

The cost impact figures discussed above are 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:

96-19-12 Fokker: Amendment 39-9758.  
Docket 94-NM-249-AD.

*Applicability:* Model F28 Mark 0100 series airplanes; as listed in Fokker Service Bulletin SBF100-52-045, dated August 25, 1993; 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 the opening and/or separation of the large cargo doors while the airplane is in flight, which could result in rapid decompression and/or structural damage to the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, accomplish either paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Fokker Service Bulletin SBF100-52-045, dated August 25, 1993.

(1) For airplanes having serial numbers listed in Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-045, dated August 25, 1993: Perform an inspection to determine the torque value of the attaching parts of the interlock mechanism of the large cargo doors, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin. If the torque value is outside the limits specified in paragraphs 2.C.(1) and 2.C.(2) of the Accomplishment Instructions of the service bulletin, prior to further flight, adjust the torque value in accordance with the service bulletin.

(2) For airplanes having serial numbers listed in Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-045, dated August 25, 1993: Remove the spring from the interlock mechanism, and install a new microswitch bracket and new springs in the interlock mechanism, in accordance with Part 2 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 actions shall be done in accordance with Fokker Service Bulletin SBF100-52-045, dated August 25, 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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 October 23, 1996.

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

James V. Devany,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 96-23714 Filed 9-17-96; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 39

[Docket No. 95-NM-247-AD; Amendment 39-9761; AD 96-19-15]

RIN 2120-AA64

### Airworthiness Directives; Bombardier Model CL-600-2B16 (CL-601-3A and -3R) and CL-600-2B19 (Regional Jet Series 100) Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Bombardier Model CL-600-2B16 and CL-600-2B19 series airplanes, that requires a one-time inspection of the spring bungee assembly of the nose landing gear (NLG) to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee, and replacement of the spring bungee assembly with a serviceable unit, if necessary. This amendment is prompted by reports of failure of the NLG to extend when the landing gear selector was placed in the "DOWN" position, and failure of the NLG doors to open when the NLG door switch was set in the "SAFETY/DOOR OPEN" position; these conditions may have been caused by a reduced stroke of the spring bungee. The actions specified by this AD are intended to prevent improper operation of the NLG door and consequent inability to extend the NLG due to a reduced stroke of the spring bungee.

**DATES:** Effective October 23, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of October 23, 1996.

**ADDRESSES:** The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. 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 FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 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.

**FOR FURTHER INFORMATION CONTACT:** Danko Kramar, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; telephone (516) 256-7509; fax (516) 568-2716.

**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 Bombardier Model CL-600-2B16 and CL-600-2B19 series airplanes was published in the Federal Register on July 8, 1996 (61 FR 35691). That action proposed to require a one-time inspection of the spring bungee assembly of the nose landing gear (NLG) to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee, and replacement of the spring bungee assembly with a serviceable (new or reworked) unit, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

#### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

The FAA estimates that 101 Bombardier Model CL-600-2B16 and CL-600-2B19 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on

U.S. operators is estimated to be \$24,240, or \$240 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:

96-19-15 Bombardier, Inc. (Formerly Canadair): Amendment 39-9761. Docket 95-NM-247-AD.

*Applicability:* Model CL-600-2B16 (CL-601-3A and -3R), serial numbers 5100

through 5166, inclusive; and Model CL-600-2B19 (Regional Jet Series 100) series airplanes, serial numbers 7003 through 7048, inclusive; 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 (d) 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 improper operation of the nose landing gear (NLG) door and consequent inability to extend the NLG due to a reduced stroke of the spring bungee, accomplish the following:

(a) Within 90 days after the effective date of this AD: Perform a one-time inspection of the spring bungee assembly of the NLG to ensure proper torque of the collar and correct clearance between the collar and the body of the bungee; in accordance with Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision "A," dated December 2, 1994 (for Model CL-600-2B19 series airplanes); or Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995 (for Model CL-600-2B16 series airplanes); as applicable.

(b) If improper torque of the collar is found, or if incorrect clearance between the collar and the body of the bungee is found: Prior to further flight, replace the spring bungee assembly with a serviceable (new or reworked) unit that has been inspected in accordance with Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision "A," dated December 2, 1994 (for Model CL-600-2B19 series airplanes); or Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995 (for Model CL-600-2B16 series airplanes); as applicable. Accomplish the replacement in accordance with the applicable service bulletin.

(c) As of the effective date of this AD, no person shall install a spring bungee assembly having part number 600-86115-1 (for Model CL-600-2B16 series airplanes) or 600-86115-5/70 (for Model CL-600-2B19 series airplanes) on any airplane unless that assembly has been inspected and reworked, as necessary, in accordance with paragraph (a) of this AD.

(d) 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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an

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]

BILLING CODE 4910-13-U

## 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