been eliminated, the request should include specific proposed actions to address it.

Note 2: Model A300–600 series airplanes are not subject to the requirements of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent stress corrosion cracking in the longitudinal lap joints of the fuselage, which could result in rapid depressurization of the airplane, accomplish the following:

Note 3: Any of the inspections and measurements required by this AD that were performed before the effective date of this AD in accordance with Airbus All Operator Telex (AOT) 53–05 (original issue), dated August 16, 1995, are considered acceptable for compliance with the applicable requirements of this AD.

(a) Within 60 days after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD in accordance with Airbus All Operator Telex (AOT) 53–05, Revision 1, dated August 16, 1993.

(1) Measure the thickness of the inner skin of the longitudinal lap joint from the inside of the fuselage at stringer 57 between frames 65 and 72 using the ultrasonic thickness measurement method, in accordance with the AOT. If the thickness is less than or equal to the limits specified in the AOT, prior to further flight, repair the longitudinal lap joint in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(2) Perform a high frequency eddy current (HFEC) inspection to detect cracking of the longitudinal lap joint at stringer 57 between frames 65 and 72, in accordance with the AOT. If any cracking is detected, prior to further flight, repair the longitudinal lap joint in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(b) Within 6 months after the effective date of this AD, accomplish paragraphs (b)(1) and (b)(2) of this AD in accordance with Airbus AOT 53–05, Revision 1, dated August 16, 1993.

(1) Measure the thickness of the inner skin of the longitudinal lap joint from the inside of the fuselage at stringer 52 (left-and right-hand) between frames 58 and 65 using the ultrasonic thickness measurement method, in accordance with the AOT. If the thickness is less than or equal to the limits specified in the AOT, prior to further flight, repair the longitudinal lap joint in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(2) Perform a HFEC inspection to detect cracking of the longitudinal lap joint at stringer 52 (left- and right-hand) between frames 58 and 65, in accordance with the AOT. If any cracking is detected, prior to further flight, repair the longitudinal lap joint in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(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, Standardization Branch, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

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

(e) The measurements and inspections shall be done in accordance with Airbus All Operator Telex (AOT) 53–05, Revision 1, dated August 16, 1993. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 10, 1996.

Issued in Renton, Washington, on May 28, 1996.

Bill R. Boxwell,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–13798 Filed 6–4–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–NM–133–AD; Amendment 39–9643; AD 96–12–01]

RIN 2120–AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Jetstream Model 4101 airplanes, that requires replacement of the flexible cables of the power and condition controls of the engines with new flexible cables. This amendment also requires installation of protective tape on the outside case of these flexible cables, and reidentification of the cables. This amendment is prompted by reports of stiff operation of the power and condition controls of the engines due to heat damage to and moisture contamination of the flexible cable. The actions specified by this AD are intended to prevent heat damage and moisture contamination to the flexible cable, which could result in stiff operation of the power and condition controls and subsequent reduced engine control.

DATES: Effective July 10, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 10, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Jetstream Model 4101 airplanes was published in the Federal Register on December 19, 1995 (60 FR 65258). That action proposed to require replacement of the flexible cables of power and condition controls of the engines with new flexible cables. The action also proposed to require installation of protective tape on the outside case of the new flexible cables of the power and condition controls of the engines, and reidentification of the assembly number of the cable.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request to Provide Additional Terminating Action

One commenter requests that the FAA revise the proposal to require the accomplishment of the actions described in Jetstream Service Bulletin J41–76–013 () (Modification JM41485A), as interim action only. The commenter states that the flexible cables associated with the proposed action have a life limit of 6,000 hours time-in-service, and have not demonstrated reliability warranting an escalation of this limit. Instead, the commenter requests that the proposal be revised to include a

requirement to accomplish the actions described in Jetstream Service Bulletin SB J41–76–014 () (Modification JM41478), as the terminating action. The new improved flexible cable, which is associated with Modification JM41478, holds the promise of eventually qualifying for an escalation of its life limit to 12,000 hours time-in-service.

The FAA does not concur with the commenter's request to revise the AD. The FAA has determined that accomplishment of the procedures specified in Jetstream Service Bulletin J41–76–013, as proposed, adequately addresses the identified unsafe condition by preventing heat damage and moisture contamination to the flexible cables.

The FAA recognizes that some operators previously may have elected to accomplish Modification JM41478, which the FAA considers to address the identified unsafe condition adequately as well. However, the FAA points out that this AD is applicable only to Model 4101 airplanes on which Modification JM41478 or JM41485A has *not* been installed. Therefore, those airplanes are not subject to the requirements of this AD.

Request to Require Marking of Part Numbers

This commenter also requests that the FAA revise the proposal to require marking part numbers on the two types of engine control cables (Modifications JM414485A and JM41478) after installation of the cables. The commenter states that routing during installation of the cables requires removal of all identification bands, making verification in the absence of good recordkeeping virtually impossible.

The FAA does not consider a revision to be necessary. The FAA points out that paragraph (a)(2) of the final rule already requires reidentification of the assembly number of the cable. Since this AD does not require Modification JM41478, as stated previously, the FAA finds that including a requirement for such a marking need not be specified in this final rule.

Request to Revise Cost Impact Information

This same commenter asserts that the cost estimate presented in the preamble of the proposal was incorrect. The commenter notes that the FAA estimates that 25 airplanes of U.S. registry would be affected by this proposed AD; however, the commenter states that it currently operates 25 airplanes of U.S. registry, and knows that there are additional U.S. operators.

In addition, the commenter states that the required modification would necessitate 39 work hours, rather than the 11 work hours specified in the proposal.

After considering the data presented by the commenter, the FAA concurs that the number of U.S.-registered airplanes affected by the AD, and the number of necessary work hours, are higher than approximated previously. The FAA has revised the cost impact information, below, accordingly.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule, with the changes to the cost impact information described previously. The FAA has determined that these changes will neither significantly increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 44 airplanes of U.S. registry will be affected by this AD, that it will take approximately 39 work hours per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $102,960, or $2,340 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted 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, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96–12–01 Jetstream Aircraft Limited: Amendment 39–9643. Docket 95–NM–133–AD.

Applicability: Model 4101 airplanes on which Jetstream Modification JM41478 or JM41485A has not been installed, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or 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 as indicated, unless accomplished previously. To prevent heat damage and moisture contamination to the flexible cable, which could result in stiff operation of the power and condition controls and subsequent reduced engine control, accomplish the following:

(a) Within 6 months after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD, in accordance with Jetstream Service Bulletin J41–76–013, dated May 5, 1995. Both requirements must be accomplished at the same time.

(1) Replace the flexible cables of power and condition controls of the left and right

engines with new flexible cables, in accordance with paragraphs 2.B. and 2.C. of the Accomplishment Instructions of the service bulletin; and

(2) Install protective tape on the outside case of the new flexible cables of the power and condition controls of the left and right engines; and reidentify the assembly number of the cable; in accordance with paragraph 2.D. of the Accomplishment Instructions of the service bulletin.

(b) 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, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(c) 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.

(d) The replacement, installation, and reidentification shall be done in accordance with Jetstream Service Bulletin J41–76–013, dated May 5, 1995. 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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on July 10, 1996.

Issued in Renton, Washington, on May 28, 1996.

Bill R. Boxwell,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–13797 Filed 6–4–96; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Parts 12 and 178

[T.D. 96–46]

RIN 1515–AB96

Removal of Toshiba Sanction Regulations

AGENCY: Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations by removing the regulatory provisions that implemented the import sanctions against all products produced by the Toshiba Machine Company and the Kongsberg Trading Company. The ''Toshiba Sanctions'' were imposed by Executive Order No. 12661 for a three year time period, which expired on December 28, 1991.

EFFECTIVE DATE: June 5, 1996.

FOR FURTHER INFORMATION CONTACT: Louis Alfano, Office of Field Operations, Trade Compliance, Commercial Enforcement, (202) 927–0005.

SUPPLEMENTARY INFORMATION:

Background

As part of Customs continuing effort to ensure that its regulations are informative and up-to-date, Customs has determined that four of its regulatory provisions in Part 12 of the Customs Regulations (19 CFR Part 12) are obsolete and should be removed. The regulatory sections are found at 19 CFR 12.140–143, Customs Regulations, and were promulgated to implement the import sanctions mandated by section 2443(a)(2) of the Omnibus Trade and Competitiveness Act of 1988 (Pub.L. 100–418, 102 Stat. 1107, 1365, 50 U.S.C. App. 2410a note) and imposed by Executive Order No. 12661 of December 27, 1988 (53 FR 779, 3 CFR part 1988 Comp. p. 618, 24 Weekly Comp.Pres.Doc. 1661) for a three year time period against all products produced by the Toshiba Machine Company and the Kongsberg Trading Company. As the three year time period expired on December 28, 1991, Customs has decided to remove these four obsolete regulatory provisions, commonly referred to as the ''Toshiba Sanctions''. Also, because the Toshiba Sanction regulations required the submission of information to Customs, the listing of Office of Management and Budget (OMB) control numbers found at 19 CFR 178.2 is amended to remove the information collection authorization for § 12.143, which provided for declarations of exception from import sanctions.

Inapplicability of Public Notice and Comment Requirements, Delayed Effective Date Requirements, the Regulatory Flexibility Act, and Executive Order 12866

Because this amendment removes obsolete regulatory provisions to conform the Customs Regulations to current legal requirements, which have no substantive effect on the public, pursuant to 5 U.S.C. 553 (b)(B), good cause exists for dispensing with notice and public procedure thereon as unnecessary. For the same reasons, it is determined under the provisions of 5 U.S.C. 553(d)(1) and (d)(3) that good cause exists for dispensing with a delayed effective date. Since this document is not subject to the notice and public procedure requirements of 5 U.S.C. 553, it is not subject to provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). This document does not meet the criteria for a ''significant regulatory action'' as specified in E.O. 12866.

List of Subjects

19 CFR Part 12

Customs duties and inspection, Economic sanctions, Imports, Licensing, Prohibited merchandise, Restricted merchandise, Reporting and recordkeeping requirements, Sanctions, Seizure and forfeiture.

19 CFR Part 178

Administrative practice and procedure, Exports, Imports, Reporting and recordkeeping requirements.

Amendments to the Regulations

For the reasons stated above, parts 12 and 178 of the Customs Regulations (19 CFR parts 12 and 178) are amended as set forth below:

PART 12—SPECIAL CLASSES OF MERCHANDISE

1. The general authority citation for Part 12 continues to read as follows, and the specific authority citation for §§ 12.140 through 12.143 is removed:

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

* * * * *

2. Part 12 is amended by removing the undesignated centerheading ''Sanctions Against Toshiba Machine Company and Kongsberg Trading Company'' and §§ 12.140 through 12.143.

PART 178—APPROVAL OF INFORMATION COLLECTION REQUIREMENTS

1. The authority citation for part 178 continues to read as follows:

Authority: 5 U.S.C. 301; 19 U.S.C. 1624; 44 U.S.C. 3501 *et seq.*