

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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of function of the power control levers on the console and subsequent loss of normal control of engine power due to failure of the engine power cables, accomplish the following:

(a) Perform a detailed visual inspection and tests for damage of the engine power cables, in accordance with Jetstream Service Bulletin ATP-76-16, dated October 14, 1994, at the earlier of the times specified in paragraphs (a)(1) and (a)(2) of this AD. Thereafter repeat this inspection and tests at intervals not to exceed 1,000 landings.

(1) Prior to the accumulation of 1,000 total landings on the engine power cable, or within 200 landings after the effective date of this AD, whichever occurs later.

(2) Within 75 days after the effective date of this AD.

(b) If any damaged engine power cable is found, prior to further flight, replace the damaged engine power cable with a new cable in accordance with the Jetstream Service Bulletin ATP-76-16, dated October 14, 1994. Thereafter, repeat the inspection and tests required by paragraph (a) of this AD at intervals not to exceed 1,000 landings.

(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, 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.

(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.

Issued in Renton, Washington, on September 7, 1995.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-22717 Filed 9-12-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANM-18]

Proposed Establishment of Class E Airspace; Baker, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would establish the Baker, Montana, Class E airspace. If established, the airspace would accommodate a new instrument approach procedure at Baker Municipal Airport, Baker, Montana. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before October 13, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-18, 1601 Lind Avenue SW., Renton, Washington, 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James Frala, ANM-535/A, Federal Aviation Administration, Docket No. 95-ANM-18, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

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 support in 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 those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 95-ANM-18." 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 the light of comments received. All comments submitted will be available for examination at the address listed above 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's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System management Branch, ANM-530, 1601 Lind Avenue SW., Renton, Washington 98055-4056. 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 procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Baker, Montana, to accommodate a new instrument approach procedure at Baker Municipal Airport. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the 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. 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, when promulgated, 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).

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 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

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

* * * * *

ANM MT E5 Baker, MT

Baker Municipal Airport, MT
(Lat 46°20'52"N, long. 104°15'34"W)

That airspace extending upward from 700 feet above the surface within an 8.9 mile radius of the Baker Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°29'00"N, long. 104°45'00" W; to lat. 46°30'30" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 103°59'40"W; to lat. 46°37'55" N, long. 103°53'45" W; to lat. 46°25'45" N, long. 103°37'30" W; to lat. 46°17'30" N, long. 103°48'15" W; to lat. 45°40'00" N, long. 103°00'50" W; to lat. 45°35'30" N, long. 103°01'45" W; to lat. 45°49'30"N, long. 103°37'30" W; to lat. 45°35'50" N, long. 103°34'30" W; to lat. 46°10'50" N, long. 103°56'00" W; to lat. 46°04'20" N, long. 104°20'45" W; to the point of beginning; excluding that portion within the Bowman Municipal Airport, MT, 1,200-foot Class E airspace area.

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Issued in Seattle, Washington, on August 30, 1995.

Helen Fabian Parke,

Manager, Air Traffic Division, Northwest Mountain Region.
[FR Doc. 95–22737 Filed 9–12–95; 8:45 am]
BILLING CODE 4910–13–M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 101

Extension of Port Limits of Puget Sound, WA

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

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to amend the Customs Regulations pertaining to the field organization of Customs by extending the geographical limits of the consolidated port of entry of Puget Sound, Washington. The current boundaries are being extended to include the portion of King County, Washington, which now lies between the boundaries of the Port of Seattle and the Port of Tacoma. The boundaries are being changed because various commercial operations requiring the services of Customs personnel have been established in areas beyond the current limits of the consolidated port.

This proposed 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.

DATES: Comments must be received on or before November 13, 1995.

ADDRESSES: Written comments (preferably in triplicate) may be submitted to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1301 Constitution Avenue NW., Washington, DC 20229. Comments submitted may be inspected at the Regulations Branch, Office of Regulations and Rulings, 1099 14th Street NW., Suite 4000, Washington, DC, on regular business days between the hours of 9:00 a.m. and 4:30 p.m.

FOR FURTHER INFORMATION CONTACT: Patricia M. Duffy, Office of Field Operations, 202–927–0509.

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 proposes to amend § 101.3, Customs Regulations (19 CFR 101.3), by extending the geographical limits of the Port of Seattle, Washington, which is within the consolidated Customs Port of Puget Sound in the Pacific Region.

Current Port Limits of Seattle

The port limits of the consolidated Customs port of entry of Puget Sound, Washington, were established in Treasury Decision (T.D.) 75–130 of May 21, 1975 (effective July 1, 1975). They were most recently extended by T.D. 83–146 of June 23, 1983 (effective August 4, 1983).

The port limits of the consolidated Port of Puget Sound consist of a description of the Port of Seattle as well as a listing of Anacortes, Bellingham, Everett, Friday Harbor, Neah Bay, Olympia, Port Angeles, Port Townsend, and a description of territory in Tacoma. The current boundaries of the Port of Seattle described in the port description of Puget Sound are as follows:

Section 35, Township 27 North, Range 3 East, West Meridian, County of Snohomish and the geographical area within the boundaries beginning at the intersection of NW. 205th Street and the waters of Puget Sound, proceeding in an easterly direction along the King County line to its intersection with 100th Avenue, NE., thence southerly along 100th Avenue, NE. and its continuation to the intersection of 100th Avenue, SE. and 240th Street, SE., thence westerly along 240th Street SE., and south, to its intersection with the waters of Puget Sound and then northerly along the shores of Puget Sound to its intersection with NW. 205th Street, the point of beginning, County of King, all within the State of Washington.

Proposed Expansion of Port

Customs is now proposing to expand the Port of Seattle by extending the southern boundary of the Port of Seattle to the King-Pierce County line. The southern boundary, if so extended, would convene with the existing northern boundary of the port of entry at Tacoma, Washington. The new boundary for the Port of Seattle will then be section 85, Township 27 North, Range 3 East, West Meridian, County of Snohomish.

This proposed expansion of the Seattle port limits would provide a continuous area of service from Tacoma's Commencement Bay to Seattle's Elliot Bay, and would align the port in a manner already identified by the trade as beneficial due to the central location between Seattle and Tacoma.

Expansion of the port limits would improve service to the public, clarify resource allocations for facilities within the expanded area, and allow beneficial commercial development within the consolidated port of entry of Puget Sound.

The District of Seattle will use existing staffing to service the expanded