

April 20, 1996. The memorandum also provides transitional procedures for the processing of returning lawful permanent residents in possession of Form I-151 who apply for admission to the United States at Ports-of-Entry after March 20, 1996. Pursuant to that memorandum and until further notice, lawful permanent resident aliens who present a Form I-151 card, have not made a prior entry since March 20, 1996, and are found to be otherwise admissible to the United States will be admitted and furnished with instructions for the filing of a Form I-90, Application for Replacement Alien Registration Card, and/or instructions regarding the documentation necessary to apply for any subsequent readmission to the United States. The memorandum further provides that, until further notice, the INS Port-of-Entry will not recommend fines under section 273 of the Act against carriers that transport lawful permanent resident aliens bearing Form I-151 cards.

Regulatory Flexibility Act

The Commissioner of the Immigration and Naturalization Service, in accordance with the Regulatory Flexibility Act (5 U.S.C. 605(b)), has reviewed this regulation and, by approving it, certifies that the rule will not have a significant adverse economic impact on a substantial number of small entities because of the following factors. The provisions of this rule merely clarify the requirements of existing regulations regarding the documentation of lawful permanent resident aliens. Therefore, the new provisions will have no significant adverse economic impact on the small entities.

Executive Order 12866

This rule is not considered by the Department of Justice, Immigration and Naturalization Service, to be a "significant regulatory action" under Executive Order 12866, section 3(f), Regulatory Planning and Review, and the Office of Management and Budget has waived its review process under section 6(a)(3)(A).

Executive Order 12612

The regulations proposed 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 rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

List of Subjects in 8 CFR Part 264

Aliens, Immigration, Reporting and recordkeeping requirements.

Accordingly, part 264 of chapter I of Title 8 of the Code of Federal Regulations is amended as follows:

PART 264—REGISTRATION AND FINGERPRINTING OF ALIENS IN THE UNITED STATES

1. The authority citation for part 264 continues to read as follows:

Authority: 8 U.S.C. 1103, 1201, 1201a, 1301-1305.

§ 264.1 [Amended]

2. In § 264.1, paragraph (b) is amended by removing the Form Number and Class Reference to Form "I-151" from the listing of forms.

Dated: May 29, 1996.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 96-18343 Filed 7-18-96; 8:45 am]

BILLING CODE 4410-10-M

DEPARTMENT OF AGRICULTURE

Food Safety and Inspection Service

9 CFR Parts 318 and 381

[Docket No. 95-001N]

RIN 0583-AB97

Use of Sodium Citrate Buffered With Citric Acid in Certain Cured and Uncured Processed Meat and Poultry Products

AGENCY: Food Safety and Inspection Service, USDA.

ACTION: Affirmation of effective date for direct final rule.

SUMMARY: On April 24, 1996, the Food Safety and Inspection Service (FSIS) published a direct final rule "Use of Sodium Citrate Buffered with Citric Acid in Certain Cured and Uncured Processed Meat and Poultry Products" (61 FR 18047). This direct final rule notified the public of FSIS's intention to amend the Federal meat and poultry products inspection regulations to permit the use of a solution of sodium citrate buffered with citric acid in cured and uncured processed whole-muscle meat and poultry products. This use of sodium citrate buffered with citric acid will inhibit the growth of microorganisms, *Clostridium botulinum* in particular, and retain product flavor during storage. FSIS received no adverse comments within the scope of this

rulemaking in response to the direct final rule.

EFFECTIVE DATE: June 24, 1996.

FOR FURTHER INFORMATION CONTACT: Charles R. Edwards, Director, Product Assessment Division, Regulatory Programs, Food Safety and Inspection Service, U.S. Department of Agriculture, Washington, DC 20250-3700, (202) 254-2565.

Done at Washington, DC, on: July 15, 1996.

Michael R. Taylor,

Acting Under Secretary for Food Safety.

[FR Doc. 96-18400 Filed 7-18-96; 8:45 am]

BILLING CODE 3410-DM-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-16-AD; Amendment 39-9696; AD 96-15-03]

RIN 2120-AA64

Airworthiness Directives; Sikorsky Aircraft Model S-76B Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing Airworthiness Directive (AD), applicable to Sikorsky Aircraft Model S-76B helicopters, that requires an inspection of the drive shaft for cracks or loose balance weights. This amendment also supersedes a Priority Letter AD that currently requires repetitive inspections for cracks in the driveshaft in helicopters with certain engine drive shaft assemblies (drive shafts) installed. This amendment is prompted by a report of a fatigue crack found in a drive shaft that was caused by fretting of a balance weight rivet washer. The actions specified by this AD are intended to prevent failure of the drive shaft, loss of power to the rotor system, and a subsequent forced landing of the helicopter.

DATES: Effective August 19, 1996.

Comments for inclusion in the Rules Docket must be received on or before September 17, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-16-AD, 2601 Meacham Blvd., Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Terry Fahr, Aerospace Engineer, Boston

Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington Massachusetts 01803, telephone (617) 238-7155, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: On August 26, 1991, the FAA issued AD 91-19-02, Amendment 39-8028 (56 FR 47378, September 19, 1991) to require an initial and repetitive 25-hour interval inspections of the left and right engine input drive shaft assemblies for loose balance weights or cracks. On June 4, 1993, the FAA issued priority letter AD 93-11-05, applicable to Sikorsky Aircraft Model S-76B helicopters, which requires initial and repetitive inspections of certain engine drive shafts assemblies for cracks only.

Both AD 91-19-02, issued August 26, 1991, and priority letter AD 93-11-05, issued June 4, 1993, require initial and repetitive inspections of certain drive shafts assemblies for cracks. AD 91-19-02 also requires an inspection for loose drive shaft balance weights. As a result of having two ADs that require different corrective actions, operators may be confused about which corrective actions to perform. Such confusion may lead an operator to inadvertently fail to comply with the necessary safety requirements for those rotorcraft and result in an unsafe condition. Therefore, due to the criticality of maintaining the inspection of the drive shaft and the short compliance time, this rule incorporates both corrective actions and must be issued immediately to correct an unsafe condition.

Since the unsafe condition described is likely to exist or develop on other Sikorsky Aircraft Model S-76B helicopters of the same type design, this AD supersedes AD 91-19-02 and priority letter AD 93-11-05 and requires, within the next 6 hours time-in-service (TIS), an initial inspection of Model S-76B helicopters with certain engine drive shafts; balance weights or balance weight rivets (rivets); or balance weight and rivet and washers combinations installed. If a rivet, rivet/washer combination, or rivet/washer/balance weight combination is installed, an initial inspection of the drive shaft is required for cracks and loose balance weights, and thereafter, repetitive inspections every 6 hours TIS.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-SW-16-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44

FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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, 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 removing Amendment 39-8028 (56 FR 47378, September 19, 1991) and by adding a new airworthiness directive (AD), Amendment 39-9696, to read as follows:

AD 96-15-03 SIKORSKY AIRCRAFT:
Amendment 39-9696. Docket Number 96-SW-16-AD. Supersedes Priority Letter AD 93-11-05, issued June 4, 1993, and AD 91-19-02, Amendment 39-8028.

Applicability: Sikorsky Aircraft S-76B helicopters, with engine drive shaft assembly (drive shaft), part number (P/N) 76361-09202-044, -047, -049, or -051, with either rivet, P/N CR3523P-8-XX, with a washer or balance weight, or rivet, P/N NAS1738MW6-X, with or without a washer, installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters 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 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 helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the drive shaft, loss of power to the rotor system, and a subsequent forced landing of the helicopter, accomplish the following:

(a) Within 6 hours TIS after the effective date of this AD, visually inspect the drive shaft for cracks in the area around each rivet, using a 10X or higher magnifying glass, and inspect the drive shaft for loose balance weights.

(1) The inspection for loose balance weights shall be performed by grasping the balance weights by hand and attempting to move them in both the radial and axial directions. Any movement of the balance weights constitutes looseness.

(2) If a crack is found on the drive shaft or any balance weight is loose, replace the drive shaft with an airworthy drive shaft before further flight.

(b) Thereafter, inspect for cracks and loose balance weights at intervals not to exceed 6 hours TIS from the last inspection.

(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, Boston Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

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

(e) This amendment becomes effective on August 19, 1996.

Issued in Fort Worth, Texas, on July 11, 1996.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96-18294 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ASO-20]

Establishment of Federal Colored Airway B-9; FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on June 13, 1996 (Airspace Docket No. 95-ASO-20). In the airspace designation of Blue 9 (B-9), effective August 15, 1996, "Ft. Myers, FL" is corrected to read "Lee County, FL."

EFFECTIVE DATE: July 19, 1996.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96-15063, Airspace Docket No. 95-ASO-20, published on June 13, 1996 (61 FR 29937), established B-9. However, in the June 13 publication, the description for B-9 included an error in defining the DEEDS intersection. The intersection should have been defined as "Pahokee, FL, 211° and Lee County, FL, 138°T (140°M)." This action corrects that error.

Accordingly, pursuant to the authority delegated to me, the airspace designation for B-9, published in the Federal Register on June 13, 1996 (61 FR 20037); Federal Register Document 96-15063, Column 3, is corrected as follows:

* * * * *

B-9 [Corrected]

From INT Pahokee, FL, 211° and Lee County, FL, 138° radials; Marathon, FL.

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Issued in Washington, DC, on July 12, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-18423 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 97

[Docket No. 28627; Amdt. No. 1742]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under

instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic