

heading systems. If a fixed heading error and/or a heading OFF flag is present, then realignment can be performed by either the $\pm$ switch or by the MAG/DG/MAG switch at bank angles less than approximately 5°."

This revision may be accomplished by inserting a copy of this AD into the aircraft flight manual.

(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 Manager, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

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

(d) The modification and inspections shall be done in accordance with the Accomplishment Instructions of LITEF SB No. 141450-0000-840-003, dated July 9, 1996, or, for Sikorsky S-76 helicopters, with the Accomplishment Instructions of Sikorsky Aircraft ASB No. 76-34-6A (287A), Revision A, dated September 12, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and CFR part 51. Copies of the LITEF ASBs may be obtained from LITEF GmbH, Postfach 774, 79007 Freiburg, Germany. Copies of the Sikorsky Aircraft ASB may be obtained from Sikorsky Aircraft Corporation, 6900 Main Street, P.O. Box 9729, Stratford, CT 06497-9129. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Fort Worth, Texas, on October 10, 1996.

Eric Bries,
*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 96-26960 Filed 10-25-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ANE-22]

Establishment of Class E Airspace; Oxford, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; suspension of effectiveness.

SUMMARY: This action establishes a Class E airspace area at Oxford, ME (K81B) to provide for adequate controlled airspace

for those aircraft using the new GPS RWY 33 Instrument Approach Procedure to Oxford County Regional Airport.

EFFECTIVE DATE: Effective October 9, 1996, the direct final rule amendments published at 61 FR 42785 are suspended until 0901 UTC, December 5, 1996.

FOR FURTHER INFORMATION CONTACT: Joseph A. Bellabona, Operations Branch, ANE-530.6, Federal Aviation Administration, 12 New England Executive Park, Burlington MA 01803-5299; telephone: (617) 238-7536; fax (617) 238-7596.

SUPPLEMENTARY INFORMATION: The FAA published this direct rule with a request for comments in the Federal Register on August 19, 1996 (61 FR 42785). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on October 10. No adverse comments were received. However, this document suspends that rule until December 5, 1996, to allow additional time for the FAA to coordinate the establishment of this new Instrument Approach Procedure with other agencies. This final rule will become effective on December 5.

Issued in Burlington, MA, on October 9, 1996.

David J. Hurley,
Manager, Air Traffic Division, New England Region.

[FR Doc. 96-27494 Filed 10-25-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANE-23]

Establishment of Class E Airspace; Dexter, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; suspension of effectiveness.

SUMMARY: This action establishes a Class E airspace area at Dexter, ME (K1B0) to provide for adequate controlled airspace for those using the new GPS RWY 34 Instrument Approach Procedure to Dexter Regional Airport.

EFFECTIVE DATE: Effective October 9, 1996, the direct final rule amendments

published at 61 FR 42784 are suspended until 0901 UTC, December 5, 1996.

FOR FURTHER INFORMATION CONTACT: Joseph A. Bellabona, Operations Branch, ANE-530.6, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (617) 238-7536; fax (617) 238-7596.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the Federal Register on August 19, 1996 (61 FR 42784). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on October 10. No adverse comments were received. However, this document suspends that rule until December 5, 1996, to allow additional time for the FAA to coordinate the establishment of this new Instrument Approach Procedure with other agencies. This final rule will become effective on December 5.

Issued in Burlington, MA, on October 9, 1996.

David J. Hurley,
Manager, Air Traffic Division, New England Region.

[FR Doc. 96-27495 Filed 10-25-96; 8:45 am]

BILLING CODE 4910-13-M

FEDERAL TRADE COMMISSION

16 CFR Part 305

Rule Concerning Disclosures Regarding Energy Consumption and Water Use of Certain Home Appliances and Other Products Required Under the Energy Policy and Conservation Act ("Appliance Labeling Rule")

AGENCY: Federal Trade Commission.

ACTION: Final rule.

SUMMARY: The Federal Trade Commission ("Commission") announces that the current ranges of comparability for refrigerators, refrigerator-freezers, and freezers will remain in effect until new ranges of comparability are published for these products. The Commission also announces that manufacturers must continue to base the disclosures of estimated annual operating cost