Brake mfr.	Brake P/N	Boeing P/N	Maximum wear limit (inches)
BFGoodrich.	2-1147-1	10-61287-12	1.6
BFGoodrich.	2-1147-3	10-61287-18	1.6
BFGoodrich.	2-1147-4	10-61287-25	1.6
BFGoodrich.	2-1190	10-61287-13	1.6
Bendix	2601182-6	10-61287-23	1.7

(b) Within 180 days after the effective date of this AD, incorporate the maximum brake wear limits specified in paragraph (a) of this AD into the FAA-approved maintenance program.

(c) The allowable wear limits for BFGoodrich (BFG) brake part numbers 2–1147 and 2–1147–1, –3, and –4 may be established in accordance with BFG Service Bulletin No. 2–1147–32–13, dated December 21, 1990, and placed into the operator's FAA-approved maintenance program in lieu of those specified in paragraph (a) of this AD.

(d) The allowable wear limit for BFGoodrich (BFG) brake part number 2–1190 may be established in accordance with BFG Service Bulletin No. 2–1190–3–13, dated December 21, 1990, and placed into the operator's FAA-approved maintenance program in lieu of that specified in paragraph (a) of this AD.

(e) The allowable wear limits for Bendix brake part number 2601182–6 may be established in accordance with Bendix Service Bulletin No. 2601181–32–014, dated January 30, 1991, in lieu of that specified in paragraph (a) of this AD. Either that service bulletin or the wear limit specified in paragraph (a) of this AD shall be placed into the operator's FAA-approved maintenance program, but not both.

(f) An alternative method of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Note: The request should be forwarded through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Seattle ACO.

(g) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

This amendment (39–8010, AD 91–18–07) becomes effective November 12, 1991.

Issued in Renton, Washington, on September 26, 1991.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 91-24460 Filed 10–9–91; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 91–ANE–33]

Amendment to Transition Area; Rangeley, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the description of the Rangeley, Maine 700 Foot Transition Area.

EFFECTIVE DATE: October 10, 1991.

FOR FURTHER INFORMATION CONTACT: Barbara Federici, System Management Branch, ANE–530, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA, 01803–5299; Telephone: (617) 273–7035.

SUPPLEMENTARY INFORMATION:

History

A Notice of Proposed Rulemaking (NPRM) was published in the **Federal Register** on May 12, 1986 (51 FR 17365), which proposed to establish the Rangeley, Maine 700 Foot Transition Area. The purpose of the NPRM was to provide protected airspace for aircraft executing a Non-Directional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Rangeley Municipal Airport, Rangeley, Maine.

The NPRM correctly described the Rangeley Transition Area with reference to the Rangeley NDB 244 magnetic (226 true) bearing from the Rangeley NDB. However, the final rule, issued on July 23, 1986, Airspace Docket No. 86–ANE–18, incorrectly referenced the Rangeley NDB 244 magnetic (266 true) bearing.

This action corrects the error in the description of the Rangeley, Maine 700 Foot Transition Area. In addition, minor editorial changes in that description are made for clarity. Section 181 of part 71 of the FAR's was last republished in FAA Order 7400.6G, dated September 4, 1990.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the description of the Rangeley, Maine, Transition Area as published in the **Federal Register** on August 5, 1986 (51 FR 28067), is corrected as follows:

§ 71.171 [Corrected]

2. Rangeley, Maine [Corrected]

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Center of the Rangeley Municipal Airport, Rangeley, Maine (lat. 44°59′00″ N., long. 70°39′45″ W.), and that airspace within 3.5 miles on each side of the Rangeley NDB 244 magnetic (226 true) bearing from the Rangeley NDB, extending southwest from the 6.5 mile radius area to 10 miles southwest of the Rangeley NDB, (lat. 44°56′02″ N., long. 70°45′03″ W).

Francis J. Johns,

Manager, Air Traffic Division, New England Region.

[FR Doc. 91–24464 Filed 10–9–91; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 91–ANM–15]

Alteration of VOR Federal Airways; WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment alters the descriptions of Federal Airways V–287 and V–349 located in the State of Washington. This action will alter the en route airway structure to coincide with the relocation of the Paine, WA (PAE) very high frequency omnidirectional radio range and tactical air navigational aid (VORTAC). This action will also facilitate new departure procedures at Bellingham and improve the airway system in the Puget Sound area. Studies conducted by the FAA Northwest Mountain Flight Standards and Air Traffic offices indicate that the alteration of V–287 and V–349 will accomplish the desired system improvement without the establishment of V–347 as proposed in the notice of proposed rulemaking (NPRM). This action will now realign only V–287 and V–349.

EFFECTIVE DATE: 0901 UTC, November 14, 1991.

FOR FURTHER INFORMATION CONTACT: Alton D. Scott, Airspace and Obstruction Evaluation Branch (ATP–240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–9252.

SUPPLEMENTARY INFORMATION:

History

On August 30, 1991, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to alter the descriptions of V–287 and V–349 from the Paine VORTAC and to establish V–347 in the State of Washington (56 FR 42965). Additional analysis and studies of this proposal determined that further alteration of V–287 and V–349 will accomplish the desired system improvement without the establishment of V–347. Therefore, V–287 and V–349 will now be aligned to coincide with the airway track as proposed in the NPRM. The airway designations will change to reflect the removal of V–347. This action will facilitate new departure procedures at Bellingham, WA, and improve the airway system in the Puget Sound area. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Section 71.123 of part 71 of the Federal Aviation Regulations was republished in Handbook 7400.6G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations will alter the descriptions of V–287 and V–349 from the Paine VORTAC located in the State of Washington. This amendment will facilitate new departure procedures at Bellingham and improve the airway system in the Puget Sound area. Studies conducted by the FAA Northwest Mountain Flight Standards and Air Traffic offices indicate that the alteration of V–287 and V–349 will accomplish the desired system improvement without the establishment of V–347. This action will realign V–287 and V–349 to coincide with the relocation of the Paine VORTAC. The regulatory description of V–23 will remain the same although the bearings between Bellingham and the Paine VORTAC have changed to reflect this relocation. This action is to improve traffic flow, increase aircraft safety, and reduce controller workload.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, VOR Federal airways.

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); 14 CFR 11.69.

§ 71.123 [Amended]

2. § 71.123 is amended as follows:

V–287 [Amended]

By removing the Words "INT Olympia 010° and Paine, WA, 257° radials;" and substituting the words "INT Olympia 010° and Paine, WA, 254° radials; Paine; INT Paine 329° and Bellingham, WA, 191° radials; to Bellingham;"

V–349 [Revised]

From Seattle, WA; INT Seattle 329° and Bellingham, WA, 191° radials; Bellingham; to Williams Lake, BC, Canada. The airspace within Canada is excluded.

Issued in Washington, DC, on October 2, 1991.

Jerry W. Ball,

Acting Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 91–24465 Filed 10–9–91; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 91

[Docket No. 26433; Amendment No. 91–225]

RIN 2120–AD96

Transition to an All Stage 3 Fleet Operating in the 48 Contiguous United States and the District of Columbia Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The final rule amending the airplane operating rules to require a phased transition to an all Stage 3 fleet operating in the 48 contiguous United States and the District of Columbia, published in the **Federal Register** on September 25, 1991 (56 FR 48628), contained minor errors. This document corrects those errors.

EFFECTIVE DATE: September 25, 1991.

FOR FURTHER INFORMATION CONTACT: Mr. William Albee, Manager, Policy and Regulatory Division (AEE-300), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267–3553.

SUPPLEMENTARY INFORMATION: On September 25, 1991, the FAA published a final rule requiring a transition to an all Stage 3 fleet of airplanes operating in the contiguous United States. That document contained some minor errors, none of which the FAA anticipates will have any substantive effect on persons affected by the final rule. These errors are discussed briefly below.

The first error occurred in § 91.855(f)(1)(iii), in which a comma between the words "trust" and "partnership" was omitted. The section tracks the language of § 9309(c)(1)(C) of the Airport Noise and Capacity Act of 1990.

The second error also occurred in § 91.855(f)(1)(iii); the correct cross reference is to (f)(1) (i) or (ii), not (g)(1) (i) or (ii).

The third error occurred in § 91.861(b), concerning the description of the base level for foreign air carriers. The words that were omitted in the publication of the final rule help to clarify the base level calculation for foreign air carriers.

The fourth error occurred in § 91.873(c) and is an unclear reference to "that section." The reference is to the waiver provision itself.

The fifth error occurred in § 91.875(a) and refers to report certification by a carrier; the term should have been "operator."

The sixth error occurred in § 91.875(c)(3), which contains a reference to reporting progress toward compliance with § 91.863. That reference should be to § 91.853.

Accordingly, in **Federal Register** document number 91–22950, published September 25, 1991, at 56 FR 48628, make the following corrections:

§ 91.855 [Corrected]

1. On page 48658, column 2, § 91.855, paragraph (f)(1)(iii), line 2, insert a comma between the words "trust" and "partnerships".

2. On page 48658, column 3, § 91.855, paragraph (f)(1)(iii), lines 1 and 2, replace the cross reference "(g)(1) (i) or (ii)" with "(f)(1)(i) or (ii)".

§ 91.861 [Corrected]

3. On page 48659, column 1, § 91.861, paragraph (b) introductory text, line 4, the words "airplanes on U.S. operations" is corrected to read "airplanes that were listed on that carrier's U.S. operations".

§ 91.873 [Corrected]

4. On page 48660, column 2, § 91.873, paragraph (c), lines 5 and 6, replace the phrase "of that section" with the phrase "of this section".

§ 91.875 [Corrected]

5. On page 48660, column 2, § 91.875, paragraph (a) introductory text, at the end of the 11th line, replace the word "carrier" with the word "operator".

6. On page 48660, column 2, § 91.875, paragraph (a)(3) introductory text, at the end of the third line, change the section referenced from "§ 91.863" to "§ 91.853."

Issued in Washington, DC, on October 2, 1991.

Donald P. Byrne

Assistant Chief Counsel for Regulations and Enforcement.

[FR Doc. 91-24166 Filed 10-9-91; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 4

[T.D. 91-87]

Stevedoring Equipment and Materials—Coastwise Transportation on Non-Coastwise-Qualified Vessels

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Final interpretive rule.

SUMMARY: This document clarifies and retains the long-standing Customs Service interpretation of one element of the coastwise merchandise transportation statute. An earlier published notice proposed to limit a benefit conferred by the statute solely to vessels carrying stevedoring equipment for use on the transporting vessel itself. Customs has concluded a review of the comments received and has determined not to change its position, but instead to clarify that position with regard to certain limited vessel chartering arrangements as well as the definition of stevedoring equipment and materials. No substantive change in the administration of the statute results from either of these clarifications.

EFFECTIVE DATE: October 10, 1991.

FOR FURTHER INFORMATION CONTACT: Larry L. Burton, Carrier Rulings Branch, 202-566-5706.

SUPPLEMENTARY INFORMATION:

Background

By publication in the **Federal Register** of May 23, 1990 (55 FR 21204), Customs proposed to change its position regarding the transportation of stevedoring equipment and material between coastwise points by non-qualified vessels. The cited notice solicited public comments on the proposed change which would have required that such equipment and material be used only to load and unload the transporting vessel.

Title 46, United States Code Appendix, section 883 (46 U.S.C. app. 883), commonly called the Jones Act, provides, in part, that no merchandise shall be transported between points in the United States embraced within the coastwise laws, either directly or via a foreign port, or for any part of the transportation, in any vessel other than a vessel built in and documented under the laws of the United States and owned by citizens of the United States. Section 883 was amended by the Act of September 21, 1965 (Pub. L. 89-194, 79 Stat. 823), which added the sixth proviso, and by the Act of August 11, 1968 (Pub. L. 90-474, 82 Stat. 700), which amended that proviso.

The 1965 Act exempted from the provisions of section 883 the coastwise transportation of empty cargo vans, empty lift vans, and empty shipping tanks in non-coastwise-qualified United States-flag vessels or foreign-flag vessels, on a reciprocal basis, when the vans and tanks are owned or leased by the owner or operator of the transporting vessels and are being transported for use in the carriage of cargo in foreign trade. The 1968 Act added equipment for use with cargo vans, lift vans, and empty shipping tanks, empty barges specifically designed for carriage aboard a vessel, and certain empty instruments of international traffic to the articles included within the sixth proviso. These articles and the articles covered by the 1965 Act were required by the 1968 Act to be owned or leased by the owner or operator of the transporting vessel and transported for his use in handling his cargo in foreign trade.

The 1968 Act also added stevedoring equipment and material to the articles included within the sixth proviso. To qualify for exemption from section 883 under the sixth proviso, the stevedoring equipment and material must be owned or leased by the owner of operator of the transporting vessel or owned or leased by the stevedoring company contracting for the lading or unlading of the vessel and the stevedoring equipment and material must be transported without charge for use in the handling of cargo in foreign trade.

In its interpretation of the sixth proviso insofar as it relates to stevedoring equipment and material, Customs has never taken the position that stevedoring equipment and material transported under the proviso is required to be used exclusively for loading or unloading the transporting vessel. In one ruling on this subject (File: VES-3-17-CO:R:P:C 109629/109464 PH, July 21, 1988) Customs held that a vessel of a foreign country which grants reciprocal treatment to vessels of the United States and which was bareboat chartered by the owner of certain cranes, could be used to transport the cranes between United States points when those cranes were to be used to load and unload cargo of the owner of the cranes into or from vessels other than the specific vessel which transported the cranes.

Customs received a request on behalf of an owner and operator of United States-flag coastwise-qualified vessels to reverse this position and to issue a new interpretation of the sixth proviso under which stevedoring equipment and material transported under the sixth proviso must be employed exclusively for the purpose of loading and unloading the transporting vessel. The party requesting that action contended that the Customs position is inconsistent with the intent of the Congress in its enactment of the 1968 Act adding stevedoring equipment and material to the sixth proviso and that the proposed interpretation was consistent with expressed Congressional intent. It was urged that there are indications in the legislative history that the stevedoring equipment and material provision added to the sixth proviso by the 1968 Act was intended to apply only to stevedoring equipment and material used to load and unload the vessel transporting the stevedoring equipment and material (114 Cong. Rec. 21480, 21481 (1968) (remarks of Representatives Mailliard, Green, and Dellenback); H. Rep. No. 1712, 90th Cong., 2nd Sess. (1968) (page 2, quoting the comments of the Department of Commerce); and Sen. Rep. No. 1485, 90th Cong., 2nd Sess. (1968) (reprinted at 1968 U.S.C.C.A.N. 3185) (July 19, 1968, letter from General Counsel of the Department of Commerce)). It has also been suggested that there is language in the sixth proviso itself indicating that this was the intent of the provision relating to stevedoring equipment and material (i.e., "stevedoring equipment and material, if such equipment and material is owned or leased by the owner or operator of the transporting vessel, or is owned or leased by the stevedoring company contracting for the lading or unlading of that vessel * * * " (emphasis added)).

Customs suspended the issuance of rulings on the issue during the pendency of notice and comment procedures. The view put forward for comment was that the stevedoring equipment and material provision added to the sixth proviso by the 1968 Act was intended to apply only