

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:

96-18-19 De Havilland, Inc.: Amendment 39-9746. Docket 95-NM-264-AD.

Applicability: Model DHC-7 series airplanes, serial numbers 003 through 113 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 (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 disbonding of the skin panels of the fuselage, which could result in degradation of the structural capability of the airplane fuselage, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform a non-destructive inspection to detect disbonding of the fuselage skin panels, in accordance with the Accomplishment Instructions of Bombardier

Service Bulletin S.B. 7-51-1, Revision 'A', dated March 31, 1995.

(1) If no disbonding is detected, repeat the inspection thereafter at intervals not to exceed 3 years.

(2) If any disbonding is detected, prior to further flight, repair it in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate.

(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 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.

(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 inspections shall be done in accordance with Bombardier Service Bulletin S.B. 7-51-1, Revision 'A', dated March 31, 1995. 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., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario, Canada M3K 1Y5. 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.

(e) This amendment becomes effective on October 15, 1996.

Issued in Renton, Washington, on August 29, 1996.

Bill R. Boxwell,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-22600 Filed 9-4-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AGL-3]

Revision of Class E Airspace; Delta County Airport Escanaba, MI

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace to accommodate the addition of an Automatic Weather Observation

System (AWOS-3) at Delta County Airport, Escanaba, MI, to operate turbojet charter service on a 24 hour basis. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

EFFECTIVE DATE: 0901 UTC, December 5, 1996.

FOR FURTHER INFORMATION CONTACT: John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On May 29, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace at Delta County Airport, Escanaba, MI (61 FR 26856). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

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. Class E airspace designations for surface area are published in paragraph 6002 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 Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises Class E airspace to accommodate the addition of an Automatic Weather Observation System (AWOS-3) at Delta County Airport, Escanaba, MI. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

The FAA has determined that this regulation only involves an established body of technical regulation for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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 14 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 incorporated 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 6002 The Class E airspace areas designated as a surface area for an airport.

* * * * *

AGL MI E2 Escanaba, MI [Revised]

Escanaba, Delta County Airport, MI
(Lat. 45°43'18"N., long. 87°05'40"W.)

Escanaba VORTAC
(Lat. 45°43'21"N., long. 87°05'23"W.)

Within a 4.2-mile radius of the Escanaba VORTAC, and within 2.6 miles each side of the Escanaba VORTAC 007 radial, extending from the 4.2-mile radius to 7.4 miles northeast, and within 2.6 miles each side of the Escanaba VORTAC 101 radial, extending from the 4.2-mile radius to 7.4 miles east, and within 2.6 miles each side of the Escanaba VORTAC 266 radial extending from the 4.2-mile radius to 7 miles west of the VORTAC.

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Issued in Des Plaines, Illinois on August 26, 1996.

Peter H. Salmon,

Acting Manager, Air Traffic Division.

[FR Doc. 96–22945 Filed 9–6–96; 8:45 am]

BILLING CODE 4910–13–M

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1615 and 1616

Standards for the Flammability of Children's Sleepwear: Sizes 0 Through 6X and 7 Through 14; Stay of Enforcement

AGENCY: Consumer Product Safety Commission.

ACTION: Extension of stay of enforcement.

SUMMARY: The Commission announces that it is extending the stay of enforcement of the Standard for the Flammability of Children's Sleepwear: Sizes 0 Through 6X and the Standard for the Flammability of Children's Sleepwear: Sizes 7 Through 14 in all cases involving garments currently used or likely to be used as sleepwear if those garments are skin-tight or nearly skin-tight, similar in design, material, and fit to underwear, and labeled as "underwear."

EFFECTIVE DATE: This stay of enforcement first published at 58 FR 4078, January 13, 1993, which became effective January 13, 1993, and was extended at 59 FR 53584, October 25, 1994, and will continue until March 9, 1998.

FOR FURTHER INFORMATION CONTACT: Patricia A. Fairall, Office of Compliance, Consumer Product Safety Commission, Washington D.C. 20207; telephone: (301) 504–0400, extension 1369.

SUPPLEMENTARY INFORMATION: In the Federal Register of January 13, 1993 (4078), the Commission published a notice to announce a stay of enforcement of the flammability standards for children's sleepwear. In that notice, the Commission announced that it would not enforce the Standard for the Flammability of Children's Sleepwear: Sizes 0 Through 6X (16 CFR Part 1615) or the Standard for the Flammability of Children's Sleepwear: Sizes 7 Through 14 (16 CFR Parts 1616) in cases involving garments used by children for sleeping which are: (1) skin-tight or nearly skin-tight; (2) manufactured from fabrics such as rib knit, interlock knit, or waffle knit; (3) relatively free of ornamentation; and (4) labeled and marketed as "underwear." On the same date, the Commission published an advance notice of proposed rulemaking to begin a proceeding to consider whether the children's sleepwear standards should be amended to exempt tight-fitting sleepwear garments, and garments in infant sizes. See 58 FR 4111.

In the Federal Register of October 25, 1994 (59 FR 53584), the Commission announced that it was extending the stay of enforcement of the children's sleepwear flammability standards until further notice. On the same date, the Commission published proposed amendments of the sleepwear flammability standards to exempt tight-fitting sleepwear garments and some infant garments from the requirements of those standards. See 59 FR 53616.

Elsewhere in this issue of the Federal Register, the Commission has issued final amendments to exempt certain tight-fitting garments and garments sized for children nine months of age or younger from the requirements of the children's sleepwear flammability standards. These amendments become effective January 1, 1997.

By publication of this notice, the Commission is also extending until March 9, 1998 the stay of enforcement issued on January 13, 1993, and continued on October 25, 1994. Garments covered by this stay must meet applicable requirements of the Standard for the Flammability of Clothing Textiles (16 CFR part 1610) and the Standard for the Flammability of Vinyl Plastic Film (16 CFR part 1611).

Dated: August 29, 1996.

Todd A. Stevenson,

Deputy Secretary, Consumer Product Safety Commission.

[FR Doc. 96–22713 Filed 9–6–96; 8:45 am]

BILLING CODE 6355–01–P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 249

[Release No. 34–37632; File No. S7–2–95]

RIN 3235–AG25

Form BD Amendments

AGENCY: Securities and Exchange Commission.

ACTION: Final rule: Suspension of compliance date for Form BD amendments.

SUMMARY: The Securities and Exchange Commission is suspending the compliance date for recent amendments to Form BD, the uniform broker-dealer registration form under the Securities Exchange Act of 1934, as it applies to filings made by all registered broker-dealers and broker-dealer applicants.

EFFECTIVE DATE: The effective date for amendments to Form BD adopted by the Securities and Exchange Commission on July 12, 1996 and published on July 18,