sprayed or dipped in accordance with label instructions with a permitted dip listed in § 72.13(b) of this chapter for as many times as necessary until the inspector finds no ectoparasites; and thereafter the animal shall be sprayed or dipped one additional time in accordance with label instructions with a permitted dip listed in § 72.13(b) of this chapter;

(4) All hay, straw, feed, bedding, and other material that has been placed with the animal at any time prior to the final treatment referred to in paragraph (b)(3) of this section, and any plastic sheet used to wrap any shipping crate, shall be sealed in plastic bags and incinerated under the supervision of an inspector;

(5) Any shipping crate shall be, under the supervision of an inspector, either cleaned and disinfected using a disinfectant listed in § 71.10 of this chapter or incinerated; and if the shipping crate is cleaned and disinfected, it shall then be treated under the supervision of an inspector with a permitted dip listed in § 72.13(b) of this chapter;

(6) Any means of conveyance used to transport an animal not in a shipping crate shall be, under the supervision of an inspector, cleaned and disinfected using a disinfectant listed in § 71.10 of this chapter and then treated with a permitted dip listed in § 72.13(b) of this chapter.

§ 93.7 Animals refused entry.

Any elephant, hippopotamus, rhinoceros, or tapir refused entry into the United States for noncompliance with the requirements of this part shall be removed from the United States within a time period specified by the Deputy Administrator or shall be considered abandoned by the importer, and pending removal or abandonment, the animal shall be subject to such safeguards as the inspector determines necessary to prevent the possible introduction of ectoparasites into the United States. If such animal is not removed from the United States within such time period or is abandoned, it may be seized, destroyed, or otherwise disposed of as the Deputy Administrator determines necessary to prevent the possible introduction of ectoparasites into the United States.

§ 93.8 Other importations.

(a) Elephants, hippopotami, rhinoceroses, and tapirs are exempt from the regulations in this part under the following circumstances:

(1) They are imported from Canada and are accompanied by a document signed by a salaried veterinarian of the Canadian Government that states:

(i) They were not imported into Canada during the year preceding their importation into the United States; and

(ii) They did not, during the year preceding their importation into the United States, have phyusical contact with or share a pen or bedding materials with any elephant, hippopotamus, rhinoceros, or tapir imported into Canada during that year; or

(2) They were exported into Canada from the United States and then imported back into the United States accompanied by a United States health certificate.

(b) Notwithstanding other provisions in this part, the Deputy Administrator may in specific cases allow the importation and entry of elephants, hippopotami, rhinoceroses, or tapirs into the United States other than as provided for in this part under such conditions as the Deputy Administrator may prescribe to prevent the introduction of ectoparasites into the United States.

Done in Washington, DC, this 4th day of August 1987.

J.K. Atwell,

Deputy Administrator, Veterinary Services, Animal and Plant Health Inspection Service.

[FR Doc. 87-18125 Filed 8-7-87; 8:45 am]

BILLING CODE 3410-34-M

NUCLEAR REGULATORY COMMISSION

10 CFR Part 9

Charges for the Production of Records

AGENCY: Nuclear Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Nuclear Regulatory Commission (NRC) is amending its regulations by revising the charges for copying records publicly available at the NRC Public Document Room in Washington, DC. The amendment is necessary in order to reflect the change in copying charges resulting from the Commission's award of a new contract for the copying of records.

EFFECTIVE DATE: July 9, 1987.

FOR FURTHER INFORMATION CONTACT: David L. Meyer, Chief, Rules and Procedures Branch, Division of Rules and Records, Office of Administration and Resources Management, U.S. Nuclear Regulatory Commission, Washington, DC 20555, Telephone: 301-492-7086.

SUPPLEMENTARY INFORMATION: The NRC maintains a Public Document Room (PDR) at its headquarters at 1717 H Street, NW, Washington, DC. The PDR contains an extensive collection of publicly available technical and administrative records that the NRC receives or generates. Requests by the public for the duplication of records at the PDR have traditionally been accommodated by a duplicating service contractor selected by the NRC. The schedule of duplication charges to the public established in the duplicating service contract is set forth in 10 CFR 9.14 of the Commission's regulations. The NRC has recently awarded a new duplicating service contract. The revised fee schedule reflects the changes in copying charges to the public that have resulted from the awarding of the new contract for the duplication of records at the PDR.

Because this is an amendment dealing with agency practice and procedures, the notice provisions of the Administrative Procedure Act do not apply pursuant to 5 U.S.C. 553(b)(A). In addition, the PDR users were notified on July 2, 1987, that the new contract was being awarded and that the new prices would go into effect on July 9, 1987. Good cause exists to dispense the usual 30-day delay in the effective date because the amendment is of a minor and administrative nature dealing with agency procedures.

Environmental Impact: Categorical Exclusion

The NRC has determined that this final rule is the type of action described in categorical exclusion 10 CFR 51.22(c)(1). Therefore, neither an environmental impact statement nor an environmental assessment has been prepared for this final rule.

Paperwork Reduction Act Statement

This final rule contains no information collection requirements and therefore is not subject to the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.).

Backfit Analysis

This final rule pertains solely to minor administrative procedures of the NRC; therefore, no backfit analysis has been prepared.

List of Subjects in 10 CFR Part 9

Freedom of Information, Penalty, Privacy, Reporting and recordkeeping requirements, Sunshine Act.

For the reasons set out in the preamble and under the authority of the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and 5 U.S.C. 553, the NRC is adopting the following amendment to 10 CFR Part 9.

PART 9—PUBLIC RECORDS

1. The authority citation for Part 9 continues to read as follows:

Authority: Sec. 161, 68 Stat. 948, as amended (42 U.S.C. 2201); sec. 201, 88 Stat. 1242, as amended (42 U.S.C. 5841).

2. In § 9.14, paragraph (a)(1) is revised to read as follows:

§ 9.14 Charges for production of records.

(a)(1) Charges for the copying of records at the NRC Public Document Room (PDR), 1717 H Street, NW, Washington, DC by the copying service contractor are as follows:

(i) Six cents per page for paper copy to paper copy, except for engineering drawings and any other records larger than 17 x 11 inches for which the charges vary as follows depending on the reproduction process that is used: Xerographic process—$1.50 per square foot for large documents or engineering drawings (random size up to 24 inches in width and with variable length) reduced or full size; Photographic process—$7.00 per square foot for large documents or engineering drawings (random size exceeding 24 inches in width up to a maximum size of 42 inches in length) full size only.

(ii) Six cents per page for microform to paper copy, except for engineering drawings and any other records larger than 17 x 11 inches for which the charge is $1.25 per square foot or $3.00 for a reduced size print (18 x 24 inches).

(iii) One dollar per microfiche to microfiche.

(iv) One dollar per aperture card to aperture card.

* * * * *

Dated at Bethesda, Maryland, this 28th day of July 1987.

For the Nuclear Regulatory Commission.

Victor Stello, Jr.,

Executive Director for Operations.

[FR Doc. 87-18110 Filed 8-7-87; 8:45 am]

BILLING CODE 7590-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 87-CE-14-AD; Amdt. 39-5669]

Airworthiness Directives; Piper Aircraft Corp., Models PA-28 and PA-32 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment revises Airworthiness Directive (AD) 87-08-08, Amendment 39-5615, applicable to Piper Models PA-28 and PA-32 Series airplanes. This revision will relieve the unintentional burden on PA-28-201T owners/operators by exempting this model from compliance with this AD. The FAA has learned that this model was unintentionally included in the applicability statement and this revision will correct this error. In addition, the following changes are required for clarification: (1) Include reference to Piper Service Letter No. 997 to provide detailed instructions on wing removal; (2) clarify the area to be inspected; and (3) change the mailing address for the inspection reports.

EFFECTIVE DATE: August 12, 1987.

ADDRESSES: Piper Service Letter No. 997 dated May 14, 1987, applicable to this AD may be obtained from Piper Aircraft Corporation, 2926 Piper Drive, Vero Beach, Florida 32960. This information may be examined at the Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

Compliance: As prescribed in the body of the AD.

FOR FURTHER INFORMATION CONTACT: Charles L. Perry, ACE-120A, Aerospace Engineer, Airframe Branch, Atlanta Aircraft Certification Office, FAA, Suite 210, 1669 Phoenix Parkway, Atlanta, Georgia 30349; Telephone (404) 991-2910.

SUPPLEMENTARY INFORMATION: AD 87-08-08, Amendment 39-5615 (52 FR 15302; April 28, 1987), applicable to Piper Models PA-28 and PA-32 Series airplanes, was issued to require: (1) Removal of both wings and a visual inspection with a 10-power magnifying glass and a dye-penetrant inspection of the wing lower spar caps; (2) replacement of any spars found to be cracked; and (3) visual inspection of the wing upper skin for cracks and repair as required. The Piper Model PA-28-201T was unintentionally included in the applicability statement of this AD, and creates a burden on the PA-28-201T owners/operators since the inspection on this airplane is unnecessary. In addition to the above changes, the following changes are incorporated into this revision:

1. Piper Service Letter No. 997, dated May 14, 1987, Wing Removal and Reinstallation, is inserted into paragraph (a) of the AD in lieu of those instructions to provide more detailed removal and reinstallation instructions.

2. Paragraph (b) of the AD is changed to require inspection "from the wing skin line" rather than "from two inches outboard," because the inspection area is immediately adjacent to the outboard row of fasteners and there is no reason to remove wing skin in order to inspect under that portion of the wing.

3. Paragraph (d) of the AD is changed to require the report of the results from the inspections be sent to the National Safety Data Branch, AVN-120, P.O. Box 25082, Oklahoma City, Oklahoma 73125; Telephone (405) 686-4391.

Therefore, the FAA is revising AD 87-08-08, Amendment 39-5615 (52 FR 15302; April 28, 1987), applicable to Piper Models PA-28 and PA-32 Series airplanes, by removing the Piper Model PA-28-201T from the applicability statement and adding the above changes that are only clarifying in nature. Since this action removes an unnecessary burden or owners/operators, notice and public procedure hereon are impractical and contrary to public interest, and good cause exists for making this amendment effective in less than 30 days.

The FAA has determined that this regulation is not major under Section 8 of 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 remove an unnecessary and costly burden on certain owners/operators. If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the Rules Docket under the caption "**ADDRESSES**" at the location identified.

List of Subjects in 14 CFR Part 39

Air transportation, Aviation safety, Aircraft, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends § 39.13 of Part 39 of the FAR as follows:

PART 39—[AMENDED]

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89

§ 39.13 [Amended]

2. By revising and reissuing AD 87-08-08, Amendment 39-5615 [52 FR 15302; April 28, 1987], as follows: Revise the applicability statement to read:

Applies to Model PA-28 Series (all serial numbers (S/N)) except the Model PA-28-236; Model PA-28-201T (S/N 28-7921001 through 28-7921091); Model PA-32-260 (S/N 32-1 through 32-7800008); and Model PA-32-300 (S/N 32-40000 through 32-7840202) airplanes certificated in any category.

Change paragraphs (a), (b), and (d) to read as follows:

(a) Remove both wings in accordance with Piper Service Letter No. 997, dated May 14, 1987.

(b) Visually inspect, using a 10-power minimum glass and a dye-penetrant method or equivalent, for cracks in the wing lower spar cap from the wing skin line outboard of the outboard row of wing attach bolt holes to an area midway between the second and third row of bolt holes from the outboard row.

(d) Within five days after completion of the inspections specified in this AD, report the results of the inspections, both positive and negative findings, to the National Safety Data Branch, AVN-120, P.O. Box 25082, Oklahoma City, Oklahoma 73125; Telephone (405) 686-4391. Reports can be made either by telephone or by letter, but must include the owner's name and telephone number, airplane model and S/N, total airframe time, type of operation, and inspection results. (Reporting approved by the Office of Management and Budget under OMB No. 2120-0056.)

This amendment revises AD 87-08-08, Amendment 39-5615.

This amendment becomes effective August 12, 1987.

Issued in Kansas City, Missouri, on July 28, 1987.

Jerold M. Chavkin,

Acting Director, Central Region.

[FR Doc. 87-18042 Filed 8-7-87; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 84-ASW-41; Amdt. 39-5682]

Airworthiness Directives; Costruzioni Aeronautiche Giovanni Agusta S.p.A. Model A109A and A109A II Series Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment amends an existing airworthiness directive (AD) which requires an initial inspection and repetitive checks for cracks in the tail rotor blade grip on Agusta Model A109A and A109A II helicopters. This amendment is needed to clarify that the inspections are required only for tail rotor blades Part Numbers (P/N) 109-0132-02-11 and -15.

DATES: Effective Date: August 30, 1987.

Compliance: As indicated in the body of the AD.

ADDRESSES: The applicable service information may be obtained from Agusta Aviation Corporation NE. Service Center, Norcom and Red Lion Roads, Philadelphia, Pennsylvania 19154.

A copy of the service bulletin is contained in the Rules Docket, Office of the Regional Counsel, FAA, Southwest Region, 4400 Blue Mound Road, Fort Worth, Texas 76193-0007.

FOR FURTHER INFORMATION CONTACT: John Varoli, Manager, Brussels Aircraft Certification Office, Federal Aviation Administration, c/o American Embassy, APO New York 09667-1011, or Robert Weaver, Rotorcraft Standards Staff, Federal Aviation Administration, Fort Worth, Texas 76193-0111, telephone (817) 624-5122.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations by amending Amendment 39-5043 (50 FR 18240), AD 84-13-06, which requires an initial inspection and repetitive checks for cracks in the tail rotor grip and replacement with a serviceable part, as necessary, on certain Agusta A109A and A109A II helicopters, was published in the **Federal Register** on March 19, 1987.

This proposal was prompted because after issuing Amendment 39-5043, the FAA determined that the manufacturer had designed new, improved parts which provided an equivalent level of safety without daily checks or special 25-hour inspections. Therefore, the FAA proposed to amend Amendment 39-5043 by making it applicable only to Agusta Model A109A and A109A II helicopters equipped with tail rotor blades P/N 109-0132-02-11 or -15. The AD will not be applicable to the new, improved blades, P/N 109-0132-02-121.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received. Accordingly, the proposal is adopted without change.

The FAA has determined that this regulation only involves a maximum of 46 aircraft with a cost of only $1,600 per fleet inspection ($35 per aircraft). Therefore, I certify that this action (1) is not a "major rule" under Executive Order 12291; (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 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 regulatory docket. A copy of it may be obtained by contacting the person identified under the caption **"FOR FURTHER INFORMATION CONTACT."**

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, the Federal Aviation Administration amends § 39.13 of Part 39 of the FAR as follows:

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421, and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

2. By amending Amendment 39-5043 (50 FR 18240; March 19, 1987), AD 84-13-06, by revising the applicability paragraph to limit the AD to Model A109A and A109A II series helicopters equipped with P/N 109-0132-02-11 or -15 tail rotor blades and by revising paragraphs (a) and (b) as follows:

Costruzioni Aeronautiche Giovanni Agusta S.p.A.: Applies to Model A109A and A109A II series helicopters certificated in any category and equipped with P/N 109-0132-02-11 or -15 tail rotor blades.

Compliance is required as indicated unless already accomplished.

* * * * *

(a) Within the next 10 hours' time service, inspect the tail rotor blade grip in accordance with Part I of Agusta Service Bulletin (SB) 109-51, Revision A, or an FAA-approved equivalent, and at each additional 25 hours' time in service, accomplish the inspection of Part III of Agusta SB 109-51, Revision A, or an FAA-approved equivalent.

(b) Prior to the first flight of each day, comply with Part II of the accomplishment instructions of Agusta SB 109-51, Revision A, or an FAA-approved equivalent. This accomplishment may be conducted by the pilot.

* * * * *

This amendment becomes effective August 30, 1987.

Issued in Fort Worth, Texas, on July 10, 1987.

Don P. Watson

Acting Director, Southwest Region.

[FR Doc. 87-18115 Filed 8-7-87; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 87-AWP-27]

Revision to Napa, CA, Control Zone

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.