

corrosion and fatigue cracking, accomplish the following:

(a) Within 15 days after April 15, 1996 (the effective date of AD 96-07-51, amendment 39-9562): Perform an internal visual inspection to detect corrosion and cracking of the fuselage forward upper skin and to detect cracking of the fuselage frame in the area of the forward and aft loop antenna assemblies of the automatic direction finder (ADF), in accordance with McDonnell Douglas Alert Service Bulletin DC9-53A282, dated March 20, 1996.

(1) If no corrosion or cracking is detected: Repeat the visual inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 6 months.

(2) If any corrosion or cracking is detected that is within the limits specified in Chapter 53-04, Figure 29, of the DC-9 Structural Repair Manual (SRM): Prior to further flight, repair in accordance with Chapter 53-04, Figure 29, of the SRM. Thereafter, repeat the visual inspection required by paragraph (a) of this AD at intervals not to exceed 6 months.

(3) If any corrosion or cracking is detected in the fuselage forward upper skin, or if any cracking is detected in the fuselage frame, and that corrosion or cracking is outside the limits specified in Chapter 53-04, Figure 29, of the SRM: Prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(b) At the applicable time specified in paragraph (b)(1) of (b)(2) of this AD, remove the ADF antennas and perform both a visual inspection and a high frequency eddy current inspection to detect corrosion and cracking of the fuselage forward upper skin under the antennas, in accordance with McDonnell Douglas Service Bulletin DC9-53-284, dated August 20, 1996.

(1) For airplanes on which the ADF antenna has not been previously removed and the fuselage skin has not been previously inspected for evidence of corrosion, within the last 4 years prior to the effective date of this AD: Accomplish the inspections within 2 years after the effective date of this AD.

(2) For airplanes on which the ADF antenna has been previously removed and the fuselage skin has been previously inspected for evidence of corrosion and/or repaired within the last 4 years prior to the effective date of this AD: Accomplish the inspections within 4 years after the effective date of this AD.

(c) As a result of the inspections required by paragraph (b) of this AD, accomplish the applicable action specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD. Accomplishment of the actions specified in paragraph (c)(1) or (c)(2) constitutes terminating action for the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) If no cracking or corrosion is detected: Prior to further flight, reinstall the ADF antennas using the improved installation procedure in accordance with McDonnell Douglas Service Bulletin DC9-53-284, dated August 20, 1996. Thereafter, no further action is required by this AD.

(2) If any cracking or corrosion is detected that is within the limits specified in Chapter

53-04 of the DC-9 Structural Repair Manual (SRM): Prior to further flight, repair in accordance with Chapter 53-04 of the DC-9 SRM, and reinstall the ADF antennas using the improved installation procedure in accordance with McDonnell Douglas Service Bulletin DC9-53-284, dated August 20, 1996. Thereafter, no further action is required by this AD.

(3) If any cracking or corrosion is detected that is outside the limits specified in Chapter 53-04 of the SRM: Prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles Certification Office (ACO), FAA, Transport Airport Directorate.

(d)(1) 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, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(2) Alternative methods of compliance, approved in accordance with AD 96-07-71, amendment 39-9562, are approved as alternative methods of compliance with this AD.

(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 actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin DC9-53A282, dated March 20, 1996; and McDonnell Douglas Service Bulletin DC9-53-284, dated August 20, 1996. The incorporation by reference of the former service bulletin was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of April 15, 1996 (61 FR 15882, April 10, 1996). The incorporation by reference of the latter service bulletin 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on March 10, 1997.

Issued in Renton, Washington, on January 23, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-2222 Filed 1-31-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-33-AD; Amendment 39-9909; AD 97-03-03]

RIN 2120-AA64

Airworthiness Directives; Pilatus Britten-Norman Ltd. BN-2, BN-2A, and BN-2B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Pilatus Britten-Norman BN-2, BN-2A, and BN-2B series airplanes that do not have generator terminal diodes installed with Modification NB/M/1571. This action requires removing the terminal diodes that have a 70 amp direct current (DC) Generation System, which is referred to as Modification NB/M/1148, and installing Modification NB/M/1571, which consists of new terminal diodes with a higher amp rating. Reports from operators that one or both diodes were failing prompted this action. The actions specified by this AD are intended to prevent loss of electrical power to the navigation, communications, and light systems, which could impair the pilot's ability to maintain control of the airplane.

DATES: Effective March 23, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 23, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Pilatus Britten-Norman, Ltd., Bembridge, Isle of Wight, United Kingdom, PO35 5PR. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-33-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Tom Rodriguez, Program Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa and the Middle

East Office, c/o American Embassy, b-1000, Brussels, Belgium; telephone (322) 508.2715, facsimile (322) 230.6899 or Mr. S. M. Nagarajan, Project Officer, Small Airplane Directorate, 1201 Walnut, Suite 900, Kansas City, Missouri, 64106; telephone (816) 426-6932, facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of this AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Pilatus Britten-Norman BN-2, BN-2A, and BN-2B series airplanes that do not have generator terminal diodes with Modification NB/M/1571 installed was published in the Federal Register on August 22, 1996 (61 FR 43319). The action proposed to require removing the diodes (type 10B1 or 10D1) installed on the terminals of the STBD (RIGHT) GEN and PORT (LEFT) GEN switches (SW2 and SW3), and installing new approved diodes that are type 60S6. Accomplishment of the proposed action would be in accordance with Pilatus Britten-Norman Aircraft Manufacturers Service Bulletin (SB) BN-2/SB.228, Issue 2, dated January 17, 1996.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that one airplane in the U.S. registry will be affected by this AD, that it will take approximately one workhour per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$40 per airplane. Based on these figures, the total cost impact of this AD on the U.S. operator is estimated to be \$100. The FAA has no way of determining whether the owner/operator of this airplane has accomplished this action.

Regulatory Impact

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.

For the reasons discussed above, I certify that this action (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) 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 copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 a new airworthiness directive (AD) to read as follows:

97-03-03 Pilatus Britten-Norman Ltd.:
Amendment 39-9909; Docket No. 96-CE-33-AD.

Applicability: BN-2, BN-2A, and BN-2B series airplanes (all serial numbers) that do not have Modification NB/M/1571 installed, 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 (d) 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 within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent loss of electrical power to the navigation, communications and light systems, which could impair the pilot's ability to maintain control of the airplane, accomplish the following:

(a) Remove the diodes (quantity 2, part number (P/N) 340502014, type 10B1 or 10D1) installed on the terminals of the STBD (RIGHT) GEN and PORT (LEFT) GEN switches (SW2 and SW3), and install new approved diodes (quantity 2, P/N NB-81-5873, type 60S6) in accordance with the Accomplishment Instructions section in Pilatus Britten-Norman Aircraft Manufacturers Service Bulletin (SB) BN-2/SB.228, Issue 2, dated January 17, 1996.

(b) Accomplishment of paragraph (a) of this AD is considered accomplishment of Modification NB/M/1571.

(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) An alternative method of compliance or adjustment of compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa and the Middle East Office, c/o American Embassy, b-1000, Brussels, Belgium or the Manager, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri, 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division or the Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division or the Small Airplane Directorate.

(e) The modification required by this AD shall be done in accordance with Pilatus Britten-Norman Aircraft Manufacturers Service Bulletin BN-2/SB.228, Issue 2, dated January 17, 1996. 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 Pilatus Britten-Norman, Ltd., Bembridge, Isle of Wight, United Kingdom, PO35 5PR. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

(f) This amendment (39-9909) becomes effective on March 23, 1997.

Issued in Kansas City, Missouri, on January 22, 1997.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 97-2216 Filed 1-31-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Part 744

[Docket No. 961205341-6341-01]

RIN 0694-AB24

Entity List

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Final rule.

SUMMARY: The Export Administration Regulations (EAR) provide that the Bureau of Export Administration (BXA) may inform exporters, individually or through amendment to the EAR, that a license is required for exports or reexports to certain entities. To provide notice informing the public of an entity subject to this rule, this rule establishes a list of entities that are ineligible to receive specified items without a license.

EFFECTIVE DATE: This rule is effective February 3, 1997.

FOR FURTHER INFORMATION CONTACT: James A. Lewis, Office of Strategic Trade and Foreign Policy Controls, Bureau of Export Administration, Telephone: (202) 482-0092.

SUPPLEMENTARY INFORMATION:

Background

General Prohibition Five (§ 736.2(b)(5) of the EAR) prohibits exports to certain end-users or end-uses without a license. This final rule amends § 744.1 to refer exporters to the newly added Supplement No. 4 to part 744 of the EAR, the Entity List, which informs exporters that a license is required for shipments to Ben Gurion University, Israel, of computers with a CTP between 2,000 and 7,000 Mtops.

Although the Export Administration Act (EAA) expired on August 20, 1994, the President invoked the International Emergency Economic Powers Act and continued in effect, to the extent permitted by law, the provisions of the EAA and the EAR in Executive Order 12924 of August 19, 1994.

Rulemaking Requirements

1. This final rule has been determined to be not significant for purposes of Executive Order 12866.

2. This rule involves collections of information subject to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*). These collections have been approved by the Office of Management and Budget under control number 0694-0088.

3. This rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under Executive Order 12612.

4. The provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rulemaking, the opportunity for public participation, and a delay in effective date, are inapplicable because this regulation involves a military and foreign affairs function of the United States (Sec. 5 U.S.C. 553(a)(1)). Further, no other law requires that a notice of proposed rulemaking and an opportunity for public comment be given for this final rule. Because a notice of proposed rulemaking and an opportunity for public comment are not required to be given for this rule under 5 U.S.C. 553 or by any other law, the requirements of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) are not applicable.

Therefore, this regulation is issued in final form. Although there is no formal comment period, public comments on this regulation are welcome on a continuing basis. Comments should be submitted to Hillary Hess, Regulatory Policy Division, Bureau of Export Administration, Department of Commerce, P.O. Box 273, Washington, DC 20044.

List of Subjects in 15 CFR Part 744

Exports, Foreign trade, Reporting and recordkeeping requirements.

Accordingly, part 744 of the Export Administration Regulations (15 CFR parts 730-774) is amended, as follows:

PART 744—[AMENDED]

1. The authority citation for 15 CFR part 744 is revised to read as follows:

Authority: 50 U.S.C. app. 2401 *et seq.*; 50 U.S.C. 1701 *et seq.*; 22 U.S.C. 3201 *et seq.*; 42 U.S.C. 2139a; E.O. 12058, 43 FR 20947, 3 CFR, 1978 Comp., p. 179; E.O. 12851, 58 FR 33181, 3 CFR, 1993 Comp., p. 608; E.O. 12924, 59 FR 43437, 3 CFR, 1994 Comp., p. 917; E.O. 12938, 59 FR 59099, 3 CFR, 1994 Comp., p. 950; E.O. 13026 (November 15, 1996, 61 FR 58767); Notice of August 15, 1995 (60 FR 42767, August 17, 1995); and Notice of August 14, 1996 (61 FR 42527).

2. Section 744.1 is amended by adding paragraph (c) to read as follows:

§ 744.1 General provisions.

* * * * *

(c) A list of entities is included in Supplement No. 4 to this part 744 of the EAR (Entity List). Exporters are hereby informed that these entities are ineligible to receive any items subject to the EAR without a license to the extent specified in the supplement. License applications will be reviewed under the license review standards set forth in this part 744.

3. A new Supplement No. 4 is added to part 744 to read as follows:

Supplement No. 4 to Part 744—Entity List

This Supplement lists certain entities subject to license requirements for specified items under this part 744 of the EAR. This list of entities is revised and updated on a periodic basis in this Supplement by adding new or amended notifications and deleting notifications no longer in effect.

Ben Gurion University, Israel for computers between 2,000 and 7,000 Mtops

Dated: January 28, 1997.

Sue E. Eckert,

Assistant Secretary for Export Administration.

[FR Doc. 97-2503 Filed 1-31-97; 8:45 am]

BILLING CODE 3510-33-P

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1507

Fireworks Devices; Fuse Burn Time; Final Rule

AGENCY: Consumer Product Safety Commission.

ACTION: Affirmation of final rule and announcement of effective date.

SUMMARY: The Commission announces that it has received no objections to its final rule amending its fireworks regulations under the Federal Hazardous Substances Act that was published on December 20, 1996. 61 FR 67197. This final rule changes the allowable fuse burn times of fireworks devices (except firecrackers) from the previously required range of 3 to 6 seconds to the range of 3 to 9 seconds.

EFFECTIVE DATE: The rule becomes effective on February 3, 1997.

FOR FURTHER INFORMATION CONTACT: Robert Poth, Office of Compliance, Consumer Product Safety Commission, Washington, DC 20207-0001; telephone (301) 504-0400, ext. 1375.

SUPPLEMENTARY INFORMATION: On December 20, 1996, the Commission