

(e) The actions required by this AD shall be done in accordance with the following PW ASB:

Document No.	Pages	Date
A6272	1-21 Original.	September 24, 1996.
NDIP-892	1-30 A	September 15, 1996.
Attachment I	AI-1-AI-4 A	September 15, 1996.

Total Pages: 55.

This incorporation by reference was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of March 5, 1997 (62 FR 4902, February 3, 1997). Copies may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. 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.

(f) This amendment becomes effective on September 30, 1997.

Issued in Burlington, Massachusetts, on August 12, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-22307 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-03]

Revision of Class E Airspace; Carlisle, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule which revises the Class E airspace at Carlisle, AR. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 09 at Carlisle Municipal Airport and a Nondirectional Radio Beacon (NDB) SIAP to RWY 18 at Stuttgart Municipal Airport has made this rule necessary. The direct final rule is intended to provide adequate Class E airspace for aircraft operating under Instrument Flight Rules (IFR) and executing the GPS SIAP at Carlisle Municipal Airport and the NDB SIAP at Stuttgart Municipal Airport, and both

airports are identified within Carlisle, AR, Class E airspace.

EFFECTIVE DATE: The direct final rule published at 62 FR 28339 is effective 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: (817) 222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28339). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-22503 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-05]

Revision of Class E Airspace; Alice, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule which revokes the Class E surface airspace at Alice, TX. Communication capability with aircraft operating within the surface area no longer exists; therefore, Class E surface airspace designated to provide controlled airspace for terminal instrument operations is no longer required. The direct final rule is intended to revoke Class E surface airspace for aircraft operating under Instrument Flight Rules (IFR) for terminal operations at Alice International Airport, Alice, TX.

EFFECTIVE DATE: The direct final rule published at 62 FR 28340 is effective 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: (817) 222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28340). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-22504 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-19-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-06]

Revision of Class E Airspace; Ponca City, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule which revises the Class E surface airspace at Ponca City, OK. Communication capability and weather observations exist continuously for terminal instrument operations at Ponca City Municipal Airport. Therefore, Class E surface airspace should be continuous rather than designated as part-time Class E surface airspace. The direct final rule is intended to revise Class E surface airspace to provide controlled airspace for continuous terminal instrument operations at Ponca City Municipal Airport, Ponca City, OK.

EFFECTIVE DATE: The direct final rule published at 62 FR 28331 is effective 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: (817) 222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28331). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-22505 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-07]

Revision of Class E Airspace; Athens, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule which revises the Class E airspace at Athens, TX. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 17 at Lochridge Ranch Airport has made this rule necessary. The direct final rule is intended to provide adequate Class E airspace for aircraft operating under Instrument Flight Rules (IFR) and executing the NDB SIAP at Lochridge Ranch Airport, Athens, TX.

EFFECTIVE DATE: The direct final rule published at 62 FR 28341 is effective 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: (817) 222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28341). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-22506 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-09]

Revision of Class E Airspace; Altus, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule which revises the Class E airspace extending upward from 700 feet above the surface at Altus, OK. The development of a Instrument Landing System (ILS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 17R at Altus Air Force Base (AFB) has made this rule necessary. The direct final rule is intended to provide adequate Class E airspace for aircraft operating under Instrument Flight Rules (IFR) and executing the ILS SIAP to RWY 17R at Altus AFB, Altus, OK.

EFFECTIVE DATE: The direct final rule published at 62 FR 28337 is effective 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28337). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-22507 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

U.S. Customs Service

19 CFR Part 24

[T.D. 97-45]

RIN 1515-AA57

Update of Ports Subject to the Harbor Maintenance Fee; Corrections

AGENCY: Customs Service, Treasury.

ACTION: Interim regulations; corrections.

SUMMARY: This document corrects certain typographical errors that were made in the interim regulations document published in the **Federal Register** on June 4, 1997, which updated the list of ports that process commercial vessels that transport cargo that are subject to the Water Resources Development Act of 1986.

DATES: These corrections are effective August 26, 1997.

FOR FURTHER INFORMATION CONTACT: Patricia Barbare, Office of Finance, (202) 927-0034.