

Proposed Rules

Federal Register

Vol. 61, No. 149

Thursday, August 1, 1996

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-07-AD]

RIN 2120-AA64

Airworthiness Directives; Short Brothers Model SD3-30 and SD3-SHERPA Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Short Brother Model SD3-30 and SD3-SHERPA series airplanes. This proposal would require inspections of the vertical fin-to-tailplane joint to detect any loose bolts; and, if necessary, inspections to detect elongation of bolt holes, and replacement with new bolts, if necessary. Additionally, the proposal would require inspections of the upper shear angle to detect pulled or loose rivets, and replacement of the shear angle using new rivets, if necessary. This proposal is prompted by reports of loose bolts in the vertical fin-to-tailplane joint and pulled or loose rivets in an upper shear angle. The actions specified by the proposed AD are intended to prevent reduced structural integrity of the vertical fin to tailplane joint due to such discrepancies of the bolts or rivets.

DATES: Comments must be received by September 11, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-07-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Short Brothers plc, 2011 Crystal Drive, Suite 713, Arlington, Virginia 22202-3719. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

Phil Forde, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2146; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written date, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-07-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-07-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all Short Brothers Model SD3-30 and SD3-SHERPA series airplanes. The CAA advises that it has received reports of loose bolts that attach the vertical fin to the tailplane; this condition was found on a Model SD3-30 series airplane. Additionally, certain rivets in an upper shear angle were found to be pulled or loose. This condition, if not corrected, could result in reduced structural integrity of the vertical fin to tailplane joint.

The bolts attaching the fin to the tailplane that are installed on Short Brothers Model SD3-30 series airplanes are similar in design to those installed on Short Brothers Model SD3-SHERPA series airplanes. Therefore, the FAA finds that both of these models are subject to the same unsafe condition identified in this proposal.

Explanation of Relevant Service Information

Short Brothers has issued Shorts Service Bulletin SD330-55-18, dated April 20, 1995 (for Model SD3-30 series airplanes), and Shorts SD3 SHERPA Service Bulletin SD3 SHERPA-55-1, dated April 20, 1995 (for Model SD3-SHERPA series airplanes). These service bulletins describe procedures for repetitive visual inspections of the vertical fin-to-tailplane joint to detect any loose bolts. For any airplane on which a loose bolt is found, the service bulletins describe procedures for visual inspections to detect elongation of the bolt holes, and repair, or replacement of the bolts with new bolts, if necessary. Additionally, the service bulletins describe procedures for repetitive visual inspections of the upper shear angle to detect pulled or loose rivets, and replacement of the shear angle using oversize rivets, if necessary. The CAA classified these service bulletins as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

These airplane models are manufactured in the United Kingdom and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation

Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require repetitive visual inspections of the vertical fin to tailplane joint to detect any loose bolts. For any airplane on which a loose bolt is found, the proposed AD would require visual inspections to detect elongation of the bolt holes, and repair or replacement of the bolt, if necessary. The proposed AD also would require visual inspections to detect elongation of any bolt holes, and repair, if necessary.

Additionally, the proposal would require repetitive visual inspections of the upper shear angle to detect pulled or loose rivets, and replacement of the shear angle using oversize rivets, if necessary.

These actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

The FAA estimates that 66 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 74 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$293,040, or \$4,440 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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

proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Short Brothers, PLC: Docket 96-NM-07-AD.

Applicability: All Model SD3-30 and SD3-SHERPA series airplanes, certificated in any category.

Note: 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 (c) 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 reduced structural integrity of the vertical fin to tailplane joint, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a visual inspection to detect loose bolts in the vertical fin to tailplane joint, in accordance with Shorts Service Bulletin SD330-55-18, dated April 20, 1995 (for Model SD3-30 airplanes), or Shorts SD3 SHERPA Service Bulletin SD3 SHERPA-55-1, dated April 20, 1995 (for Model SD3-SHERPA airplanes), as applicable.

(1) If no loose bolt is found, repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(2) If any loose bolt is detected, inspect the bolt for wear and distortion and inspect the hole for elongation, in accordance with the applicable service bulletin.

(i) If the bolt and hole are within the limits specified by the applicable service bulletin, prior to further flight, refit the bolt with a new nut and washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(ii) If the bolt is worn or distorted and the hole is within the limits specified by the applicable service bulletin, prior to further flight, replace the bolt, nut, and washers with a new bolt, a new nut, and a new washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(iii) If the hole is elongated within the limits specified in the applicable service bulletin, prior to further flight, oversize the diameter of the hole, and replace the bolt, nut, and washers with a new matching bolt, new nut, and new washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(iv) If the hole is elongated beyond the limits specified in the applicable service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(b) Within 60 days after the effective date of this AD, perform a visual inspection to detect looseness or pulling of the rivets of attach shear angles SD3-32-0217/K and SD3-32-0218/K. If any looseness or pulling of the rivets is detected, prior to further flight, replace the shear angle using oversize rivets, in accordance with the applicable service bulletin.

(c) 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, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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

all location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on July 25, 1996.

Darrel M. Pederson,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*

[FR Doc. 96-19524 Filed 7-31-96; 8:45 am]

BILLING CODE 4910-13-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 59

[AD-FRL-5545-4]

Notice of Meeting for the Proposed National Volatile Organic Compounds Emission Standards for Architectural Coatings

AGENCY: U.S. Environmental Protection Agency (EPA).

ACTION: Notice of meeting.

SUMMARY: The EPA is holding a public meeting to discuss the proposed national volatile organic compounds emission standards for architectural coatings. This meeting is being conducted to provide an opportunity for the EPA to continue dialogue with the architectural coatings industry and obtain additional input on the potential impacts of the proposed rule. The intent is to discuss the proposed rule with particular emphasis on the potential economic and technological impacts to small businesses.

DATES: A public meeting will be held on August 13, 1996, beginning at 10:00 a.m.

ADDRESSES: The public meeting will be held at the Westin Hotel O'Hare, 6100 N. River Road, Rosemont, IL.

FOR FURTHER INFORMATION CONTACT: Ms. Ellen Ducey, Coatings and Consumer Products Group (MD-13), U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711, phone number (919) 541-5408.

SUPPLEMENTARY INFORMATION: On June 25, 1996, the EPA proposed the national volatile organic compounds emission standards for architectural coatings and a notice of public hearing for that proposed rule (61 FR 32729). The EPA would like to provide a further opportunity to engage in dialogue with architectural coating manufacturers, particularly with regard to economic and technological impacts of the proposed rule on small manufacturers. Therefore, the EPA is holding a public meeting to discuss the proposed national volatile organic compounds emission standards for architectural

coatings and answer any questions concerning the proposed rule.

Docket. Docket No. A-92-18, containing supporting information for the proposed national volatile organic compounds emission standards for architectural coatings, is available for public inspection and copying between 8:00 a.m. and 4:00 p.m., Monday through Friday, except for Federal holidays, at the following address: U.S. Environmental Protection Agency, Air and Radiation Docket and Information Center (6102), 401 M Street SW, Washington, DC 20460; telephone: (202) 260-7548. The docket is located at the above address in Room M-1500, Waterside Mall (ground floor). A reasonable fee may be charged for copying. A copy of the proposed rule and the Background Information Document (BID) is also available on the *Technology Transfer Network* (TTN). The TTN is one of the EPA's electronic bulletin boards and provides information and technology exchange in various areas of air pollution control. The service is free except for the cost of a phone call. Dial (919) 541-5472 for up to a 14,400 bits-per-second (bps) modem. The TTN is also accessible through the Internet at "Telnet ttbnbs.rtpnc.epa.gov." If more information on the TTN is needed, call the help desk at (919) 541-5384. The help desk is staffed from 11:00 a.m. to 5:00 p.m., Eastern time. The help desk utilizes a voice menu system at other times.

Dated: July 25, 1996.

John S. Seitz,

*Director, Office Air Quality Planning and
Standards, Office of Air and Radiation.*

[FR Doc. 96-19421 Filed 7-31-96; 8:45 am]

BILLING CODE 6560-50-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 32 and 64

[CC Docket No. 96-150, FCC 96-309]

Implementation of the Telecommunications Act of 1996: Accounting Safeguards Under the Telecommunications Act of 1996

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: The Commission is issuing this Notice of Proposed Rulemaking which seeks comment on proposed measures to satisfy the accounting safeguards requirements, including those for affiliate transactions, of

Sections 260 and 271 through 276 of the Telecommunications Act of 1996 ("1996 Act"). These sections outline the conditions under which incumbent local exchange carriers may offer telemessaging and alarm monitoring services and under which the Bell Operating Companies ("BOCs") may manufacture and sell telecommunications equipment, manufacture customer premises equipment, offer interLATA telecommunications, information, electronic publishing and payphone services. Sections 271 through 274 and 276 of the 1996 Act generally prohibit the BOCs from subsidizing services permitted under those sections with revenues from regulated telecommunications services. Sections 260 and 275 generally prohibit incumbent local exchange carriers, including the BOCs, from subsidizing their telemessaging and alarm monitoring services with revenues from regulated telecommunications services. This action was intended to implement the accounting safeguards provision of the 1996 Act.

DATES: Comments are due on or before August 26, 1996 and Reply Comments are due on or before September 10, 1996. Written comments must be submitted by the Office of Management and Budget (OMB) on the proposed and/or modified information collections on or before September 30, 1996.

ADDRESSES: Comments and Reply Comments should be sent to Office of the Secretary, Federal Communications Commission, 1919 M Street, N.W., Room 222, Washington, D.C. 20554, with a copy to Ernestine Creech of the Common Carrier Bureau's Accounting and Audits Division, 2000 L Street, N.W., Suite 257, Washington, D.C. 20554. Parties should also file one copy of any documents filed in this docket with the Commission's copy contractor, International Transcription Services, Inc., 2100 M Street, N.W., Suite 140, Washington, D.C. 20037. In addition to filing comments with the Secretary, a copy of any comments on the information collections contained herein should be submitted to Dorothy Conway, Federal Communications Commission, Room 234, 1919 M Street, N.W., Washington, D.C. 20554, or via the Internet to dconway@fcc.gov, and to Timothy Fain, OMB Desk Officer, 10236 NEOB, 725-17th Street, N.W., Washington, D.C. 20503 or via the Internet to fain_t@al.eop.gov.

FOR FURTHER INFORMATION CONTACT: John V. Giusti, Attorney, Common Carrier Bureau, Accounting and Audits Division, (202) 418-0850, or Mark B.