§39.13 [Amended] 2. Section 39.13 is amended by adding the following new airworthiness directive:


Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (c) 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 uncoupling of the elevators due to failure of the elevator coupling mechanism and resultant reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 12,000 total landings, or 6,000 hours of operation, whichever occurs later: Modify the elevator uncoupling mechanism in accordance with Aerospatiale Service Bulletin ATR72–27–1044, dated March 5, 1996.

(b) As of the effective date of this AD, no person shall install a pitch uncoupling mechanism of the elevator, having the following part numbers, on any airplane: S2738194100800, S2738194102895, S2738194102000, S2738194102400, S2738194102200, S2738194100800, S2738194102300.

(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, Special Flight Permits, Transport Airplane Directorate, Aircraft Certification Service. Special flight permits may be issued in accordance with paragraph (d) of this AD.

Required as indicated, unless accomplished previously.

To prevent uncontrollability of the airplane due to failure of the elevator coupling mechanism, accomplish the following:

(a) Prior to the accumulation of 12,000 total landings, or 6,000 hours of operation, whichever occurs later: Modify the elevator uncoupling mechanism in accordance with Aerospatiale Service Bulletin ATR72–27–1044, dated March 5, 1996.

(b) As of the effective date of this AD, no person shall install a pitch uncoupling mechanism of the elevator, having the following part numbers, on any airplane: S2738194100800, S2738194102895, S2738194102000, S2738194102400, S2738194102200, S2738194100800, S2738194102300.

(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, Special Flight Permits, Transport Airplane Directorate, Aircraft Certification Service. Special flight permits may be issued in accordance with paragraph (d) of this AD.

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.
paragraph, beginning in the twelfth line, the two last sentences are removed and a new sentence is added to read: "Thus, for foods containing less than 20 mg of calcium or less than 8 mg of magnesium per serving, the content may be declared as zero or as less than 2 percent of the Daily Value, except that magnesium need not be declared unless a claim is made about the nutrient."

3. On page 17809, in the first column, in the third full paragraph, in the twelfth line, after the word "amount.", the following sentence is added: "In the Federal Register of December 21, 1995 (60 FR 66206), FDA published a proposal entitled 'Food Labeling: Nutrient Content Claims, General Principles; Health Claims, General Requirements and Other Specific Requirements for Individual Health Claims' that would revise this requirement. (See 60 FR 66206 at 66225.) Comments on the revision will be addressed in that rulemaking proceeding."

Dated: July 11, 1996.

William K. Hubbard,
Associate Commissioner for Policy Coordination.

[FR Doc. 96–21049 Filed 8–16–96; 8:45 am]
BILLING CODE 4160–01–F

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 80

[FRL–5555–4]

State of Alaska Petition for Exemption from Diesel Fuel Sulfur Requirement

AGENCY: Environmental Protection Agency.

ACTION: Notice of proposed decision.

SUMMARY: On March 14, 1994, EPA granted the State of Alaska a waiver from the requirements of EPA’s low sulfur diesel fuel program, permanently exempting Alaska’s remote areas and providing a temporary exemption for areas of Alaska served by the Federal Aid Highway System (FAHS). The exemption applied to certain requirements in section 211 (i) and (g) of the Clean Air Act, as implemented in EPA’s regulations. These exemptions were based on EPA’s determination that it would be unreasonable to require persons in these areas to comply with the low sulfur diesel fuel requirements due to unique geographical, meteorological and economic factors for Alaska, as well as other significant local factors.

The temporary exemption for the areas of Alaska served by the FAHS will expire on October 1, 1996. On December 12, 1995, the Governor of Alaska petitioned EPA to permanently exempt the areas covered by the temporary exemption. In this action, EPA is proposing to extend the temporary exemption for an additional 24 months, but reserving a final decision on whether it should be permanent.

Based on the factors and conditions identified in Alaska’s December 12, 1995 petition, a continuation of the exemption is warranted at least temporarily. However, EPA believes that recent comments submitted to the agency merit further investigation before making a final decision on a permanent exemption. EPA is therefore proposing to extend the temporary exemption until October 1, 1998, or until such time that a final decision is made on the permanent exemption, whichever is shorter.

In the final rules section of this Federal Register, EPA is issuing this exemption as a direct final decision without prior proposal, because EPA views this as a noncontroversial action and anticipates no adverse comments. A detailed rationale for the proposed change is set forth in the direct final decision. If no adverse comments are received in response to the direct final decision, no further activity is contemplated in relation to this proposed decision. If EPA receives adverse comments, the direct final decision will be withdrawn and all public comments received will be addressed in a subsequent final decision based on this proposed decision. EPA will not institute a second comment period on this action. Any parties interested in commenting on this notice should do so at this time.

DATES: Comments on this proposed decision must be received by September 18, 1996.

ADDRESSES: Written comments on this proposed action should be addressed to Public Docket No. A–96–26, Waterside Mall (Room M–1500), Environmental Protection Agency, Air Docket Section, 401 M Street, S.W., Washington, D.C. 20460. Documents related to this rule have been placed in the public docket and may be inspected between the hours of 8:00 a.m. to 5:30 p.m., Monday through Friday. A reasonable fee may be charged for copying docket material. Those wishing to notify EPA of their intent to submit adverse comment or request an opportunity for a public hearing on this action should contact Paul N. Argyropoulos, U.S. Environmental Protection Agency, Office of Air and Radiation, (202) 233–9004.

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:

Regulated Entities

Entities potentially regulated by this action are refiners, marketers, distributors, retailers and wholesale purchaser-consumers of diesel fuel.

Regulated entities would include the following:

<table>
<thead>
<tr>
<th>Category</th>
<th>Examples of regulated entities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry</td>
<td>Petroleum refiners, distributors, marketers, retailers (service station owners and operators), wholesale purchaser-consumers (fleet managers who operate a refueling facility to refuel motor vehicles).</td>
</tr>
<tr>
<td>Citizens</td>
<td>Any owner or operator of a diesel motor vehicle.</td>
</tr>
<tr>
<td>Government</td>
<td>Federal facilities, including military bases, who operate a refueling facility to refuel motor vehicles.</td>
</tr>
</tbody>
</table>

This table is not intended to be exhaustive, but rather provides a guide for readers regarding entities likely to be regulated by this action. This table lists the types of entities that EPA is now aware could be potentially regulated by this action. Other types of entities not listed in the table could also be regulated. To determine whether your entity is regulated by this action, you should carefully examine section 80.29 of the Code of Federal Regulations.

For additional information, see the direct final decision published in this Federal Register.

List of Subjects in 40 CFR Part 80

Environmental protection, Air pollution control, Diesel fuel, Motor vehicle pollution.

Dated: August 12, 1996.

Carol M. Browner, Administrator.

[FR Doc. 96–21079 Filed 8–16–96; 8:45 am]
BILLING CODE 6560–50–P