

of La Verne (La Verne College of Athens) be recognized as an American institution of research recognized by the Attorney General.

DATES: This final rule is effective August 7, 1997.

FOR FURTHER INFORMATION CONTACT:

Jane B. Barker, Senior Adjudications Officer, Benefits Branch, Immigration and Naturalization Service, 425 I Street, NW., Room 3214, Washington, DC 20536, telephone (202) 514-5014.

SUPPLEMENTARY INFORMATION: Pursuant to Service regulations, after an applicant has been admitted for permanent residence, he or she must reside in the United States continuously for at least 5 years before filing an application for naturalization. Under certain circumstances, persons and their dependents who expect to be continuously absent from the United States for a year or more because of work at one of the American institutions of research recognized by the Attorney General may be given permission to be absent without interrupting continuous residence for naturalization purposes. Based on the findings of the District Director of Los Angeles, the Regional Director of the Western Region determined and ordered on February 5, 1997, that the University of La Verne (La Verne College of Athens), is an American institution of research for the purpose of preserving residence in the United States for naturalization. Accordingly, § 316.20(a) will be amended by adding that institution to the list of American institutions of research recognized by the Attorney General.

The Service's implementation of this rule as a final rule is based upon the "good cause" exceptions found at 5 U.S.C. 553 (b)(B) and (d)(3). The reason for immediate implementation of this final rule is as follows: This rule is editorial in nature and merely updates the existing institutional listings currently contained in Title 8 of the Code of Federal Regulations.

Regulatory Flexibility Act

The Commissioner of the Immigration and Naturalization Service, in accordance with the Regulatory Flexibility Act (5 U.S.C. 605(b)), has reviewed this regulation and, by approving it, certifies that the rule will not have a significant economic effect on a substantial number of small entities because of the following factors. This rule is editorial in nature and merely updates the existing institutional listings currently contained in Title 8 of the Code of Federal Regulations.

Unfunded Mandates Reform Act of 1995

This rule will not result in the expenditures by State, local and tribal governments, in the aggregate, or by the private sector, of \$100 million or more in any one year, and it will not significantly or uniquely affect small governments. Therefore, no actions were deemed necessary under the provisions of the Unfunded Mandates Reform Act of 1995.

Small Business Regulatory Enforcement Fairness Act of 1996

This rule is not a major rule as defined by section 804 of the Small Business Regulatory Enforcement Act of 1996. This rule will not result in an annual effect on the economy of \$100 million or more; a major increase in costs or prices; or significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based companies to compete with foreign-based companies in domestic and export markets.

Executive Order 12866

This rule is not considered by the Department of Justice, Immigration and Naturalization Service, to be a "significant regulatory action" under Executive Order 12866, section 3(f), Regulatory Planning and Review, and the Office of Management and Budget has waived its review process under section 6(a)(3)(A).

Executive Order 12612

The regulation 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 rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Executive Order 12988

This rule meets the applicable standards set forth in sections 3(a) and 3(b)(2) of E.O. 12988.

List of Subjects in 8 CFR Part 316

Citizenship and Naturalization.

Accordingly, part 316 of chapter I of title 8 of the Code of Federal Regulations is amended as follows:

PART 316—GENERAL REQUIREMENTS FOR NATURALIZATION

1. The authority citation for part 316 continues to read as follows:

Authority: 8 U.S.C. 1103, 1181, 1182, 1443, 1447; 8 CFR 2.

§ 316.20 [Amended]

2. In § 316.20, paragraph (a) is amended by adding the American institution of research "University of La Verne (La Verne College of Athens)" immediately after "University of Kansas, Office of International Programs".

Dated: June 23, 1997.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 97-17715 Filed 7-7-97; 8:45 am]

BILLING CODE 4410-10-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-62-AD; Amendment 39-10072; AD 97-14-14]

RIN 2120-AA64

Airworthiness Directives; Industrie Aeronautiche E Meccaniche Model Piaggio P-180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Industrie Aeronautiche E Meccaniche (I.A.M.) Model Piaggio P-180 airplanes that are equipped with a certain freon air conditioning system. This AD requires inspecting the baggage compartment for stringer or air cycle machine (ACM) bypass duct damage, repairing any damage found, and modifying the freon air inlet duct and electrical wiring. This AD results from trim system malfunction on one of the affected airplanes, resulting from contact between the freon air inlet duct and the electrical wiring. The actions specified by this AD are intended to prevent trim system malfunction caused by contact between the freon air inlet duct and electrical wiring, which could result in loss of control of the airplane.

DATES: Effective August 29, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of August 29, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-62-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. Roman T. Gabrys, Aerospace Engineer, Small Airplane Directorate, Airplane Certification Service, FAA, 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 certain I.A.M. Model Piaggio P-180 airplanes of the same type design that have either a freon air conditioning system incorporated in accordance with I.A.M. Kit 80KS00004-* * * (801/803/805/807) or a Keith Freon Air Conditioning System installed in accordance with Supplemental Type Certificate (STC) SA2762CE was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 14, 1997 (62 FR 6890). The NPRM proposed to require inspecting the baggage compartment for stringer or air cycle machine (ACM) by-pass duct damage, repairing any damage found, and modifying the freon air inlet duct and electrical wiring (Modification No. 80M000014). Accomplishment of the proposed inspection and modification as specified in the NPRM would be in accordance with Piaggio Avante P-180 Service Bulletin 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995.

The NPRM was the result of trim system malfunction on one of the affected airplanes, resulting from contact between the freon air inlet duct and the electrical wiring.

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.

The 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 5 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 18 workhours (inspection: 2 workhours; modification: 16 workhours) per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$100 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$5,900 or \$1,180 per airplane.

The above figures only take into account the cost of the inspection and modification, and do not account for the cost of replacing any parts found damaged during the inspection. The FAA has no way of determining how many airplanes may be found damaged during the inspections.

The FAA knows of no affected airplane owner/operator (of the five affected) that has already accomplished the required 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:

97-14-14 Industrie Aeronautique E

Mecchaniche: Amendment 39-10072; Docket No. 96-CE-62-AD.

Applicability: Model Piaggio P-180 airplanes, serial numbers 1004 and 1006 through 1030, certificated in any category, that have either a freon air conditioning system incorporated in accordance with I.A.M. Kit 80KS00004-* * * (801/803/805/807) or a Keith Freon Air Conditioning System installed in accordance with Supplemental Type Certificate (STC) SA2762CE.

Note 1: The modification required by this AD is incorporated at manufacture on Model Piaggio P-180 airplanes, beginning with serial number 1031. Airplanes with this modification are not affected by this AD.

Note 2: 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 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent trim system malfunction caused by contact between the freon air inlet duct and electrical wiring, which could result in loss of control of the airplane, accomplish the following:

(a) Inspect the baggage compartment for stringer or air cycle machine (ACM) by-pass

duct damage (cracks, frays, nicks, dents, etc.) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piaggio Avante P-180 Service Bulletin (SB) 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995. If any parts are damaged, prior to further flight, repair or replace the damaged part in accordance with the applicable maintenance manual.

(b) Modify the freon air inlet duct and electrical wiring (Modification No. 80M000014) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piaggio Avante P-180 SB 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995.

(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 the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 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, Small Airplane Directorate.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) The inspection and modification required by this AD shall be done in accordance with Piaggio Avante P-180 SB 80-00083, Original Issue: December 7, 1994; Revision No. 1: December 5, 1995. 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 I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. 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 (39-10072) becomes effective on August 29, 1997.

Issued in Kansas City, Missouri, on June 30, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-17732 Filed 7-7-97; 8:45 am]

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1000 and 1017

Removal of Confidential Business Information Regulations

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Consumer Product Safety Commission ("Commission") is removing 16 CFR part 1017, Procedures for Safeguarding Confidential Business Information Received from EPA, because it is duplicative of EPA regulations and procedures that the Commission is obligated to follow.

EFFECTIVE DATE: July 8, 1997.

ADDRESSES: Office of the Secretary, Consumer Product Safety Commission, Washington, DC 20207.

FOR FURTHER INFORMATION CONTACT: Joseph F. Rosenthal, Office of the General Counsel, Consumer Product Safety Commission, Washington, DC 20207, telephone 301-504-0980.

SUPPLEMENTARY INFORMATION: 16 CFR part 1017 sets forth internal procedures for handling confidential business information that the Commission receives from time to time from the Environmental Protection Agency. It also sets forth internal procedures for handling chemical formulation information that the Consumer Product Safety Commission obtained from consumer product manufacturers in 1975.

The procedures described in part 1017 for handling EPA information are now obsolete. Moreover, the procedures that the Commission must follow in order to obtain confidential business information from EPA are procedures that EPA itself mandates. These procedures include an annual EPA certification of individual Commission employees as a condition of their access to EPA confidential business information.

The Commission sees no value in replicating those procedures in its own volume of regulations in the Code of Federal Regulation. Likewise, the chemical formulation information obtained in 1975 has since been destroyed and there are no plans to acquire such information in the future. Accordingly, the Commission is removing part 1017 in its entirety.

The Commission is also amending 16 CFR 1000.27 to indicate that the responsibility for handling and safeguarding confidential business information received from EPA, formerly described in 16 CFR part 1017, remains with the Commission's Directorate for Epidemiology and Health Sciences.

Since this rule relates solely to internal agency management, pursuant to 5 U.S.C. 553(b), notice and other public procedures are not required and it is effective immediately upon publication in the **Federal Register**.

Further, this action is not a rule as defined in the Regulatory Flexibility Act, 5 U.S.C. 601-612, and, thus, is exempt from the provisions of the Act. This action will have no effect on the environment.

List of Subjects

16 CFR Part 1000

Organization and functions (Government Agencies).

16 CFR Part 1017

Business and industry, Chemicals, Confidential business information, Security measures.

For the reason stated in the preamble, Chapter II, Title 16 of the Code of Federal Regulations is amended as follows:

PART 1000—COMMISSION ORGANIZATION AND FUNCTIONS

1. The authority citation for part 1000 continues to read as follows:

Authority: 5 U.S.C. 552(a).

§ 1000.27 [Amended]

2. Section 1000.27 is amended by adding the following new sentence at the end: "The Directorate is responsible for managing and safeguarding confidential business information received from the Environmental Protection Agency in accordance with the requirements of that agency."

PART 1017—[REMOVED]

1. Under authority of 5 U.S.C. 301, part 1017 is removed and reserved.

Dated: July 1, 1997.

Sadye E. Dunn,

Secretary, Consumer Product Safety Commission.

[FR Doc. 97-17771 Filed 7-7-97; 8:45 am]

BILLING CODE 6355-01-P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 200, 228, 229, 230, 232, 239, 240 and 260

[Release Nos. 33-7427; 34-38798; 39-2355; IC-22730; File No. S7-28-96]

RIN 3235-AG96

Rulemaking for the EDGAR System

AGENCY: Securities and Exchange Commission.

ACTION: Final rules.

SUMMARY: The Securities and Exchange Commission ("Commission") today adopts a number of amendments to its