

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.

(e) 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.

(f) The inspection and replacement shall be done in accordance with Canadair Regional Jet Alert Service Bulletin A601R-32-037, Revision "A," dated December 2, 1994; or Canadair Challenger Service Bulletin 601-0454, dated May 15, 1995, as amended by Service Bulletin Information Sheet 601-0454, dated July 14, 1995; as applicable. 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., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. 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.

(g) This amendment becomes effective on October 23, 1996.

Issued in Renton, Washington, on September 10, 1996.

James V. Devany,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-23713 Filed 9-17-96; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 39

[Docket No. 96-ANE-04; Amendment 39-9705; AD 96-08-01 R1]

RIN 2120-AA64

#### Airworthiness Directives; Hamilton Standard Model 14RF-9 Propellers

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 96-08-01 R1 applicable to Hamilton Standard Model 14RF-9 propellers that was published in the Federal Register on August 2, 1996 (61 FR 40313). The Amendment No. in the header to the Compliance section is incorrect. This document corrects the Amendment No. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** September 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7158, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** A final rule airworthiness directive applicable to Hamilton Standard Model 14RF-9 propellers, was published in the Federal Register on August 2, 1996 (61 FR 40313). The following correction is needed:

#### § 39.13 [Corrected]

On page 40314, in the third column, in the header to the Compliance Section, in the second line, "Amendment No. 39-9707" is corrected to read "Amendment No. 39-9705".

Issued in Burlington, MA, on August 26, 1996.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 96-23754 Filed 9-17-96; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF THE TREASURY

### Customs Service

#### 19 CFR Part 101

[T.D. 96-67]

#### Extension of Port Limits of Columbus, Ohio

**AGENCY:** Customs Service, Department of the Treasury.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Customs Regulations pertaining to the field organization of Customs by extending the geographical limits of the port of Columbus, Ohio, to include Rickenbacker International Airport, which is currently operating as a user fee airport. The boundary expansion of the Columbus port has occurred because of increased business at Rickenbacker International Airport. The Customs Regulations are also being amended to remove Rickenbacker International Airport's designation as a user fee airport. This 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.

**EFFECTIVE DATE:** October 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** Harry Denning, Office of Field Operations, (202) 927-0196.

#### 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 is amending § 101.3, Customs Regulations (19 CFR 101.3), by extending the geographical limits of the port of Columbus, Ohio, to include the territory encompassing Rickenbacker International Airport, which is currently a user fee airport.

Enough business has shifted from within the port to Rickenbacker International Airport to make it worthwhile for Customs to include the airport within the Columbus port boundaries. Customs even plans to relocate its offices to Rickenbacker International Airport.

The Customs Regulations are also being amended to remove Rickenbacker International Airport from the list of user fee airports in § 122.15, Customs Regulations. Customs will use existing staffing to service the expanded area of the port of Columbus, Ohio.

##### Comments and Analysis

A Notice of Proposed Rulemaking (NPRM) was published in the Federal Register (61 FR 8001) on March 1, 1996, which discussed the proposed extension of the Port of Columbus. As a result of the NPRM, two comments were received.

The comments were from the Columbus Airport Authority and the Department of Trade and Development of the City of Columbus. The comments do not oppose the extension of the port limits of the Port of Columbus, but they are concerned with maintaining the level of Customs services at Port Columbus International Airport.

The Columbus Airport Authority, which operates Port Columbus International Airport where the Customs offices are currently located, requests assurances that there will be no lowering of the current level of services. It also wishes the Customs Service to provide the required services for a projected growth in international flights.

The Department of Trade and Development comment explores the planned long term development of Port Columbus International Airport. The airport expects growth in international service as a result of recent negotiations involving the potential Canadian market for flights to Columbus and as part of its