

include an airworthiness directive (AD) that is applicable to de Havilland Model DHC-8-100, -200, and -300 series airplanes was published in the **Federal Register** on July 22, 1997 (62 FR 39194). That action proposed to require modification of the attitude and heading reference systems (AHRS).

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 173 de Havilland Model DHC-8-100, -200, and -300 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$10 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$43,250, or \$250 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 final evaluation has been prepared for this action and it is contained in the rules docket. A copy of

it may be obtained from 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 the following new airworthiness directive:

97-20-10 De Havilland, Inc.: Amendment 39-10147. Docket 97-NM-63-AD.

Applicability: Model DHC-8-100, -200, and -300 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (b) 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 as indicated, unless accomplished previously.

To prevent simultaneous power loss to both attitude and heading reference systems (AHRS), which could result in reduced controllability of the airplane, accomplish the following:

(a) Within 400 hours time-in-service after the effective date of this AD, modify the AHRS's, in accordance with Bombardier Alert Service Bulletin S.B. A8-34-117, Revision 'C', dated February 14, 1997.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(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) The modification shall be done in accordance with Bombardier Alert Service Bulletin S.B. A8-34-117, Revision 'C', dated February 14, 1997. 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 from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 3, 1997.

Note 3: The subject of this AD is addressed in Canadian airworthiness directive CF-97-01R1, dated February 3, 1997.

Issued in Renton, Washington, on September 19, 1997.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-25416 Filed 9-26-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-15; Amendment 39-10137; AD 97-19-17]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CT58 Series Turboshift Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to General Electric Company CT58 series turboshaft engines, that requires removal from service of certain compressor rear shafts, initial and repetitive inspections of specific critical rotating parts, and replacement if found cracked, until those parts are removed from service and replaced with improved design parts. This amendment is prompted by a stage 2 turbine wheel

incident in 1993 which resulted in an increased awareness of small features on critical rotating parts which could affect part life. The actions specified by this AD are intended to prevent fatigue cracking on specific critical rotating parts, which could result in failure of the part, causing an uncontained engine failure and damage to the aircraft.

DATES: Effective November 28, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 28, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from General Electric Aircraft Engines, Technical Publications, 1000 Western Avenue, Lynn, MA 01910; telephone (781) 594-5102, fax (781) 594-2717. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to General Electric Company (GE) CT58 series turboshaft engines was published in the **Federal Register** on April 3, 1997 (62 FR 15861). That action proposed to require removal from service of certain compressor rear shafts, initial and repetitive inspections of specific critical rotating parts, and replacement if found cracked, until those parts are removed from service and replaced with improved design parts.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public.

Since publication of the Notice of Proposed Rulemaking (NPRM), GE has issued Revision 2 to GE Aircraft Engines Service Bulletin (SB) No. (CT58) 72-181, CEB-284, dated July 15, 1997, which adds serial numbers (S/Ns) of certain affected Stage 1 and Stage 2 turbine wheels that require inspections. Revision 1 to GE Aircraft Engines SB No. (CT58) 72-181, CEB-284, dated

November 29, 1995, is no longer current and is not an acceptable Alternative Method of Compliance (AMOC) for this AD.

In addition, GE has issued Revision 8 to GE Aircraft Engines SB No. (CT58) A72-162, CEB-258, dated June 16, 1997, that makes editorial changes to the SB. Revisions 5 through 7 of this SB are considered acceptable AMOCs for this AD.

Also, the FAA has revised the economic analysis to better reflect the lower number of affected engines, since not all Stage 1 and Stage 2 turbine wheels now require inspections, only those listed by S/Ns in GE Aircraft Engines SB No. (CT58) 72-181, CEB-284, dated July 15, 1997.

After careful review of the available data, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 400 engines of the affected design in the worldwide fleet. The FAA estimates that 126 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately zero additional work hours per engine to accomplish the required actions. Required parts will cost approximately \$2,730 per engine, based on the estimated current part cost, as the manufacturer will prorate the cost to the operator downward by a factor equal to the quotient of the difference between the original life limit (4,000 hours time in service) and the total cycles of life consumed at time of removal, divided by the original life limit. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$56,650.

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 final evaluation has been prepared for this action and it is contained in the rules docket. A copy of it may be obtained from 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 the following new airworthiness directive:

97-19-17 General Electric Company:

Amendment 39-10137. Docket 97-ANE-15.

Applicability: General Electric Company (GE) Models CT58-100-2, -110-1/-2, -140-1/-2, and T58-GE-3/-5/-10/-100 turboshaft engines, installed on but not limited to Boeing Vertol 107 series, and Sikorsky S61 and S62 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 (f) 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 as indicated, unless accomplished previously.

To prevent fatigue cracking on specific critical rotating parts, which could result in failure of the part, causing an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Determine hours time in service (TIS) and cycles in service (CIS) in accordance with the improved methodology described in GE Aircraft Engines Service Bulletin (SB) No.

(CT58) A72-162, CEB-258, Revision 8, dated June 16, 1997.

(b) For engines that have engaged in repeated heavy lift (RHL) operations, as defined in paragraph (e) of this

AD, accomplish the following:

(1) For compressor rear shafts, Part Numbers (P/N's) 4000T29P01/P03, 5016T95P01/P04, and 5013T86P03, accomplish the following:

(i) For compressor rear shafts, with either 2,975 or more hours TIS, or 9,550 or more CIS, on the effective date of this AD, remove compressor rear shafts and replace with a serviceable compressor rear shaft at the next light overhaul or next exposure of compressor rear shafts after the effective date of this AD, whichever occurs first.

(ii) For all other compressor rear shafts, remove compressor rear shafts and replace with a serviceable compressor rear shaft, prior to accumulating 3,000 hours TIS, or 9,600 CIS, whichever occurs first.

(iii) For all compressor rear shafts, remove from service and replace with a serviceable, redesigned compressor rear shaft, P/N 5016T95P06, not later than December 31, 1997.

(2) Initially inspect the ten rotating parts specified in paragraph (d) of this AD for cracks at the times specified in subparagraphs (i) and (ii) of this paragraph, and, thereafter, inspect at each light overhaul or major overhaul until the parts are retired from service. Perform the inspections in accordance with the procedures described in GE Aircraft Engines SB No. (CT58) 72-181, CEB-284, Revision 2, dated July 15, 1997. Prior to further flight, replace parts found cracked during these inspections with serviceable parts.

(i) For parts with greater than the baseline time in service (TIS) on the effective date of this AD, inspect at the earliest occurrence of the following after the effective date of this AD: the next light overhaul, the next major overhaul, or the next exposure of the affected parts.

(ii) For parts with less than or equal to the baseline TIS on the effective date of this AD, inspect within 1,000 hours TIS from the listed baseline TIS.

(c) For engines that have never engaged in RHL operations, accomplish the following:

(1) For compressor rear shafts, P/N's 4000T29P01/P03, 5016T95P01/P04, and 5013T86P03, remove compressor rear shafts and replace with a serviceable compressor rear shaft, prior to accumulating 9,600 CIS, or 9,000 hours TIS, whichever occurs first.

Prior to December 31, 1999, replace compressor rear shafts with a serviceable, redesigned compressor rear shaft, P/N 5016T95P06.

(2) Initially inspect the ten rotating parts specified in paragraph (d) of this AD for cracks at the times specified in subparagraphs (i) and (ii) of this paragraph, and, thereafter, at each light overhaul or major overhaul until the parts are retired from service. Perform the inspections in accordance with the procedures described in GE Aircraft Engines SB No. (CT58) 72-181, CEB-284, Revision 2, dated July 15, 1997. Prior to further flight, replace parts found cracked during these inspections with serviceable parts.

(i) For parts with greater than the baseline TIS on the effective date of this AD, inspect at the earliest occurrence of the following after the effective date of this AD: the next light overhaul, the next major overhaul, or the next exposure.

(ii) For parts with less than or equal to the baseline TIS on the effective date of this AD, inspect within 2,000 hours TIS from the listed baseline hours.

(d) For the purpose of performing the inspections required by paragraphs (b)(2) and (c)(2) of this AD, the following baseline TIS are established:

(1) For compressor rotor spool assemblies, P/N's 6010T57G04 and 6010T57G08, whether or not used in RHL operations, baseline is 2,000 hours TIS.

(2) For turbine front shafts, P/N's 4001T26P01 and 573D358P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(3) For turbine coupling shafts, P/N's 4001T26P01 and 278D987P002, if utilized in RHL operation, baseline is 1,000 hours TIS; if never utilized in RHL operations, baseline is 2,000 hours TIS.

(4) For turbine rear shafts, P/N's 4005T29P01 and 37D400244P101, whether or not utilized in RHL operation, baseline is 2,000 hours TIS.

(5) For Stage 1 front cooling plates, P/N's 37C300055P101, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(6) For Stage 1 aft cooling plates, P/N's 3002T25P01 and 645C334P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(7) For Stage 2 front cooling plates, P/N's 3000T88P02 and 645C332P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(8) For Stage 2 aft cooling plates, P/N's 3002T27P01 and 645C336P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(9) For Stage 1 turbine wheels, P/N 4002T17P02 TF3, listed by Serial Numbers (S/Ns) in paragraph 1.A. (3) of GE Aircraft Engines SB No. (CT58) 72-181, CEB-284, Revision 2, dated July 15, 1997, if utilized in RHL operation, baseline is 1,000 hours TIS; if never utilized in RHL operation, baseline is 2,000 hours TIS.

(10) For Stage 2 turbine wheels, P/N 4002T96P02 TF3, listed by S/Ns in paragraph 1.A. (3) of GE Aircraft Engines SB No. (CT58) 72-181, CEB-284, Revision 2, dated July 15, 1997, if utilized in RHL operation, baseline is 1,000 hours TIS; if never utilized in RHL operation, baseline is 2,000 hours TIS.

(e) For the purpose of this AD, the following definitions apply:

(1) RHL operation is defined as performing more than 10 lift-carry-drop cycles per hour TIS without landing, or more than 10 takeoffs and landings per hour TIS.

(2) Light overhaul is defined as scheduled engine maintenance that allows the engine to continue in service until scheduled major overhaul time is reached.

(3) Major overhaul is defined as scheduled engine maintenance including complete engine inspections and tests with repair or replacement of parts or components as necessary.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(g) 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 aircraft to a location where the inspection requirements of this AD can be accomplished.

(h) The actions required by this AD shall be done in accordance with the following GE Aircraft Engines SBs:

Document number	Pages	Revision	Date
(CT58) 72-181, CEB-284	1-22	2	July 15, 1997.
Total pages	22		
(CT58) A72-162, CEB-258	1	7	April 25, 1997.
	2,3	8	June 16, 1997.
	4,5	5	May 12, 1994.
	6	7	April 25, 1997.
	7,8	5	May 12, 1994.
	9-11,	7	April 25, 1997.
	12-16	5	May 12, 1994.
	17	7	April 25, 1997.
	18-20	5	May 12, 1994.

Document number	Pages	Revision	Date
	21	8	June 16, 1997.
	22-24	5	May 12, 1994.
	25, 26	7	April 25, 1997.
	27	5	May 12, 1994.
Total pages	27		

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 from General Electric Aircraft Engines, Technical Publications, 1000 Western Avenue, Lynn, MA 01910; telephone (781) 594-5102, fax (781) 594-2717. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment becomes effective on November 28, 1997.

Issued in Burlington, Massachusetts, on September 11, 1997.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-25581 Filed 9-26-97; 8:45 am]

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DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Part 774

[Docket No. 960918265-7203-04]

RIN 0694-AB09

Satellite Fuel, Ground Support Equipment, Test Equipment, Payload Adapter/Interface Hardware, and Replacement Parts for the Preceding Items, When Included With a Specific Commercial Communications Satellite Launch

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Final rule.

SUMMARY: This final rule amends the Commerce Control List of the Export Administration Regulations by revising the List of Items Controlled, of Export Control Classification Number (ECCN) 9A004, to provide that satellite fuel, ground support equipment, test equipment, payload adapter/interface hardware and replacement parts for the preceding items are subject to Commerce jurisdiction when they are included with a specific commercial communications satellite. This rule amends the interim final rule of October 21, 1996 that transferred jurisdiction of

all commercial communications satellites from the Department of State to the Department of Commerce.

EFFECTIVE DATE: September 29, 1997.

FOR FURTHER INFORMATION CONTACT: Gene Christiansen, Office of Strategic Trade, Telephone: (202) 482-2984.

SUPPLEMENTARY INFORMATION:

Background

On October 21, 1996, the Department of Commerce published an interim final rule in the **Federal Register** (61 FR 54540) that amended the Export Administration Regulations (EAR) by revising Export Control Classification Number (ECCN) 9A004 to control all commercial communications satellites. The interim final rule also imposed enhanced national security and foreign policy controls ("SI" controls for significant items) on all commercial communications satellites controlled under ECCN 9A004.a.

This final rule amends the Commerce Control List of the Export Administration Regulations by revising the List of Items Controlled, of Export Control Classification Number (ECCN) 9A004, to provide that satellite fuel, ground support equipment, test equipment, payload adapter/interface hardware and replacement parts for the preceding items are subject to Commerce jurisdiction when they are included with a specific commercial communications satellite.

Although the Export Administration Act (EAA) expired on August 20, 1994, the President invoked the International Emergency Economic Powers Act and continued in effect, to the extent permitted by law, the provisions of the EAA and the EAR in Executive Order 12924 of August 19, 1994, notice of August 15, 1995 (60 FR 42767), and August 14, 1996 (61 FR 42527); and August 13, 1997 (62 FR 43629).

Rulemaking Requirements

1. This final rule has been determined to be significant for purposes of E.O. 12866.

2. Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failure to comply with a collection of information, subject

to the requirements of the Paperwork Reduction Act, unless that collection of information displays a currently valid OMB Control Number. This rule involves a collection of information subject to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*). This collection has been approved by the Office of Management and Budget under control number 0694-0088.

3. This rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under Executive Order 12612.

4. The provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rulemaking, the opportunity for public participation, and a delay in effective date, are inapplicable because this regulation involves a military and foreign affairs function of the United States (Sec. 5 U.S.C. 553(a)(1)). Further, no other law requires that a notice of proposed rulemaking and an opportunity for public comment be given for this final rule. Because a notice of proposed rulemaking and an opportunity for public comment are not required to be given for this rule under 5 U.S.C. or by any other law, the analytical requirements of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) are not applicable.

List of Subjects in 15 CFR Part 774

Exports, Foreign trade, Reporting and recordkeeping requirements.

Accordingly, part 774 of the Export Administration Regulations (15 CFR Parts 730-799) is amended as follows:

PART 774—[AMENDED]

1. The authority citation for 15 CFR part 774 continues to read as follows:

Authority: 50 U.S.C. app. 2401 *et seq.*; 50 U.S.C. 1701 *et seq.*; 10 U.S.C. 7420; 10 U.S.C. 7430(e); 18 U.S.C. 2510 *et seq.*; 22 U.S.C. 287c; 22 U.S.C. 3201 *et seq.*; 22 U.S.C. 6004; Sec. 201, Pub. L. 104-58, 109 Stat. 557 (30 U.S.C. 185(s)); 30 U.S.C. 185(u); 42 U.S.C. 2139a; 42 U.S.C. 6212; 43 U.S.C. 1354; 46 U.S.C. app. 466c; 50 U.S.C. app. 5; E.O. 12924, 59 FR 43437, 3 CFR, 1994 Comp., p. 917; Notice of August 15, 1995, 3 CFR 1995 Comp. 501 (1996); Notice of August 14, 1996 (61 FR 42527, August 15, 1996); Notice of August 13, 1997 (62 FR 43629, August 15, 1997).