

Since this condition is likely to exist or develop on other airplanes of the same type design, an airworthiness directive is being issued which requires an inspection of the rear face of the aircraft frame number 3 in the area where the brackets attach to the frame for cracks and loose rivets, and repair as necessary, and also an inspection of the brackets for cracks, and replacement of cracked brackets on certain Partenavia Model P.68 and P.68B airplanes.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and public procedures hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive Partenavia Costruzioni Aeronautiche S.p.A.—Applies to Partenavia Model P.68 and P.68B airplanes serial numbers 1 through 165, except serial number 40, certificated in all categories, which have rudder cable pulley brackets P/N 2.3097-1 installed.

Compliance required as indicated, unless already accomplished.

To prevent the loss of proper rudder cable tension and rudder control system failure, accomplish the following:

(a) For airplanes which have more than 500 hours time in service on the effective date of this AD, within the next 50 hours time in service after the effective date of this AD, accomplish paragraph (c) or paragraph (e) of this AD.

(b) For airplanes which have less than 500 hours time in service on the effective date of this AD, before accumulating a total of 500 hours time in service, or within the next 50 hours time in service after the effective date of this AD, whichever occurs later, accomplish paragraph (c) or paragraph (e) of this AD.

(c) Inspect the rudder pedal interconnecting bell crank bracket for cracks with special attention to the lower bracket and the rear face of aircraft frame number 3 for cracks and loose rivets in the area of the rudder cable pulley bracket attachment in accordance with PART II "Instructions" of Partenavia Service Bulletin 40, dated September 9, 1978, or an FAA-approved equivalent. If no cracks are found, repeat the inspection at intervals not to exceed 50 hours time in service since the

last inspection until paragraph (e) of this AD is accomplished.

(d) If as a result of an inspection required by paragraph (c) of this AD, cracks or loose rivets are found, before further flight, except as provided in paragraph (g) of this AD,

(1) Repair cracks in frame number 3 by stop drilling;

(2) Remove any loose rivets and replace with new rivets; and

(3) Replace any cracked brackets, P/N 2.3097-1, by compliance with paragraph (e) of this AD.

Upon compliance with subparagraphs (1), (2) and (3) of this paragraph, the repetitive inspections required by paragraph (c) are no longer required.

(e) Replace the rudder pedal interconnecting bell crank bracket, P/N 2.3097-1, with a new bracket, P/N 2.3111-1, in accordance with PART III "Instructions" of Partenavia Service Bulletin No. 40, dated September 9, 1978, or an FAA-approved equivalent.

(f) Equivalent means of compliance specified in this AD must be approved by the Chief, Aircraft Certification Staff, Europe, Africa and Middle East Office, c/o American Embassy, Brussels, Belgium.

(g) Aircraft may be flown in accordance with FAR §§ 21.197 and 21.199 to a location where the repairs and replacement can be performed.

This amendment becomes effective July 21, 1980.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655 (c)); 14 CFR 11.89)

Note.—The FAA has determined that this document involves a regulation which is not considered to be significant under the provisions of Executive Order 12044, as implemented by the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Washington, D.C. on June 23, 1980.

M. C. Beard,

Director of Airworthiness.

[FR Doc. 80-20134 Filed 7-3-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 80-SO-31]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Alteration of Vero Beach, Fla., Transition Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule alters the Vero Beach, Florida, transition area. The name of the St. Lucie County Airport has been changed to St. Lucie County International Airport. The action of the Fort Pierce Port and Airport Authority Board of Commissioners officially changing the airport name requires this to be reflected in the transition area description.

EFFECTIVE DATE: 0901 GMT, October 30, 1980.

ADDRESS: Federal Aviation Administration, Chief, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320.

FOR FURTHER INFORMATION CONTACT: Carl F. Stokoe, Airspace and Procedures Branch, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone: 404-763-7646.

SUPPLEMENTARY INFORMATION: In a meeting held July 10, 1979, the Fort Pierce Port and Airport Authority Board of Commissioners officially changed the name of the St. Lucie County Airport to St. Lucie County International Airport. Therefore, it is necessary to alter the description of the Vero Beach, Florida, transition area to reflect the name change. Since this alteration is editorial in nature, notice and public procedures hereon are not necessary.

Adoption of the Amendment

Accordingly, Subpart G, § 71.181 (45 FR 445) of Part 71 of the Federal Aviation Regulations (14 CFR 71) is amended, effective 0901 GMT, October 30, 1980, by amending the following:

Vero Beach, Fla.

" . . . St. Lucie County Airport . . ." is deleted and ". . . St. Lucie County International Airport . . ." is substituted therefor.

(Sec. 307(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(a)) and Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The Federal Aviation Administration has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in East Point, Georgia, on June 26, 1980.

George R. LaCaille,
Acting Director, Southern Region

[FR Doc. 80-20135 Filed 7-3-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 159

[Docket No. 20200; Amdt. 159-18]

Solicitation and Leafletting Procedures at National and Dulles International Airports

Correction

In FR Doc. 80-15968 appearing at page 35314 in the issue of Tuesday, May 27, 1980, on page 35320 in the second column in the fourth line in § 159.93(a)(3) "paragraph (c)(2)(e)(i)" should read "paragraph (c)(2)(v)(A)".

BILLING CODE 1505-01-M

FEDERAL TRADE COMMISSION

16 CFR Part 3

Rules of Practice for Adjudicative Procedures

AGENCY: Federal Trade Commission.

ACTION: Final rule.

SUMMARY: The Federal Trade Commission, pursuant to the Federal Trade Commission Act, as amended by Pub. L. 96-252, is revising rule 3.40(a) of its rules of practice to insert a reference to new section 20 of the FTC Act. This change supplements rules changes published on May 29, 1980, 45 Fed. Reg. 36338.

EFFECTIVE DATE: This rule change is effective July 7, 1980.

FOR FURTHER INFORMATION CONTACT: Barry R. Rubin, Assistant General Counsel, Federal Trade Commission, Washington, D.C. 20580 (202) 523-3520.

SUPPLEMENTARY INFORMATION: The Commission hereby revises rule 3.40(a) to read as follows:

§ 3.40 Admissibility of evidence in advertising substantiation cases.

(a) If a person, partnership, or corporation is required through compulsory process under Section 6, 9 or 20 of the Act issued after October 26, 1977 to submit to the Commission substantiation in support of an express or an implied representation contained in an advertisement, such person, partnership or corporation shall not thereafter be allowed, in any adjudicative proceeding in which it is alleged that the person, partnership, or corporation lacked a reasonable basis

for the representation, and for any purpose relating to the defense of such allegation, to introduce into the record, whether directly or indirectly through references contained in documents or oral testimony, any material of any type whatsoever that was required to be but was not timely submitted in response to said compulsory process. *Provided, however,* that a person, partnership, or corporation is not, within the meaning of this section, required through compulsory process to submit substantiation with respect to those portions of said compulsory process to which such person, partnership, or corporation has raised good faith legal objections in a timely motion pursuant to the Commission's Rules of Practice and Procedure, until the Commission denies such motion; or if the person, partnership, or corporation thereafter continues to refuse to comply, until such process has been judicially enforced.

* * * * *

(Sec. 6(g), 38 Stat. 721, 15 U.S.C. 46; 80 Stat. 383, as amended, 5 U.S.C. 552)

By direction of the Commission.

Carol M. Thomas,

Secretary.

[FR Doc. 80-20284 Filed 7-3-80; 8:45 am]

BILLING CODE 6750-01-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 101

[T.D. 80-180]

Clarification of Port Limits of Denver, Colo., Port of Entry

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

ACTION: Final rule.

SUMMARY: Unlike for many ports of entry, there is no reference in the Customs Regulations to an official description of the geographical boundaries of the existing Customs port of entry of Denver, Colorado. Customs has been requested by the State of Colorado to publish the boundaries of the port as they are generally recognized. This document amends the Customs Regulations to clarify that the port limits include all the territory within the corporate limits of the City of Denver, Colorado, and part of Adams County, Colorado, lying immediately north of the corporate limits of Denver.

EFFECTIVE DATE: July 7, 1980.

FOR FURTHER INFORMATION CONTACT: Richard C. Coleman, Office of Inspection, U.S. Customs Service, 1301

Constitution Avenue, NW., Washington, D.C. 20229 (202-566-5354).

SUPPLEMENTARY INFORMATION:

Background

The President's Message to Congress of March 3, 1913 (note following 19 U.S.C. 1), which transmitted a plan of reorganization of the Customs Service, provided that in place of all existing Customs-collection districts and ports, there would be 49 specified Customs-collection districts and ports. The district of Colorado, to include all of the State of Colorado, with district headquarters at Denver, in which Denver is the port of entry, is shown as the 47th Customs-collection district. However, no geographical description of the port is included in the document. Furthermore, Customs is unable to find any other reference to an official description of the geographical boundaries of the port.

The State of Colorado is considering establishing a foreign-trade zone within the State. The zone is required by section 2, Foreign Trade Zones Act of 1934, as amended (19 U.S.C. 81b), to be located in or adjacent to a Customs port of entry. In order that the State of Colorado may comply with the statute, it has requested Customs to make an official determination of the actual boundaries of the Denver, Colorado, port of entry (Region VI).

Customs determined that the port boundaries should be those generally recognized by Customs personnel in Denver and at the Regional Headquarters in Houston, Texas. A notice was published in the *Federal Register* on September 19, 1979 (44 FR 54311) proposing the geographical boundaries of the Denver port of entry to include:

The territory within the corporate limits of the city of Denver, Colorado, and that part of Adams County, Colorado, lying immediately north of the corporate limits of Denver, bounded on the west by Pecos Street, on the north by 64th Avenue, and on the east by Quebec Street.

Interested parties were given until November 19, 1979, to submit comments concerning the proposal. No comments were received in response to the notice.

Inapplicability of Delayed Effective Date Provision

This amendment clarifies that the geographical boundaries of the existing Customs port of entry of Denver, Colorado, are those generally recognized by Customs personnel. The amendment is merely technical and is a matter in which the public is not particularly interested. Accordingly,

pursuant to 5 U.S.C. 553(d)(3), a delayed effective date is not required.

Change in the Customs Field Organization

Under the authority vested in the President by section 1 of the Act of August 1, 1914, 38 Stat. 623, as amended (19 U.S.C. 2), and delegated to the Secretary of the Treasury by Executive Order No. 10289, September 17, 1951 (3 CFR, 1949-1953 Comp., Ch. II), and pursuant to authority provided by Treasury Department Order No. 101-5 (44 FR 31057), the geographical boundaries of the Denver, Colorado, port of entry include:

The territory within the corporate limits of the City of Denver, Colorado, and that part of Adams County, Colorado, lying immediately north of the corporate limits of Denver, bounded on the west by Pecos Street, on the north by 64th Avenue, and on the east by Quebec Street.

Amendment to the Regulations

To reflect this action, the list of Customs regions, districts and ports of entry in § 101.3(b), Customs Regulations (19 CFR 101.3(b)), is amended by adding "(T.D. 80-180)" following "Denver, Colo." in the column headed "Ports of entry" in the El Paso, Texas, Customs district (Region VI).

Regulation Determined to be Non-significant

In a directive published in the *Federal Register* on November 8, 1978 (43 FR 52120), implementing Executive Order 12044, "Improving Government Regulations", the Treasury Department stated that it considers each regulation or amendment to an existing regulation published in the *Federal Register* and codified in the Code of Federal Regulations to be "significant".

However, regulations of this nature, which are nonsubstantive, are essentially procedural, do not materially change existing or establish new policy, and do not impose substantial additional requirements or costs on, or substantially alter the legal rights or obligations of, those affected, may, with Secretarial approval, be determined not to be significant. Accordingly, it has been determined that this amendment does not meet the Treasury Department criteria in the directive for "significant" regulations.

Drafting Information

The principal author of this document was Lawrence P. Dunham, Regulations and Research Division, Office of Regulations and Rulings, U.S. Customs Service. However, personnel from other

Customs offices participated in its development.

Dated: June 25, 1980.

Richard J. Davis,

Assistant Secretary of the Treasury.

[FR Doc. 80-20191 Filed 7-3-80; 8:45 am]

BILLING CODE 4810-22-M

19 CFR Part 148

[T.D. 80-179]

Personal Declarations and Exemptions; Metric Conversion of Quantities of Merchandise Which May Be Included in an Individual's Personal Exemption

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

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations to reflect conversion to the metric system of measurement of quantities of merchandise which may be included in the personal exemption from the payment of Customs duties and internal revenue taxes accorded individuals entering the United States. These changes are required in part by Pub. L. 95-410, the "Customs Procedural Reform and Simplification Act of 1978," which, among other things, amended various item numbers of the Tariff Schedules of the United States to accomplish the conversion to the metric system. To ensure uniformity, certain other changes are made to reflect metric conversions not required specifically by Pub. L. 95-410. The amendments are not considered to be significant.

EFFECTIVE DATE: August 6, 1980.

FOR FURTHER INFORMATION CONTACT: Benjamin H. Mahoney, Entry Procedures and Penalties Division, Office of Regulations and Rulings, U.S. Customs Service, 1301 Constitution Avenue, NW., Washington, D.C. 20229, (202-566-5778).

SUPPLEMENTARY INFORMATION:

Background

Section 202 of Pub. L. 95-410, the "Customs Procedural Reform and Simplification Act of 1978," in part amended Schedule 8, Tariff Schedules of the United States (19 U.S.C. 1202) (the "TSUS"), to convert to the metric system of measurement the volume and weight of alcoholic beverages and tobacco products to which an exemption from Customs duties and internal revenue taxes is accorded individuals entering the United States. As of January 1, 1980, the regulations of the Bureau of Alcohol, Tobacco and Firearms (27 CFR Part 5)

require containers of distilled spirits to be in metric sizes.

Treasury Decision 78-394, published in the *Federal Register* on October 25, 1978 (43 FR 49784), amended the Customs Regulations (19 CFR Chapter I) to implement provisions of section 202 of Pub. L. 95-410 which are nonmetric in nature or which are not considered as metric changes. Additional amendments are needed to reflect the provisions of section 202 which are metric.

Statutory Changes

The following changes in Schedule 8, TSUS, made by section 202 of Pub. L. 95-410, require amendments to the Customs Regulations:

- (1) Item 812.20 was amended by substituting "2 kilograms" for "3 pounds" and by substituting "1 liter" for "1 quart".
- (2) Item 813.30 was amended by substituting "1 liter" for "1 quart".
- (3) Item 813.31 was amended by substituting "4 liters" for "1 wine gallon" and by substituting "1 liter" for "1 quart".
- (4) Item 814.00 was amended by substituting "2 kilograms" for "3 pounds" and by substituting "1 liter" for "1 quart".
- (5) Item 860.10 was amended by substituting "300 milliliters" for "8 ounces", by substituting "150 milliliters" for "4 ounces", and by substituting "100 milliliters" for "2 ounces".
- (6) Item 860.20 was amended by substituting "3.5 grams" for "1/8 ounce" each place that it appears.

Required Amendments

To implement the statutory changes, the following sections of Part 148, Customs Regulations (19 CFR Part 148), are being amended:

1. Section 148.33(d)(3), relating to the amount of alcoholic beverages which may be included in the personal exemption of a returning resident;
2. Section 148.43(a), relating to the amount of tobacco products and alcoholic beverages which may be brought in by an adult nonresident if for personal, rather than commercial use, and not to be given to another person; and
3. Section 148.63(a)(4), relating to the amount of tobacco products and alcoholic beverages which may be in the possession of, and exclusively used, by vessel, vehicle, or aircraft crewmembers while on temporary leave from their vessel, vehicle, or aircraft.

Additional Amendments

Additionally, although not specifically identified in section 202 of Pub. L. 95-410, metric conversions in the same ratio