Issued in Kansas City, Missouri on December 19, 1979.

John E. Shaw,

Acting Director, Central Region.

[FR Doc. 80-231 Filed 1-4-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 79-RM-31-AD; Amdt. No. 39-3648]

Airworthiness Directives; Raven Industries Models S-50A, S-55A, and S-60A

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: Evaluation of the parachute type top vent installed on envelopes, Part Nos. D-05957, D-11813, or D-10428, used on Raven S-50A, S-55A, and S-60A hot air balloons has shown that the release force on the rip cord exceeds the maximum force of 75 pounds as limited by § 31.57(b) of Part 31 of the Federal Aviation Regulations. Since this condition is likely to exist in other Raven Industries models S-50A, S-55A, and S-60A hot air balloons of the same design, an airworthiness directive is being issued to modify the parachute top positioning attachments found on the balloon envelopes.

EFFECTIVE DATE: January 7, 1980.

FOR FURTHER INFORMATION CONTACT: Mr Woodford R. Boyce, ARM-210, Engineering and Manufacturing Branch, FAA Rocky Mountain Region, 10455 East 25th Avenue, Aurora, Colorado 80010.

SUPPLEMENTARY INFORMATION: Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697) § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

Raven Industries, Inc.: Applies to model S-50A, serial no. S50A-275, model S-55A, serial nos. S-55A-330 to S-55A-624, and model S-60A, serial nos. S-60A-102 to S-60A-138 hot air balloons certificated in all categories which have installed the parachute top vent.

Compliance required before further flight unless already accomplished.

To allow proper release of the parachute top, accomplish the following or an equivalent modification approved by the Chief, Engineering and Manufacturing Branch, FAA Rocky Mountain Region:

Remove all but the middle 1 inch of the length of the "Velcro" tape "hooks" on each of the 24 4-inch long tapes found on the envelope by use of a razorblade or sharp knife.

Raven Service Bulletin No. 111 dated December 19, 1979, covers this same subject.

This amendment becomes effective January 7, 1980.

(Sec. 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421 and 1423) and of sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provisions of Executive Order 12044 and as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Aurora, Colorado on December 19, 1979.

I. H. Hoover,

Acting Director, Rocky Mountain Region.

[FR Doc. 80-327 Filed 1-4-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 91

[Docket No. 9135; SFAR 21-2]

Special Federal Aviation Regulation No. 21; Southern Rhodesia: Aviation Sanctions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action terminates the prohibition of aviation operations and carriage of commodities and products to and from Southern Rhodesia. This action is required by Executive Order No. 12183.

EFFECTIVE DATE: January 7, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Jonathan Howe, Deputy Chief Counsel, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, Telephone (202) 426-3775.

SUPPLEMENTARY INFORMATION:

History

Special Federal Aviation Regulation No. 21 was issued by the Administrator on September 10, 1968. That regulation implemented Executive Order No. 11419, dated July 29, 1968 (33 FR 10837), which delegated to the Secretary of Transportation the function and responsibility of enforcement of sanctions against Southern Rhodesia relating to the operation of air carriers and aircraft and the carriage on aircraft of any commodities or products the carriage of which was prohibited by Section 1 of Executive Order No. 11419 or by Section 1 of Executive Order No. 11322, dated January 5, 1967 (32 FR 119).

Specifically, Special Federal Aviation Regulation No. 21 prohibited: (1) The carriage, on aircraft registered under U.S. laws or under charter to any person subject to U.S. jurisdiction, of certain commodities or products either originating in Southern Rhodesia, except for licensed items, or any commodity or product, consigned to anyone for business carried on, in or operated from that country, except for licensed items; and (2) The operation of any aircraft by any person subject to U.S. jurisdiction, to or from Southern Rhodesia or in coordination with an airline company constituted, or aircraft registered, in that country.

Amendment of Regulation

This regulation implements Executive Order No. 12183, dated December 16, 1979, which revoked Executive Orders 11322, 11419, and 11978 with respect to transactions occurring after the effective date of Executive Order No. 12183, and which required the Secretary of Transportation to implement the Order. The Secretary of Transportation has redelegated that function and responsibility to the Administrator. In accordance with Executive Order No. 12183, this action amends Special Federal Aviation Regulation No. 21 by revoking all the prohibitions on transactions with Rhodesia. The Federal Aviation Administration retains the authority to investigate any violation of any provision of Special Federal Aviation Regulation No. 21 that occurred prior to the effective date of Executive Order No. 12183, and to institute appropriate enforcement measures.

In keeping with the retention of FAA investigatory and enforcement authority, the recordkeeping, reporting, and penalty provisions of Special Federal Aviation Regulation No. 21 have not been revoked. However, the recordkeeping and reporting provisions have been revised so as to limit their application to transactions occurring prior to December 16, 1979, the effective date of Executive Order No. 12183.

Since the Executive Order implemented by Special Federal Aviation Regulation No. 21 has been revoked, notice and comment on its amendment are unnecessary and good cause exists for making this amendment effective in less than 30 days.

Amendment of Special Federal Aviation Regulation No. 21

Accordingly, Special Federal Aviation Regulation No. 21 is hereby amended by revoking sections 1, 2, and 3 and by revising sections 4 and 5 to read as follows:

Special Federal Aviation Regulation No. 21

* * * * *

4. *Records.* (a) Each person who engaged in any carriage or operation subject to Special Federal Aviation Regulation No. 21 before December 16, 1979, shall make a full and accurate record of each carriage or operation of this kind in which he engaged, regardless of whether it was effected pursuant to license or otherwise, and shall keep the record available for at least two years after the date of carriage or operation.

(b) This section does not require any particular method of recordkeeping and does not require any change in the system of records customarily kept by the person concerned, so long as the records supply an adequate basis for examination. Records may be kept in the form of microfilm or other photographic copies.

5. *Reports.* Each person who participated in any carriage or operation covered by Special Federal Aviation Regulation No. 21 before December 16, 1979 shall submit such reports on his activities under that special regulation as the Administrator may require.

* * * * *

(EO 12183, December 16, 1979, Sec. 5, 59 Stat. 620, as amended, 22 U.S.C. 287c)

Note.—The Federal Aviation Administration has determined that this document involves a regulation which is not significant under Executive Order No. 12044 as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Washington, D.C., on December 27, 1979.

Langhorne Bond,

Administrator

[FR Doc. 80-316 Filed 1-4-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 183

[Docket No. 16622; Amdt. 183-6]

Designated Manufacturing Inspection Representatives

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment permits use of designated manufacturing inspection representatives to perform authorized functions for the manufacturer, or its supplier, at any location authorized by the Administrator. It is intended to meet the need for greater flexibility and efficiency in the manufacturing process.

EFFECTIVE DATE: January 28, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond E. Ramakis, Regulatory Projects Branch, AVS-24, Safety Regulations Staff, Associate Administrator for Aviation Standards, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 755-8716.

SUPPLEMENTARY INFORMATION:

Background

This amendment to Part 183 of the Federal Aviation Regulations expands the use of designated manufacturing inspection representatives (DMIR). These representatives of the FAA are qualified private persons who have been delegated authority by the Administrator to issue certain certificates and to perform inspection functions for the FAA. Delegation of these functions to properly qualified private persons is contemplated and authorized by section 314 of the Federal Aviation Act of 1958 (49 U.S.C. 1355).

A manufacturer or its suppliers may recommend that any employee be designated a DMIR by the FAA. Only manufacturers with approved production inspection systems, parts manufacturing approvals, production certificates, or technical standard order authorizations, and suppliers of these manufacturers, may have DMIR's. The qualifications of each recommended employee are carefully reviewed by the FAA, and designations are made with limitations appropriate to the representative's training and knowledge.

DMIR's conduct inspections necessary to determine that production products and related parts conform to the approved type design and are in a condition for safe operation, and that prototype products and related parts submitted for FAA approval conform to design specifications. They issue original airworthiness certificates for aircraft, airworthiness approvals for engines, propellers, and product parts, export certificates of airworthiness, airworthiness approval tags, and special flight permits for export aircraft and related parts. DMIR's also issue experimental certificates for aircraft for which the manufacturer holds the type certificate and which have undergone changes to the type design requiring a flight test.

Notice

Interested persons have been afforded an opportunity to participate in the making of this regulation by Notice of Proposed Rule Making No. 77-5, issued March 30, 1977, and published in the **Federal Register** on April 7, 1977 (42 FR 18407). Editorial and clarifying changes have been made in the proposal based upon relevant comments received and upon further review by the FAA. Except for the changes discussed below, this amendment and the reasons for its adoption are the same as those contained in Notice 77-5.

A total of 6 public comments were received in response to the Notice. Three comments were in favor of the proposal. The remaining three favored it generally but expressed reservations about specific provisions.

Discussions of Comments

Several commenters strongly objected to proposed § 183.31(b)(2) which would have expanded the authority of DMIR's to permit them to evaluate a manufacturer's quality control system to determine whether it complies with Part 21 of the Federal Aviation Regulations and with the manufacturer's approved quality control procedure. The objections were based on: (1) The financial burden imposed on manufacturers having to hire a DMIR to replace FAA personnel; (2) the lack of credibility given to aircraft produced without FAA surveillance; (3) the increased vulnerability of manufacturers to produce liability suits; and (4) the increased possibility of conflict of interest which would arise if, for example, a DMIR were to participate in an enforcement action against his or her employer.

Part 183 does not require manufacturers to use a DMIR. Also, there is no indication that the proposed § 183.31(b)(2) would work an undue burden on manufacturers. However, the FAA recognizes the commenter's concern over the possibility of conflict of interest, lack of credibility, and product liability suits. These comments have highlighted the distinction between the functions currently performed by a DMIR and the proposed additional evaluation function. Under the current rule, it is unlikely that a DMIR would become involved in an enforcement action against the manufacturer. However, a DMIR's evaluation of a manufacturer's quality control system would most likely result in an enforcement action against the manufacturer were a DMIR to determine that the approved system was not being followed. Thus, whenever a DMIR

would find the manufacturer's quality control system to be in noncompliance, the DMIR would be placed in a possible enforcement context. The FAA agrees with the concerns expressed in this area. It is essential that those involved in the inspection process not be placed in any situation which might affect their responsibility. This would be inconsistent with the interest of safety. Therefore, DMIR's will not be allowed to evaluate quality control systems and, as a result, proposed § 183.31(b)(2) has not been adopted.

Three commenters suggested revising proposed § 183.31(c) to allow a DMIR to perform inspection functions for the manufacturer's supplier, as well as for the manufacturer. The FAA agrees that such a revision will promote greater flexibility and efficiency in the manufacturing process. Accordingly, a DMIR will be allowed to perform his or her function for the manufacturer or its supplier at any location authorized by the FAA. Any necessary limitation on a representative's authority based on his or her knowledge and training will be specified at the time of designation by the FAA.

Editorial Changes

The NPRM proposed deletion of current § 183.31(b) because the term "export ferry permits" is obsolete. Instead of these permits, special airworthiness certificates are now issued for exporting aircraft. Accordingly, a new § 183.31(a)(4) has been added which allows a DMIR to issue "special flight permits to export aircraft."

An additional clarifying change has been made in § 183.31 by adding the words "and are in a condition for safe operation" at the end of paragraph (a)(1). This change incorporates into this rule the standard required under § 21.183 for the issuance of an airworthiness certificate.

Review of proposed § 183.31(b)(1), which is substantially similar to § 183.3(c) and (d) of the current rule, revealed a need to distinguish between prototype and production articles. Prototype products and related parts are inspected for conformity to design specifications, which are the basis upon which an applicant seeks design approval. Production products and related parts are inspected for conformity to the approved type design and to ensure that they are in a condition for safe operation. The rule as adopted distinguishes between these two inspection functions and the different standards applied to each.

Cost Evaluation

This amendment will result in a cost savings to manufacturers. Since it permits DMIR to be used at locations other than their employers' immediate facilities, manufacturers will be able to avoid costly delays by conducting with persons already in their employ, inspections that would otherwise require the use of an FAA employee. For this reason, manufacturers will be better able to plan and expedite inspections.

In addition, by providing for more efficient use of each DMIR, it is expected that this amendment will lessen the demand for inspections by FAA employees. Thus, it will also result in a cost saving for the Federal Government.

Adoption of the Amendment

Accordingly, Part 183 of the Federal Aviation Regulations (14 CFR 183.31) is amended, effective January 28, 1980, by revising § 183.31 to read as follows:

§ 183.31 Designated manufacturing inspection representatives.

A designated manufacturing inspection representative (DMIR) may, within limits prescribed by, and under the general supervision of, the Administrator, do the following:

(a) Issue—

(1) Original airworthiness certificates for aircraft and airworthiness approvals for engines, propellers, and product parts that conform to the approved design requirements and are in a condition for safe operation;

(2) Export certificates of airworthiness and airworthiness approval tags in accordance with Subpart L of Part 21 of this chapter;

(3) Experimental certificates for aircraft for which the manufacturer holds the type certificate and which have undergone changes to the type design requiring a flight test; and

(4) Special flight permits to export aircraft.

(b) Conduct any inspections that may be necessary to determine that—

(1) Prototype products and related parts conform to design specifications; and

(2) Production products and related parts conform to the approved type design and are in condition for safe operation.

(c) Perform functions authorized by this section for the manufacturer, or the manufacturer's supplier, at any location authorized by the FAA.

(Secs. 313(a), 314, 601, 603, 608, and 609 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1355, 1421, 1423, 1428, and 1429) and sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).)

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented under Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the final evaluation prepared for this document is contained in the docket. A copy of it may be obtained by writing to the individual listed above as the information contact.

Issued in Washington, D.C., on December 26, 1979.

Langhorne Bond,

Administrator.

[FR Doc. 80-468 Filed 1-4-80; 8:45 am]

BILLING CODE 4910-13-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 211

[Release No. SAB—37]

Staff Accounting Bulletin No. 37

AGENCY: Securities and Exchange Commission.

ACTION: Final rule: Deletion of a Staff Accounting Bulletin.

SUMMARY: The purpose of the release is to delete Topic 4–F of Staff Accounting Bulletin No. 1 which is concerned with the format of the equity section of the balance sheet of a savings and loan holding company.

EFFECTIVE DATE: December 17, 1979.

FOR FURTHER INFORMATION CONTACT: Lawrence J. Bloch, Office of the Chief Accountant (202–272–2130), or Howard P. Hodges, Jr., Division of Corporation Finance (202)–272–2553), Securities and Exchange Commission, Washington, D.C. 20549.

SUPPLEMENTARY INFORMATION: The statements in Staff Accounting Bulletins are not rules or interpretations of the Commission nor are they published as bearing the Commission's official approval; they represent interpretations and practices followed by the Division of Corporation Finance and the Office of the Chief Accountant in administering the disclosure requirements of the Federal securities laws.

December 17, 1979.

Shirley E. Hollis,

Assistant Secretary.

Staff Accounting Bulletin No. 37

Equity Accounts of Savings and Loan Holding Companies

Recently, the American Institute of Certified Public Accountants issued a revised edition of its audit and accounting guide for savings and loan associations containing revised

provisions for the equity section of a balance sheet. These new provisions are generally applicable to the equity section of the balance sheet of a savings and loan holding company.

The equity section provisions in the revised audit guide call for (i) "one-line" presentation of retained earnings on the balance sheet with notation that it is "substantially restricted," (ii) note disclosure of the amount of retained earnings available for payment of cash dividends both with and without incurring an additional federal income tax liability, and (iii) note disclosure of amounts otherwise restricted. The staff supports these provisions of the revised audit guide which are applicable to financial statements for fiscal periods beginning after December 31, 1978.

Accordingly, Topic 4–F of Staff Accounting Bulletin No. 1 (40 FR 53557 Nov. 19, 1975) which is concerned with the format of the stockholders' equity section of the balance sheet of a savings and loan holding company is hereby withdrawn. Topic 4–F had provided an illustration of the format to be followed by these companies in filings with the Commission.

[FR Doc. 80-330 Filed 1-4-80; 8:45 am]
BILLING CODE 8010-01-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 153

[TD 80-18]

Potassium Chloride, Otherwise Known as Muriate of Potash, From Canada; Antidumping: Modification or Revocation of Dumping Finding

AGENCY: United States Treasury Department.

ACTION: Modification of Dumping Finding.

SUMMARY: This notice is to inform the public that the Potash Corporation of Saskatchewan (PCS) has provided assurances that it will not sell potassium chloride below fair value within the meaning of the Antidumping Act, 1921, as amended. Since PCS has acquired assets from several Canadian companies which produce potassium chloride, but which were previously excluded from the dumping finding, notice is hereby given of the modification of the finding to exclude PCS. As a result of this action, potassium chloride from PCS entered, or withdrawn from warehouse, for consumption will not be liable for dumping duties.

EFFECTIVE DATE: January 7, 1980.

FOR FURTHER INFORMATION CONTACT: Office of the Assistant Secretary for Trade Administration, Robert Robeson, Office of Policy, United States Department of Commerce, 14th and Constitution Avenue, NW., Washington, D.C. 20230, telephone (202) 566–2323.

SUPPLEMENTARY INFORMATION: On December 19, 1969, a finding of dumping with respect to potassium chloride from Canada, T.D. 69–265, was published in the **Federal Register** (34 FR 19904). Excluded from the finding at that time was the U.S. Borax and Chemical Co., Kalium, Saskatchewan. Subsequently, certain other Canadian producers or exporters have also been excluded from the finding. These firms are: Potash Company of Canada; Hudson Bay Mining and Smelting Company, Ltd; Swift Company, Ltd; Amax Potash, Ltd; and Duval Corporation of Canada. Those exclusions were based upon determinations that these companies were not selling, nor were likely to sell, potassium chloride at less than fair value within the meaning of the Antidumping Act of 1921, as amended (19 U.S.C. 160 et seq.) ("the Act").

The Potash Corporation of Saskatchewan, which previously was not engaged in the production or sale of potassium chloride, has acquired assets in the firms listed above. The Department has concluded that where a foreign manufacturer, producer or exporter not previously engaged in the manufacture, production or sale of merchandise subject to a finding of dumping, acquires assets in one or more firms excluded from that finding, such manufacturer, producer or exporter shall become eligible for exclusion from the finding upon receipt of assurances that no future sales to the United States will be made at less than fair value within the meaning of the Act. Such assurances have been received from PCS.

Because of the unusual circumstances of this case, it is appropriate to modify this finding pursuant to § 153.44(e), Customs Regulations (19 CFR 153.44(e)). Under this provision, the Secretary may modify or revoke a dumping finding without publishing the "Notice of Tentative Determination to Modify or Revoke Dumping Finding" required pursuant to § 153.44(c), Customs Regulations (19 CFR 153.44(c)).

For the reasons stated above, I hereby determine that potassium chloride, otherwise known as muriate of potash from Canada, produced and sold by Potash Corporation of Saskatchewan is not being, nor is likely to be, sold at less than fair value within the meaning of the Act.

§ 153.46 [Amended]

Accordingly, § 153.46, Customs Regulations (19 CFR 153.46), is amended to exclude potassium chloride, otherwise known as muriate of potash, from Canada, produced and sold by Potash Corporation of Saskatchewan, from T.D. 69–265, as modified by T.D. 74–157 and T.D. 76–219. The current entry for potassium chloride, otherwise known as muriate of potash, from Canada should be deleted and replaced by the following entry:

Merchandise	Country	T.D.	Modified by
Potassium chloride, otherwise known as muriate of potash, except that produced and sold by U.S. Borax Chemical Co., Kalium, Saskatchewan, Canada; Kalium Chemicals, Ltd., Regina, Saskatchewan, Canada; Potash Co. of Canada, Ltd., Lanigan, Saskatchewan, Canada; Potash Co. of America, Saskatoon, Saskatchewan, Canada; International Minerals and Chemical Corp., Libertyville, Ill., U.S.A.; and CF Industries, Inc., Chicago, Ill., U.S.A.	Canada	69–265	74–157 76–219 80–
Brockville Chemical Industries, Ltd., Montreal, Quebec, Canada; Hudson Bay Mining & Smelting Co., Ltd., Toronto, Ontario, Canada; Swift Canadian Co., Ltd., Etobicoke, Ontario, Canada; and Cominco, Ltd., Vancouver, British Columbia, Canada.	do		
Potash Corporation of Saskatchewan	do		

(Secs. 201, 407; 42 Stat. 11, as amended, 18; (19 U.S.C. 160, 173))

This notice is published pursuant to § 153.44(c), Customs Regulations (19 CFR 153.44(c)).

Jordon Luke,

Acting General Counsel of the Treasury.

[FR Doc. 80-417 Filed 1-4-80; 8:45 am]
BILLING CODE 4810-22-M