

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 95-20-07 concerning The New Piper Aircraft, Inc. (Piper) PA24, PA28R, PA30, PA32R, PA34, and PA39 airplanes, which was published in the Federal Register on October 5, 1995 (60 FR 52073). That publication incorrectly references who may accomplish the inspections of the left and right main gear side brace studs. The AD currently requires the inspection “* * * by a facility approved by the FAA. * * *” The Federal Aviation Administration’s intent is to have this inspection accomplished “by a facility or person authorized by the FAA. * * *” This action corrects the AD to reflect this change.

EFFECTIVE DATE: November 17, 1995.

FOR FURTHER INFORMATION CONTACT: Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION: On September 28, 1995, the Federal Aviation Administration (FAA) issued AD 95-20-07, Amendment 39-9386 (60 FR 52073, October 5, 1995), which applies to Piper PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes. This AD requires repetitively inspecting (using dye penetrant or magnetic particle methods) the main gear side brace studs for cracks, and replacing any cracked main side brace stud.

The AD incorrectly references who may accomplish the inspections of the left and right main gear side brace studs. AD 95-20-07 currently requires the inspection “* * * by a facility approved by the FAA. * * *” The Federal Aviation Administration’s intent is to have this inspection accomplished “by a facility or person authorized by the FAA. * * *” This action corrects the AD to reflect this change.

Need for Correction

As published, the final regulations have incorrectly referenced who can accomplish the main side brace stud inspections. The way the final regulations are currently written will prevent certain qualified mechanics from accomplishing the main side brace stud inspections, which is not the FAA’s intent.

Correction of Publication

Accordingly, the publication of October 5, 1995 (60 FR 52073) of Amendment 39-9386; AD 95-20-07, which was the subject of FR Doc. 95-24713, is corrected as follows:

In the last line of the third column on page 52073, and continuing on the first two lines of the first column on page 52074, replace “* * * accomplished at a facility that is approved by the FAA to perform either dye penetrant or magnetic particle inspections” with “* * * accomplished by a facility or persons authorized by the FAA to perform either dye penetrant or magnetic particle inspections.”

§ 39.13 [Corrected]

On page 52075, in the third column, in § 39.13, in lines 8 through 11 of paragraph (a) of AD 95-20-07, replace “Inspections must be accomplished by a facility approved by the FAA to accomplish the applicable inspection method.” with “Inspections must be accomplished by a facility or persons authorized by the FAA to accomplish the applicable inspection method.”

On page 52077, in the second column, in § 39.13, in lines 4 through 7 of paragraph (c) of AD 95-20-07, replace “Inspections must be accomplished by a facility approved by the FAA to accomplish the applicable inspection method.” with “Inspections must be accomplished by a facility or persons authorized by the FAA to accomplish the applicable inspection method.”

Issued in Kansas City, Missouri, on November 8, 1995.

Henry A. Armstrong,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 95-28146 Filed 11-14-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Parts 61, 63, 65, 108, 121, and 135

[Docket No. 25804; SFAR No. 58-1]

RIN 2120-AF00

Advanced Qualification Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains corrections to a final rule published on October 3, 1995 (60 FR 51850). This action deletes the words “Amendment No. 61-98, 63-30, 65-39, 108-13, 121-250, and 135-57”, inadvertently used in the heading of the document, and adds the words “Special Federal Aviation Regulation No. 58-1, in the subject line.

EFFECTIVE DATE: September 27, 1995.

FOR FURTHER INFORMATION CONTACT: John Allen, Advanced Qualification Program Branch (AFS-230), Air Transportation Division, Office of Flight Standards, Federal Aviation Administration, P.O. Box 20027, Dulles International Airport, Washington, DC 20041-2027; telephone (703) 661-0260.

Correction of Publication

In the final rule on page 51850 in the issue of Tuesday, October 3, 1995, delete the words “Amendment No. 61-98, 63-30, 108-13, 121-250, and 135-57”, from the heading and add to the subject line the words: “Special Federal Aviation Regulation No. 58-1”.

Issued in Washington, DC, on November 6, 1995.

Donald P. Byrne,

Assistant Chief Counsel, Regulation Division.
[FR Doc. 95-28221 Filed 11-14-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AAL-2]

Amendment of G-8 and V-328; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the designations of Colored Federal Airway G-8 and Alaskan Federal Airway V-328. The FAA is realigning Colored Airway G-8 to avoid certain restricted areas. Alaskan Federal Airway V-328 is realigned from Dillingham, AK, and Kipnuk, AK, resulting in a lower minimum en route altitude (MEA) of 9,000 feet. This amendment will enhance the flow of air traffic.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:

History

On September 7, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the designations of Colored Airway G-8 and Federal Airway V-328 in Alaska (60 FR 46547). Interested parties were invited to

participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes and a one degree bearing change to G-8 from "Campbell Lake NDB 032°" to "Campbell Lake NDB 031°" and "Glenallen, AK, NDB 253°" to "Glenallen, AK, NDB 255°," this amendment is the same as that proposed in the notice. Green Colored Federal airways are published in paragraph 6009(a) and Alaskan Federal airways are published in paragraph 6010(b) of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Colored Federal airway and the Alaskan Federal airway listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations modifies Colored Federal Airway G-8 by realigning it to avoid Restricted Areas R-2203A, R-2203B and R-2203C. Realigning Alaskan Federal Airway V-328, as a direct route between Dillingham, AK, and Kipnuk, AK, will result in a lower MEA of 9,000 feet. This action will enhance the flow of traffic.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) 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 rule will 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).

Adoption of the Amendment

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

PART 71—[AMENDED]

1. The authority citation for 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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6009(a)—Green Federal Airways
* * * * *

G-8 [Revised]

From Shemya, AK, NDB, 20 AGL Adak, AK, NDB; 20 AGL Dutch Harbor, AK, NDB; 20 AGL INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings; 20 AGL Elfee NDB; 20 AGL Saldo, AK, NDB; INT Saldo NDB 054° and Kachemak, AK, NDB 269° bearings, to Kachemak NDB. From Campbell Lake, AK, NDB; INT Campbell Lake NDB 031° and Glenallen, AK, NDB 255° bearings; Glenallen NDB; INT Glenallen NDB 052° and Nabesna, AK, NDB 252° bearings; Nabesna NDB.

* * * * *

Paragraph 6010(b)—Alaskan VOR Federal Airways
* * * * *

V-328 [Revised]

From Dillingham, AK; to Kipnuk, AK.

* * * * *

Issued in Washington, DC, on November 8, 1995.

Harold W. Becker,
Manager, Airspace-Rules and Aeronautical Information Division.
[FR Doc. 95-28220 Filed 11-14-95; 8:45 am]
BILLING CODE 4910-13-P

Federation Aviation Administration

14 CFR Part 121

[Docket No. 27065, Amendment 121-249]

RIN 2120-AE43

Suspension of PreEmployment Alcohol Testing Requirement

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, correction.

SUMMARY: This document contains a correction to the final rule published on May 10, 1995, (60 FR 24765). This action deletes the numbers "121-237", inadvertently used in the heading of the document and replaces it with the numbers "121-249".

EFFECTIVE DATE: May 10, 1995.

FOR FURTHER INFORMATION CONTACT: Bill McAndrew, (202) 366-6710.

Correction of Publication

In the final rule on page 24765 in the issue of Wednesday, May 10, 1995, delete the numbers "121-237", from the heading and add the numbers "121-249" to the heading.

Issued in Washington, DC, on November 6, 1995.

Donald P. Byrne,
Assistant Chief Counsel, Regulations Division.

[FR Doc. 95-28222 Filed 11-14-95; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

Bureau of Economic Analysis

15 CFR Part 801

[Docket No. 95-0710174-5248-02]

RIN 0691-AA26

International Services Surveys: BE-82 Annual Survey of Financial Services Transactions Between U.S. Financial Services Providers and Unaffiliated Foreign Persons

AGENCY: Bureau of Economic Analysis, Commerce.

ACTION: Final rule.

SUMMARY: These final rules institute a new international services survey, the BE-82, Annual Survey of Financial Services Transactions Between U.S. Financial Services Providers and Unaffiliated Foreign Persons, to be conducted by the Bureau of Economic Analysis (BEA), U.S. Department of Commerce. The survey will update information collected on the quinquennial BE-80, Benchmark Survey of Financial Services Transactions Between U.S. Financial Services Providers and Unaffiliated Foreign Persons, which was first conducted for 1994. Together, the two surveys will produce continuous annual time series of data on financial services that are out of scope of other international services surveys. The information is needed, among other purposes, to support trade policy initiatives, including trade negotiations, on financial services and to compile the U.S. balance of payments and national income and product accounts.

The survey will be conducted under the International Investment and Trade in Services Survey Act and the Omnibus Trade and Competitiveness Act of 1988. The first survey will cover 1995.

DATES: These rules will be effective December 15, 1995.

FOR FURTHER INFORMATION CONTACT: