

the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Should an operator elect to replace the elevator centering unit rather than continue the repetitive inspections, it would take approximately 10 work hours per airplane to accomplish the replacement, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$640 per airplane. Based on these figures, the cost impact of the replacement is estimated to be \$1,240 per airplane.

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:

Boeing: Docket 96-NM-23-AD.

Applicability: Model 737-300, -400 and -500 series airplanes through line position 2764 inclusive; certificated in any category.

Note 1: 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 (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 restriction of elevator control during takeoff, climbout, and landing, due to higher than normal elevator control forces caused by damaged tie links in the elevator centering unit, accomplish the following:

(a) Within 6 months after the effective date of this AD: Perform a visual inspection to detect any bent or damaged tie links of the elevator feel and centering unit, in accordance with Boeing Alert Service Bulletin 737-27A1194, dated February 1, 1996.

(b) If no tie link is found to be broken, bent, or damaged during the inspection required by paragraph (a) of this AD: Accomplish either paragraph (b)(1) or (b)(2) of this AD, in accordance with Boeing Alert Service Bulletin 737-27A1194, dated February 1, 1996:

(1) Prior to further flight, install supports and a stop-bolt on the elevator centering unit. Once this installation is accomplished, no further action is required by this AD. Or

(2) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 1,000 flight cycles. Installation of supports and a stop-bolt in accordance with the alert service bulletin, constitutes terminating action for the repetitive inspections required by this AD, provided that no damage is detected during any inspection required by paragraph (a) of this AD.

(c) If any tie link is found to be bent or damaged during the inspection required by paragraph (a) of this AD, and damage is within the limits specified in Figure 1 of Boeing Alert Service Bulletin 737-27A1194, dated February 1, 1996: Accomplish paragraphs (c)(1) and (c)(2) of this AD in accordance with the alert service bulletin:

(1) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed those specified in Figure 1 of the alert service bulletin. And

(2) Within 6 months after the effective date of this AD, install supports and a stop-bolt on the elevator centering unit. This

installation does not terminate the repetitive inspection requirements of this paragraph.

(d) If any tie link is found to be bent or damaged during any inspection required by this AD, and the damage is beyond the limits specified in Figure 1 of Boeing Alert Service Bulletin 737-27A1194, dated February 1, 1996: Prior to further flight, replace the elevator centering unit with a new or serviceable unit and accomplish either paragraph (d)(1) or (d)(2) of this AD in accordance with the alert service bulletin:

(1) Install supports and a stop-bolt on the elevator centering unit; or

(2) Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 1,000 flight cycles until the installation specified in paragraph (d)(1) of this AD is accomplished.

(e) Replacement of the elevator centering unit with a unit in which the tie links have been inspected and determined to be acceptable and in which supports and a stop-bolt have been installed, in accordance with Boeing Service Bulletin 737-27A1194, dated February 1, 1996, constitutes terminating action for the requirements of this AD.

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(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 airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on June 19, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-16244 Filed 6-25-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-226-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Boeing Model 747 and 767 series

airplanes, that currently requires inspection of the door opening thrusters and door opening/snubbing actuators for proper oil quantity, and modification of the off-wing compartment latching assemblies. This action would add a requirement for replacement of the currently installed door opening thrusters with new, improved thrusters for Model 747 series airplanes. This action also would remove Model 767 series airplanes from the applicability of the existing AD. This proposal is prompted by reports indicating that the requirements of the existing AD do not adequately preclude leakage of fluid from the actuators. The actions specified by the proposed AD are intended to prevent such leakage, which could result in failure of the escape slide to deploy; such failure could delay and possibly jeopardize the successful emergency evacuation of an airplane.

DATES: Comments must be received by August 5, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-226-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Gregory L. Schneider, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2028; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, 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 95-NM-226-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. 95-NM-226-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On July 15, 1992, the FAA issued AD 92-16-17, amendment 39-8327 (57 FR 47987, October 21, 1992), which is applicable to certain Model 747 and 767 series airplanes. That AD requires repetitive inspections (weighing program) of the door opening thrusters and door opening/snubbing actuators for proper oil quantity, and modification of the off-wing compartment latching assemblies. That action was prompted by reports of failure of the off-wing escape slide system to deploy when commanded. The requirements of that AD are intended to prevent such failure, which could delay and possibly jeopardize the successful emergency evacuation of an airplane.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the FAA received a report from an operator of Model 767 series airplanes indicating that several actuators leaked following accomplishment of the modification required by AD 92-16-17. Consequently, the FAA determined that the modification requirements of that AD do not adequately preclude leakage from the actuators. Additionally, the operator reported that, during inspections (weighing program) of the actuators, the weight of several actuators increased from the original weight measured during the initial inspection required by AD 92-16-17. Therefore, the FAA determined that the inspection requirements of AD 92-16-17 cannot

reliably determine the fluid level of these actuators.

Subsequently, the manufacturer developed a new, improved actuator for Model 767 series airplanes. On April 10, 1995, the FAA issued AD 95-08-11, amendment 39-9200 (60 FR 20013, April 24, 1995), to require replacement of the currently installed door opening actuators of the off-wing emergency escape system on Model 767 series airplanes with new, improved actuators. Accomplishment of that replacement constitutes terminating action for the repetitive inspections (weighing program) of the door opening/snubbing actuators for those airplanes. The FAA indicated in AD 95-08-11 that it was considering a separate rulemaking action to remove the requirements for Model 767 series airplanes from AD 92-16-17.

The door opening thrusters installed on Model 747 series airplanes are similar in design to the door opening/snubbing actuators installed on Model 767 series airplanes in that both require a small quantity of oil to operate, and both have a tendency to leak oil from the chamber. Such leakage can result in failure of an actuator or thruster.

Explanation of Relevant Service Information

Boeing has issued Service Bulletin 747-25-3073, dated September 21, 1995, which describes procedures for replacement of existing door opening thrusters on Model 747 series airplanes with new, improved thrusters. Since the new, improved thruster is not fluid filled, accomplishment of the replacement eliminates the need for inspections of the door opening thrusters and door opening/snubbing actuators for proper oil quantity.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 92-16-17 to continue to require repetitive inspections of the door opening thrusters and door opening/snubbing actuators for proper oil quantity, and modification of the off-wing compartment latching assemblies for Model 747 series airplanes. For those airplanes, this proposed AD would add a requirement for replacement of existing door opening thrusters with new, improved thrusters. Accomplishment of the replacement constitutes terminating action for the repetitive inspections. The actions would be required to be accomplished

in accordance with the service bulletin described previously.

Additionally, the proposed AD would remove Model 767 series airplanes from the applicability of the existing AD, since the subject unsafe condition on those airplanes is addressed in AD 95-08-11.

Cost Impact

There are approximately 400 Model 747 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 125 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 92-16-17 take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour.

Required parts cost approximately \$510 per airplane. Based on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be \$153,750, or \$1,230 per airplane.

The new actions that are proposed in this AD action would take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$6,400 per airplane. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be \$815,000, or \$6,520 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or 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 removing amendment 39-8327 (57 FR 47987, October 21, 1992), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 95-NM-226-AD. Supersedes AD 92-16-17, Amendment 39-8327.

Applicability: Model 747-100, -200, and -300 series airplanes equipped with an off-wing, two-piece escape slide on Door 3; 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 (e) 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 failure of the escape slide to deploy, which could delay and possibly jeopardize the successful emergency evacuation of an airplane, accomplish the following:

(a) Within 18 months after November 25, 1992 (the effective date of AD 92-16-17, amendment 39-8327), perform an inspection of the door opening thrusters of the escape system in accordance with OEA Service Bulletin 2174200-25-013, dated July 29, 1991. Repeat this inspection thereafter at intervals not to exceed 20 months until the replacement required by paragraph (c) of this AD is accomplished.

(b) Within 18 months after November 25, 1992, inspect and modify the door latching mechanism of the escape slide compartment in accordance with Boeing Service Bulletin 747-25-2951, dated August 15, 1991.

(c) Within 2 years after the effective date of this AD, replace the door opening thrusters having part number (P/N) 60B50077-14 or -17 with new thrusters having P/N 60B50077-19 in accordance with Boeing Service Bulletin 747-25-3073, dated September 21, 1995. Accomplishment of this replacement terminates the repetitive inspections required by this AD.

(d) As of the effective date of this AD, no person shall install a door opening thruster having P/N 60B50077-14 or -17 on any airplane.

(e) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(f) 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.

Issued in Renton, Washington, on June 19, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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LIBRARY OF CONGRESS

Copyright Office

37 CFR Part 202

[Docket No. RM 95-7A]

Registration of Claims to Copyright, Group Registration of Photographs

AGENCY: Copyright Office, Library of Congress.

ACTION: Notice of public hearing; correction.

SUMMARY: This document corrects the July 15, 1996, deadline for submission of written comments concerning the rulemaking on claims to copyright group registration of photographs that was published in the Federal Register of June 6, 1996 (61 FR 28829).

DATES: Submission of all written comments is on or before Thursday, August 15, 1996.