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Presidential Documents

Title 3—

The President

Proclamation 5166 of March 21, 1984

National Single Parent Day, 1984

By the President of the United States of America

A Proclamation

Before they are eighteen, about half of our Nation's children will have lived part of their lives with a single parent who strives to fill the role of both mother and father.

Many single parents in America are making valiant efforts on behalf of their children under trying circumstances. Whether it is a deserted spouse forced to work and care for children simultaneously, or a spouse who is not receiving child support that has been awarded by a court, or an unwed mother who has bravely foregone the all-too-available option of abortion, or a widow or widower, single parents deserve our recognition and appreciation for their demonstrated dedication to their young.

At the same time, we should also recognize the vital and ongoing role a large percentage of non-custodial parents play in the nurturing process of their offspring. Their sacrifices, devotion, and concern reflect the bonds of caring for those they have brought into this world.

Single parents can and do provide children with the financial, physical, emotional, and social support they need to take their places as productive and mature citizens. With the active interest and support of friends, relatives, and local communities, they can do even more to raise their children in the best possible environment.

The Congress, by H.J. Res. 200, has designated March 21, 1984, as "National Single Parent Day" and has requested the President to issue as proclamation in observance of that day.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America, do hereby proclaim March 21, 1984, as National Single Parent Day. I call on the people of the United States to recognize the contributions single parents are making, sometimes under great hardships, to the lives of their children, and I ask that they volunteer their help, privately or through community organizations, to single parents who seek it to meet their aspirations for their children.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of March, in the year of our Lord nineteen hundred and eighty-four, and of the Independence of the United States of America the two hundred and eighth.

Ronald Reagan

[FR Doc. 84-8113
Filed 3-22-84; 11:13 am]
Billing code 3195-01-M

Rules and Regulations

Federal Register
Vol. 49, No. 58
Friday, March 23, 1984

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.
The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each week.

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 910

[Lemon Regs. 456; 455, Amdt. 1]

Lemons Grown in California and Arizona; Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This action establishes the quantity of fresh California-Arizona lemons that may be shipped to market at 275,000 cartons during the period March 25–31, 1984, and increases the quantity of lemons that may be shipped to 295,000 cartons during the period March 18–24, 1984. Such action is needed to provide for orderly marketing of fresh lemons for the periods specified due to the marketing situation confronting the lemon industry.

DATES: The regulation becomes effective March 25, 1984, and the amendment is effective for the period March 18–24, 1984.

FOR FURTHER INFORMATION CONTACT: William J. Doyle, Chief, Fruit Branch, F&V, AMS, USDA, Washington, D.C. 20250, telephone 202–447–5975.

SUPPLEMENTARY INFORMATION: This final rule has been reviewed under Secretary's Memorandum 1512–1 and Executive Order 12291 and has been designated a "non-major" rule. William T. Manley, Deputy Administrator, Agricultural Marketing Service, has certified that this action will not have a significant economic impact on a substantial number of small entities.

This final rule is issued under Marketing Order No. 910, as amended (7 CFR Part 910) regulating the handling of lemons grown in California and Arizona. The order is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The action is based upon the recommendations and information submitted by the Lemon Administrative Committee and upon other available information. It is hereby found that this action will tend to effectuate the declared policy of the Act.

This action is consistent with the marketing policy currently in effect. The committee met publicly on March 20, 1984, at Los Angeles, California, to consider the current and prospective conditions of supply and demand and recommended a quantity of lemons deemed advisable to be handled during the specified weeks. The committee reports the demand for lemons is good.

It is further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking, and postpone the effective date until 30 days after publication in the **Federal Register** (5 U.S.C. 553), because of insufficient time between the date when information became available upon which this regulation and amendment are based and the effective date necessary to effectuate the declared policy of the Act. Interested persons were given an opportunity to submit information and views on the regulation at an open meeting, and the amendment relieves restrictions on the handling of lemons. It is necessary to effectuate the declared purposes of the Act to make these regulatory provisions effective as specified, and handlers have been apprised of such provisions and the effective time.

List of Subjects in 7 CFR Part 910

Marketing agreements and orders, California, Arizona, Lemons.

PART 910—[AMENDED]

1. Section 910.756 is added as follows:

§ 910.756 Lemon Regulation 456.

The quantity of lemons grown in California and Arizona which may be handled during the period March 25, 1984, through March 31, 1984, is established at 275,000 cartons.

2. Section 910.755 Lemon Regulation 455 (49 FR 9859) is revised to read as follows:

§ 910.755 Lemon Regulation 455.

The quantity of lemons grown in California and Arizona which may be handled during the period March 18, 1984, through March 24, 1984 is established at 295,000 cartons.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: March 21, 1984.

Russell L. Hawes,

Acting Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 84–8053 Filed 3–22–84; 8:45 am]

BILLING CODE 3410–02–M

Animal and Plant Health Inspection Service

9 CFR Part 73

[Docket No. 84–022]

Scabies in Cattle

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Interim rule; correction.

SUMMARY: This document corrects an editorial error in an interim rule captioned "Scabies in Cattle" which was published in the **Federal Register** on March 20, 1984 (49 FR 10528). In the fourth paragraph of the Supplementary Information "as provided in the regulations." is added immediately after the word "except."

FOR FURTHER INFORMATION CONTACT: Dr. Glen O. Schubert, Assistant Senior Staff Veterinarian, Special Diseases Staff, VS, APHIS, USDA, Room 824, Federal Building, 6505 Belcrest Road, Hyattsville, MD 20782, (301) 436–8438.

Dated: March 20, 1984.

Norvan L. Meyer,

Acting Deputy Administrator, Veterinary Services.

[FR Doc. 84–7891 Filed 3–22–84; 8:45 am]

BILLING CODE 3410–34–M

NUCLEAR REGULATORY COMMISSION

10 CFR Part 51

Environmental Protection Regulations for Domestic Licensing and Related Regulatory Functions and Related Conforming Amendments

Correction

In FR Doc. 84–6324, beginning on page 9352, in the issue of Monday, March 12, 1984, make the following corrections:

1. On page 9388, in the third column, in § 51.51, paragraph (b) consists of Table S–3 only; therefore the three asterisks should be removed since there was no introductory text omitted.

2. On page 9390, in the second column, in § 51.52, paragraph (c) consists of Table S–4 only; therefore the three asterisks should be removed since there was no introductory text omitted.

BILLING CODE 1505-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 83–ASW–55; Amendment 39–4828]

Airworthiness Directives; Boeing Vertol Model 234 Series Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action publishes in the **Federal Register** and makes effective as to all persons an amendment adopting a new airworthiness directive (AD) which was previously made effective as to all known U.S. owners and operators of Boeing Vertol Model 234 series helicopters by individual telegrams. The AD establishes a 1,600-hour retirement time for main rotor head horizontal hinge pins. The AD is prompted by a report of a cracked horizontal hinge pin. Failure of a main rotor head horizontal hinge pin could lead to separation of a main rotor blade and subsequent loss of the helicopter.

EFFECTIVE DATE: Effective March 23, 1984, to all persons except those to whom it was made immediately effective by telegraphic AD T83–25–51 issued December 9, 1983, which contained this amendment.

Compliance required as prescribed in the body of AD after the effective date of this AD unless already accomplished.

ADDRESSES: The applicable service information may be obtained from Boeing Vertol Company, Boeing Center, P.O. Box 1858, Philadelphia, Pennsylvania 19142. These documents may be examined at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 4400 Blue Mound Road, Forth Worth, Texas 76106.

FOR FURTHER INFORMATION CONTACT: Joseph E. Chrastil, ANE–172, New York Aircraft Certification Office, Federal Aviation Administration, 181 South Franklin Avenue, Valley Stream, New York 11581, telephone number (516) 791–6221.

SUPPLEMENTARY INFORMATION: On December 9, 1983, telegraphic AD T83–25–51 was issued and made effective immediately to all known U.S. owners and operators of Boeing Vertol Model 234 series helicopters. The AD established a 1,600-hour retirement time for main rotor head horizontal hinge pins. The AD was prompted by a report of a cracked main rotor head horizontal hinge pin which was detected during a sampling inspection program conducted by a Model 234 operator.

Ten aircraft will be affected by the AD, of which two are U.S. registered, for an estimated annual cost of $30,000. None of these aircraft are owned by a small entity.

Since it was found that immediate corrective action was required, notice and public procedure thereon were impracticable and contrary to public interest, and good cause existed to make the AD revision effective immediately by individual telegrams issued December 9, 1983, to all known U.S. owners and operators of Boeing Vertol Model 234 helicopters. These conditions still exist and the AD revision is hereby published in the **Federal Register** as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

PART 39—[AMENDED]

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

BOEING VERTOL COMPANY: Applies to Boeing Vertol Model 234 series helicopters certificated in all categories.

Compliance is required as indicated.

To prevent possible hazards in flight associated with cracking of the main rotor head horizontal hinge pins, accomplish the following:

(a) Within the next 25 hours' time in service from the effective date of this AD or before the accumulation of 1,600 hours' time in service, whichever comes later, retire main rotor head horizontal hinge pins P/N's 114R2196–2 and 114R2197–5 and replace with serviceable parts.

(b) An equivalent method of compliance with this AD may be used when approved by the Manager, New York Aircraft Certification Office, 181 South Franklin Avenue, Valley Stream, New York 11581.

(c) In accordance with FAR 21.197 flight is permitted to a base where the requirements of this AD may be accomplished.

This amendment becomes effective March 23, 1984, as to all persons except those persons to whom it was made immediately effective by telegraphic AD No. T83–25–51 issued December 9, 1983, which contained the amendment.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) [Revised, Pub. L. 97–449, January 12, 1983]; 14 CFR 11.89)

Note: The FAA has determined that this regulation is an emergency regulation that is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant/major regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation or analysis is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption **"FOR FURTHER INFORMATION CONTACT."**

Issued in Fort Worth, Texas on March 6, 1984.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 84–7801 Filed 3–22–84; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 84–ASW–8; Amdt. 39–4829]

Airworthiness Directives; Sikorsky Model S–76A Series Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires initial and repetitive inspections, and adds a retaining pad

between the inboard tail rotor spar and the tail rotor gearbox output shaft on Sikorsky Model S–76A series helicopters. The AD is needed to prevent the tail rotor spar elliptical plug from migrating inboard as a result of a bond failure between the elliptical plug and the spar which could result in possible loss of the tail rotor control.

DATES: *Effective:* March 30, 1984.

Compliance schedule: As prescribed in the body of the AD.

ADDRESSES: The applicable Alert Service Bulletin SB76–65–35 and Amendment No. 1 may be obtained from Sikorsky Aircraft, Division of United Technologies Corporation, North Main Street, Stratford, Connecticut 06602.

Copies of the applicable Sikorsky Aircraft Alert Service Bulletin 76–65–35 and Amendment No. 1 (CBT–TP–84–011) are contained in the Rules Docket at the Office of the Regional Counsel, Federal Aviation Administration, Southwest Region, 4400 Blue Mound Road, Fort Worth, Texas 76106.

FOR FURTHER INFORMATION CONTACT: Donald F. Thompson, Airframe Section, ANE–152, Boston Aircraft Certification Branch, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, telephone number (617) 273–7336.

SUPPLEMENTARY INFORMATION: There have been three reports of the tail rotor elliptical plug disbonding from the tail rotor spar. One incident reported severe vibrations in flight causing the pilot to make an unscheduled landing. A postinspection revealed the disbonding and lateral migration of the elliptical tail rotor plug from the spar and displacement of the tail rotor blade in a radial direction. All three reported failures have occurred from 399 hours' to 1,199 hours' total time in service.

Since this condition is likely to exist or develop on other helicopters of the same type design, an AD is being issued which requires a one-time initial inspection and repetitive 500-hour inspections of the tail rotor spar for disbonding of the elliptical tail rotor plug. The AD also requires the installation of a retaining pad to prevent the tail rotor elliptical plug from migrating in the event of a bond failure.

Since a situation exists that requires the 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.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

PART 39—[AMENDED]

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new AD:

Sikorsky Aircraft: Applies to S–76A series helicopters certificated in all categories.

Compliance is required as indicated (unless already accomplished).

To prevent operation with a disbonded tail rotor spar elliptical plug, accomplish the following: Applies to tail rotor blade P/Ns 76101–05001 and 76101–05101 series with more than 130 hours' time in service. Compliance is required within the next 25 hours' time in service after the effective date of this AD.

(a) Remove the tail rotor blades in accordance with Maintenance Manual SA 4047–76–2, section 65–21–00, Revision 16, or later approved revision, or FAA approved equivalent, and inspect the center plug for disbonding of the polyurethane filler which fills space between the aluminum shaped plug and the graphite spar as per Sikorsky's Alert Service Bulletin 76–65–35 or FAA approved equivalent.

(1) If the inspection of the elliptical tail rotor plug shows no evidence of disbonding greater than one-half inch in length, proceed to paragraph (b).

(2) For disbonds greater than one-half inch but less than 2 inches in length repair per Sikorsky's Alert Service Bulletin 76–65–35 paragraph 2.B.(2) or FAA approved equivalent.

(3) For disbonds greater than 2 inches in length but not completely disbonded, or disbonded plugs with the polyurethane filler excessively cracked or deteriorated to the extent of breaking away from plug, remove the blade from service and replace with an airworthy component of the same or FAA approved equivalent part number.

(4) For completely disbonded spar plugs in which the polyurethane filler remains fully bonded to the aluminum plug, repair the plug to the graphite spar per Alert Service Bulletin 76–65–35 paragraph 2.B.(3) or FAA approved equivalent.

(5) For blades found with a completely disbonded aluminum elliptical plug, where the polyurethane filler is intact and remains bonded to the spar, repair as per paragraph 2.B.(4) of Amendment No. 1 to Alert Service Bulletin 76–65–35 or FAA approved equivalent.

(b) Install retaining pad P/N 76102–05004–111 on the pitch change shaft between the output tail gearbox flange and the inboard tail rotor blade spar assembly.

(c) Reinstall tail rotor blade per Maintenance Manual SA4047–76–2, section 65–21–00, Rev. 16, or later approved revision, or FAA approved equivalent.

(d) At the next 500 hours' time in service and every 500 hours' time in service thereafter, remove tail rotor blades and inspect the elliptical plug for disbond per paragraph (a) of this AD.

(e) Helicopters with serial numbers 760264 and subsequent, and those that have retaining pad P/N 76102–05004–111 installed, are not required to comply with the initial 25-hour inspection in this AD.

(f) Alternate inspections, repairs, modifications, or other means of compliance which provide an equivalent level of safety must be approved by the Manager, Boston Aircraft Certification Branch, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

This amendment becomes effective March 30, 1984.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended, (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g) (Revised, Pub. L. 97–449, January 12, 1983); 14 CFR 11.89.)

Note: The FAA has determined that this regulation is an emergency regulation that is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that the action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant/major regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation or analysis is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption **"FOR FURTHER INFORMATION CONTACT."**

Issued in Fort Worth, Texas on March 7, 1984.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 84–7802 Filed 3–22–84; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 71

[Airspace Docket No. 84–ASO–10]

Alteration of Transition Area; Leesburg, Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment alters the Leesburg, Florida, transition area by realigning the arrival extension. The instrument approach procedure serving Leesburg Municipal Airport is predicated upon the Leesburg radio beacon (RBN). The airport authority has relocated the RBN from the west side to