number with a prefix of “SZ” or “ZS”, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent structural failure of the M/R drive shaft, the separation of the M/R from the helicopter, and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect the M/R drive shaft for cracks, distortion, corrosion, or other surface damage, using either the radiographic inspection procedure or the other non-destructive inspection procedure in accordance with Part I of Schweizer Service Bulletin B-255.1 (SB), dated February 1, 1993. Conduct this inspection at the time intervals and under the conditions stated in the following:

(i) Inspect M/R drive shafts with serial numbers (S/N) S0001 through S1111, and any drive shaft without an “S” prefix on the S/N, having less than 1,100 hours time-in-service (TIS) on the effective date of this AD—

(i) At the next removal of the drive shaft;
(ii) Within the next 600 hours TIS;
(iii) Prior to attaining 1,200 hours total TIS; or
(iv) Within 1 year after the effective date of this AD, whichever occurs first.

(ii) Inspect M/R drive shafts with S/N S0001 through S1111, and any drive shaft without an “S” prefix on the S/N with 1,100 hours or more TIS on the effective date of this AD—

(i) Within the next 100 hours TIS; or
(ii) At the next removal of the drive shaft; or
(iii) Within 1 year after the effective date of this AD, whichever occurs first.

(b) Inspect any replacement M/R drive shaft, except those that have a serial number with a prefix of “SZ” or “ZS”, prior to installation in accordance with the procedures in Part I of the SB, dated February 1, 1993.

(c) Replace any unairworthy M/R drive shaft with an airworthy M/R drive shaft before further flight.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, New York Aircraft Certification Office, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

ACTION: Clarification of statement of enforcement policy.

SUMMARY: In 1988, Congress enacted the Labeling of Hazardous Art Materials Act which mandated a labeling standard and certain other requirements for art materials. On February 13, 1995, the Commission issued a statement of enforcement policy to more clearly apprise the public of its intended enforcement focus. This notice clarifies a point in the preamble to the Commission’s policy statement concerning the conformance statement that the law requires accompany art materials.

DATES: This policy takes effect on October 13, 1995.

FOR FURTHER INFORMATION CONTACT: Mary Toro, Division of Regulatory Management, Office of Compliance and Enforcement, Consumer Product Safety Commission, Washington, DC 20207; telephone (301) 504-0400.

SUPPLEMENTARY INFORMATION:

A. Background

In 1988, Congress enacted the Labeling of Hazardous Art Materials Act (“LHAMA”), 15 U.S.C. 1277. Through LHAMA, Congress expressed its desire that art materials should be labeled to warn consumers of potential chronic hazards. LHAMA mandated a voluntary standard, ASTM D 4236, with certain modifications, as a mandatory Commission rule under section 3(b) of the Federal Hazardous Substances Act (“FHSAs”). Id.

On October 9, 1992, the Commission issued a notice in the Federal Register that codified the standard as mandated by Congress. 57 FR 46626. (At that time, the Commission also issued guidelines for determining when a product presents a chronic hazard, and a supplemental regulatory definition of the term “toxic” that explicitly includes chronic toxicity.) The standard is codified at 16 CFR 1500.14(b)(8).

After gaining experience enforcing the LHAMA requirements, the Commission decided to issue a statement of enforcement policy to more clearly apprise the public of its enforcement focus. On March 8, 1994, the Commission published a proposed enforcement policy for art materials. 59 FR 10761. After reviewing the comments submitted in response to the proposal, the Commission published a final statement of enforcement policy on February 13, 1995. 60 FR 8188.

B. Clarification

LHAMA and the standard it mandated provide certain requirements for art materials.
SOCIAL SECURITY ADMINISTRATION

20 CFR Part 404

[Regulations No. 4]

RIN 0960-AA99

Revised Medical Criteria for Determination of Disability; Cardiovascular System; Correction

AGENCY: Social Security Administration.

ACTION: Correcting amendments.

SUMMARY: This document contains corrections to the final regulations published in the Federal Register on Thursday, February 10, 1994 (59 FR 6468). The regulations revised the criteria in the Listing of Impairments (the listings) for evaluating cardiovascular impairments for individuals who claim benefits based on disability under title II and title XVI of the Social Security Act.

EFFECTIVE DATE: These correcting amendments are effective October 13, 1995.

FOR FURTHER INFORMATION CONTACT:

Regarding this Federal Register document—Richard M. Bresnick, Legal Assistant, Division of Regulations and Rulings, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235, (410) 965-1758, regarding eligibility or filing for benefits—our national toll-free number, 1-800-772-1213.

SUPPLEMENTARY INFORMATION: In the final regulations, the word “and” was used incorrectly twice instead of the word “or” and two terms were reversed from one place to another. In the preface to the Cardiovascular System listings (4.00), the first sentence of 4.00C2b(1) correctly referred to “a ‘symptom-limited exercise test’ for cardiovascular system, listing 4.04A, in the first sentence, the phrase ‘symptom-and sign-limited’” is revised to read “Sign-or symptom-limited”.

In part A, 4.00 Cardiovascular System, listing 4.04A, in the first sentence, the phrase “symptom-and sign-limited” is revised to read “Sign-or symptom-limited”.

3. In part A, 4.00 Cardiovascular System, listing 4.04A, in the first sentence, the phrase “Symptom-and sign-limited” is revised to read “Sign-or symptom-limited”.


Martin Sussman, Alternate Liaison Officer.

[FR Doc. 95-25415 Filed 10-12-95; 8:45 am]

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DEPARTMENT OF JUSTICE

28 CFR Part 0

[EOIR No. 111F; AG Order No. 1992-95]

RIN 1125-AA12

Executive Office for Immigration Review; Board of Immigration Appeals; Board Members

AGENCY: Department of Justice.

ACTION: Final rule.

SUMMARY: This final rule amends the regulations on the organization of the Department of Justice to reflect the accurate number of persons who currently serve as Members of the Board of Immigration Appeals (Board).

EFFECTIVE DATE: This final rule is effective October 13, 1995.

FOR FURTHER INFORMATION CONTACT:

Margaret M. Phiblin, General Counsel, Executive Office for Immigration Review, Suite 2400, 5107 Leesburg Pike, Falls Church, Virginia 22041, telephone (703) 305-0470.

SUPPLEMENTARY INFORMATION: On June 5, 1995, the Department published a final