on January 24, 1996.

Issued in Burlington, Massachusetts, on December 5, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-273 Filed 1-8-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 91

[Docket No. 26903 Special Federal Aviation Regulation (SFAR) No. 66-2]

RIN 2120-AF72

Indefinite Suspension of the Prohibition Against Certain Flights Between the United States and the Federal Republic of Yugoslavia (Serbia and Montenegro)

AGENCY: Federal aviation Administration (FAA), DOT.

ACTION: Notice of suspension of effectiveness.

SUMMARY: This action suspends indefinitely the provisions of SFAR No. 66-2. SFAR No. 66-2 prohibits, with certain exceptions, the takeoff from, landing in, or overflight of the territory of the United States by any aircraft on a flight to or from the territory of Federal Republic of Yugoslavia (Serbia and Montenegro). In addition, the SFAR prohibits the landing in, takeoff from, or overflight of the territory of the United States by any aircraft on a flight from or to any intermediate destination, if the flight's origin or ultimate destination is Serbia and Montenegro. Presidential Determination No. 96-7 suspends the sanctions previously imposed under Executive Order 12810 with respect to Yugoslavia to achieve a negotiated settlement of the conflict in Bosnia-Herzegovina and directs the Department of Transportation to suspend the effectiveness of Order No. 92-6-27. Accordingly, the Administrator is suspending indefinitely the effectiveness of the provisions of SFAR No. 66-2.

DATES: Effective on January 2, 1996. SFAR No. 66-2 in 14 CFR Part 91 is suspended indefinitely.

FOR FURTHER INFORMATION CONTACT: Patricia R. Lane, Airspace and Air Traffic Law Branch, AGC-230, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: 202-267-3491.

SUPPLEMENTARY**Availability of Document**

any person may obtain a copy of this document by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling 202-267-3484. Communications must identify the number of this SFAR. Persons interested in being placed on a mailing list for future rules should also request a copy of the Advisory Circular No. 11-2A, which describes the applications procedure.

Background

The FAA is responsible for the safety of flight in the United States and the safety of U.S.-registered aircraft and U.S. operators throughout the world. Section 40101(d)(1) of Title 49, United States Code, requires the Administrator of the FAA to consider the regulation of air commerce in a manner that best promotes safety and fulfills the requirements of national security as being in the public interest. In addition, 49 U.S.C. 40105(b)(A) requires the Administrator to exercise his authority consistently with the obligations of the United States Government under an international agreement.

One such international agreement is the Charter of the United Nations (the Charter) 59 Stat. 1031; 3 Bevans 1153 (1945)). Under Article 25 of the Charter, "the members of the United Nations agree to accept and carry out the decisions of the Security Council in accordance with the present Charter." Article 48(1) of the Charter further provides, in pertinent part, that "[t]he action required to carry out the decisions of the Security Council for the maintenance of international peace and security shall be taken by all members of the United Nations * * *".

On May 30, 1992, acting under Chapter VII of the charter, the Security Council adopted Resolution 757, mandating an embargo of certain air traffic with Serbia and Montenegro. Paragraph 7(a) of Resolution 757 requires all states to deny permission to any aircraft to takeoff from, land in, or overfly their territory if the aircraft is destined to land in or has taken off from the territory of Serbia and Montenegro. An exception to this prohibition is made for flights that have been approved on the grounds of urgent humanitarian need by the Security Council Committee established by Security Council Resolution 724 (1991).

The United States Government has taken several actions to restrict air transportation between the United

States, Serbia and Montenegro in accordance with Security Council Resolution 757. Section 2(d) of Executive Order 12810, issued by the President on June 5, 1992, prohibits "[a]ny transaction by a United States person, or involving the use of U.S.-registered vessels and aircraft, relating to transportation to or from the Federal Republic of Yugoslavia (Serbia and Montenegro) * * * or the sale in the United States by any person holding authority under the Federal Aviation Act * * * of any transportation by air which includes any stop in the Federal Republic of Yugoslavia (Serbia and Montenegro)." Section 2(e) of the Executive Order further prohibits:

The granting of permission to any aircraft to takeoff from, land in, or overfly the United States, if the aircraft, as part of the same flight or a continuation of that flight, is destined to land in or has taken off from the territory of the Federal Republic of Yugoslavia (Serbia and Montenegro).

Executive Order 12810 cites the Presidents' authority under the International Emergency Economic Powers Act (50 U.S.C. 1701 *et seq.*), the National Emergencies Act (50 U.S.C. 1601 *et seq.*), Section 1114 of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. 1514), Section 301 of Title 3, United States Code (3 U.S.C. 301), and Section 5 of the United Nations Participation Act of 1945, as amended (22 U.S.C. 287(c)). In particular, the United Nations Participation Act provides that:

[N]otwithstanding the provisions of any other law, whenever the United States is called upon by the [UN] Security Council to apply measures which said Council has decided * * * to be employed to give effect to its decisions under the [United Nations] Charter, the president may, to the extent necessary to apply such measures, through any agency which he may designate, and under such orders, rules, or regulations as may be prescribed by him, investigate, regulate, or prohibit in whole or in part, economic relations of rail, sea, [and] air * * * between any foreign country or to any nation thereof or any person therein and the United States or any person subject to the jurisdiction thereof * * *

On June 12, 1992, the Office of the Secretary of Transportation issued Order 92-6-27, which implements Executive Order 12810 by amending all Department of Transportation (DOT) certificates issued under Section 401 of the Act, all permits issued under Section 402 of the Act, and all exemptions from Section 401 and 402 accordingly.

On June 23, 1992, the FAA published SFAR No. 66, prohibiting the takeoff from, landing in, or overflights of the

territory of the United States by an aircraft on a flight to or from the territory of the Serbia and Montenegro (57 FR 28031). SFAR No. 66 also prohibited the landing in takeoff from, or overflight of the territory of the United States by any aircraft on a flight from or to any intermediate destination, if the flight is destined to land in or takeoff from Serbia and Montenegro. After SFAR No. 66 expired on June 19, 1993, the FAA reinstated the prohibition against certain flights between the United States and the Serbia and Montenegro through the issuance of SFAR No. 66-1 (58 FR 45220). SFAR No. 66-1 became effective on August 26, 1993, and expired on August 26, 1994.

On May 31, 1995, the FAA replaced SFAR No. 66-1 with SFAR No. 66-2. SFAR No. 66-2 prohibits, with certain exceptions, the takeoff from, landing in or overflight of the territory of the United States by an aircraft on a flight to or from the territory of Federal Republic of Yugoslavia (Serbia and Montenegro) 60 FR 28476). In addition, SFAR No. 66-2 prohibits the landing in, takeoff from, or overflight of the territory of the United States by any aircraft on a flight from or to any intermediate destination, if the flights' origin or ultimate destination is Serbia and Montenegro. SFAR No. 66-2 expires on June 2, 1997.

On October 27, 1995, the Embassy of the Federal Republic of Yugoslavia petitioned the FAA for an exemption from SFAR No. 66-2 to permit the operation of an aircraft carrying delegates from both the Federal Republic of Yugoslavia and the Bosnian Serb-Controlled Areas of the Republic of Bosnia and Herzegovina to operate to, within, and from the United States to and from a point within Bosnia and Montenegro. Pursuant to the Department of Treasury, Office of Foreign Assets Control, the FAA granted the petition which permitted the transporting of the delegation from Belgrade to and from the Peace Conference at Wright Patterson Air Force Base in Dayton, Ohio, for the purpose of conducting negotiations.

On January 2, 1996, the President transmitted Presidential Determination No. 96-7, which suspends the sanctions previously imposed with respect to Yugoslavia to the United States Congress. The President determined that suspension was necessary to achieve a negotiated settlement of the conflict in Bosnia-Herzegovina that is acceptable to the parties. On January 2, 1996, the Department of Transportation suspended the effectiveness of the conditions contained in Order No. 92-

6-27. A copy of Presidential Determination No. 96-7 has been placed in the docket for this action.

Indefinite Suspension of the Prohibition Against Certain Flights Between the United States and the Federal Republic of Yugoslavia (Serbia and Montenegro)

On the basis of the above, and in support of Presidential Determination No. 96-7, I am ordering an indefinite suspension of the provisions of SFAR No. 66-2. For the reasons stated above, I find that notice and public comment under 5 U.S.C. 553(b) are impracticable and contrary to the public interest. Further, I find that good cause exists for making this rule effective immediately upon issuance. I also find that this action is fully consistent with my obligations under 49 U.S.C. Section 40105(b)(1) to ensure that I exercise my duties consistently with the obligations of the United States under international agreements.

Regulatory Evaluation

This amendment is relieving in nature and suspends indefinitely the restrictions of flights between the United States, Serbia and Montenegro. In addition, the cost to circumnavigate the territory by U.S.-registered aircraft is removed by this action. Accordingly, this action will impose no additional burden on commercial or private operators.

Paperwork Reduction Act

This rule contains no information collection requests requiring approval of the Office of Management and Budget pursuant to the Paperwork Reduction Act (44 U.S.C. 3507 *et seq.*).

International Trade Impact Assessment

SFAR No. 66-2 does not prohibit U.S. and foreign air carriers from engaging in the sale of air transportation to or from Serbia and Montenegro, nor does it impose any restrictions on commercial carriers beyond those imposed by DOT Order 92-6-27. The FAA, therefore, determined that SFAR No. 66-2 would not create a competitive advantage or disadvantage for foreign companies in the sale of aviation products or services in the United States, nor for domestic firms in the sale of aviation products or services in foreign countries. Accordingly, the suspension of SFAR No. 66-2 also will not create a competitive advantage or disadvantage for foreign companies in the sale of aviation products or services in foreign countries.

Federalism Determination

The amendment set forth 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 (52 FR 4168; October 30, 1987), it is determined that this regulation does not have federalism implications warranting the preparation of a Federalism Assessment.

Conclusion

For the reasons set forth above, the FAA has determined that this action is not a "significant regulatory action" under Executive Order 12866. This action is considered a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Because this amendment is relieving in nature, the FAA certifies that this rule 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.

List of Subjects in 14 CFR Part 91

Aircraft, Airmen Airports, Air traffic control, Aviation safety, Federal Republic of Yugoslavia, Freight, Montenegro, Serbia.

Accordingly, for the reasons set forth above, the FAA is suspending indefinitely the provisions of SFAR 66-2.

Authority: 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46502, 46504, 46506, 46507, 47122, 47508, 47528-47531; articles 12 and 29 of the Convention on International Civil Aviation (61 stat. 1180).

Issued in Washington, DC, on January 3, 1996.

David R. Hinson,
Administrator.

[FR Doc. 96-275 Filed 1-5-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 173

[Docket No. 95F-0244]

Secondary Direct Food Additives Permitted in Food for Human Consumption

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the food additive regulations for *n*-butoxypoly(oxyethylene)poly(oxypropylene) glycol intended for use in sugar beet processing to replace the existing limitation on molecular weight with a limitation on viscosity. This action responds to a petition filed by Union Carbide Corp.

DATES: Effective January 9, 1996; written objections and requests for a hearing by February 8, 1996. The Director of the Office of the Federal Register approves the incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 of a certain publication in § 173.340 (21 CFR 173.340), effective January 9, 1996.

ADDRESSES: Submit written objections to the Dockets Management Branch (HFA-305), Food and Drug Administration, rm. 1-23, 12420 Parklawn Dr., Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Mitchell A. Cheeseman, Center for Food Safety and Applied Nutrition (HFS-217), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3083.

SUPPLEMENTARY INFORMATION: In a notice published in the Federal Register of August 8, 1995 (60 FR 40384), FDA announced that a food additive petition (FAP 5A4473) had been filed by Union Carbide Corp., P.O. Box 670, Bound Brook, NJ 08805. The petition proposed to amend the food additive regulations in § 173.340 *Defoaming agents* (21 CFR 173.340) to redefine the limitations for *n*-butoxypolyoxyethylenepolyoxypropyleneglycol intended for use as a defoaming agent in sugar beet processing from molecular weight to viscosity.

FDA has evaluated data in the petition and other relevant material. The agency concludes that the proposed technical amendment concerning *n*-butoxypolyoxyethylenepolyoxypropyleneglycol raises no safety issue, and that § 173.340 should be amended as set forth below. FDA also concludes that the appropriate syntax for the chemical name of the additive is *n*-butoxypoly(oxyethylene)poly(oxypropylene)glycol.

In accordance with § 171.1(h) (21 CFR 171.1(h)), the petition and the documents that FDA considered and relied upon in reaching its decision to approve the petition are available for inspection at the Center for Food Safety and Applied Nutrition by appointment