

develop on other airplanes of the same type design, the proposed AD would require replacement of the existing decompression panel on the aft bulkhead of the toilet compartment with a modified decompression panel. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

The FAA estimates that 17 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 6 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$6,120, or \$360 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:

Jetstream: Docket 96-NM-68-AD.

Applicability: Model 4100 series airplanes; constructors numbers 41004 through 41017 inclusive, and 41019 through 41033 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 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 (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 injury to the crew and passengers and damage to the airplane structure due to the incapability of the decompression panel to contain a fire, accomplish the following:

(a) Within 60 days after the effective date of this AD, replace the existing decompression panel on the aft bulkhead of the toilet compartment with a modified decompression panel, in accordance with Jetstream Service Bulletin J41-25-068, dated November 9, 1995.

(b) As of the effective date of this AD, no person shall install a decompression panel having part number 04125106-403 on the bulkhead assembly of any airplane.

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

Issued in Renton, Washington, on August 1, 1996.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-20074 Filed 8-6-96; 8:45 am]

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14 CFR Parts 91,93,121, and 135

[Docket No. 28537; Notice No. 96-11]

RIN 2120-AF93

Special Flight Rules in the Vicinity of Grand Canyon National Park: Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; correction.

SUMMARY: This document corrects an administrative error in the Notice of Proposed Rulemaking (NPRM) published in the Federal Register on July 31, 1996, which proposes to amend the special flight rules in the vicinity of Grand Canyon National Park. In the July 31 NPRM, the appendix that provides a graphic depiction of the proposed airspace changes was inadvertently omitted. This action corrects that error of omission.

FOR FURTHER INFORMATION CONTACT: Neil Saunders, Airspace and Rules Division, ATA-400, Airspace Management Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: 202-267-8783.

SUPPLEMENTARY INFORMATION:

Background

Federal Register document 96-19489, published on July 31, 1996 (Notice Number 96-11; 61 FR 40120), proposes to amend the special flight rules in the vicinity of Grand Canyon National Park. In the July 31 NPRM, the appendix that provides a graphic depiction of the proposed airspace changes was inadvertently omitted. This action corrects that error of omission.

Correction of Publication

Accordingly, pursuant to the authority delegated to me, the Appendix to the Special Flight Rules in the Vicinity of Grand Canyon National Park (Federal Register document 96-19489; 61 FR 40120) is corrected as follows:

Appendix—Special Flight Rules in the
Vicinity of Grand Canyon National
Park [Corrected]

On page 40139, column three,
following the appendix heading, add a
graphic depiction to read as follows:

BILLING CODE 4910-13-M

Issued in Washington on August 1, 1996.
 Jeff Griffith,
*Program Director for Air Traffic Airspace
 Management.*
 [FR Doc. 96-20153 Filed 8-6-96; 8:45 am]
 BILLING CODE 4910-13-M

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1507

Proposed Rule: Fireworks Devices; Fuse Burn Time

AGENCY: Consumer Product Safety
 Commission.

ACTION: Proposed rule.

SUMMARY: The Commission proposes to amend its regulation under the Federal Hazardous Substances Act that applies to the fuse burn times of fireworks devices. The proposal would change the allowable fuse burn times from the presently required range of 3 to 6 seconds to the range of 3 to 9 seconds. Increasing the range will allow manufacturers to more consistently produce fireworks that do not fall below a 3-second burn time, thus reducing hazardous short burn times. Further, the increase in fuse burn time to 9 seconds will not create any additional risk of injury to consumers. Therefore, the amendment should increase the safety of users of fireworks. The amendment was requested in a petition from the American Fireworks Standards Laboratory.

DATES: Comments on the proposal should be submitted no later than October 21, 1996.

ADDRESSES: Comments to the Commission on the proposed rule should be mailed to the Office of the Secretary, Consumer Product Safety Commission, Washington, DC 20207, or delivered to the Office of the Secretary, Consumer Product Safety Commission, room 502, 4330 East-West Highway, Bethesda, Maryland 20814-4408, telephone (301) 504-0800. Comments also may be filed with the Commission by facsimile to (301) 504-0127, or by electronic mail via info@cpsc.gov. Comments should include a caption or cover indicating that they are directed to the Office of the Secretary and are comments on the proposed revisions to the fuse burn time of fireworks.

Comments on potential changes to the Commission staff's current enforcement policy for fuse burn times, and on possible interim forbearance of enforcement against fuse burn times of up to 9 seconds, should be mailed to David Schmeltzer, Assistant Executive

Director for Compliance, Consumer Product Safety Commission, Washington, DC 20207.

FOR FURTHER INFORMATION CONTACT:
 Carolyn Meiers, Directorate for Engineering Sciences, Consumer Product Safety Commission, Washington, DC 20207; telephone (301) 504-0468 ext. 1281; or e-mail to cpsc/g=Carolyn/i=K./s=Meiers/o=cpsc@mhs.attmail.com

SUPPLEMENTARY INFORMATION:

I. Introduction and Background

Introduction. In this notice, the Consumer Product Safety Commission ("the Commission" or "CPSC") proposes to amend its regulation under the Federal Hazardous Substances Act ("FHSA") that governs the allowable range of times that fuses for fireworks may burn before the device ignites. 16 CFR 1507.3(a)(2). The Commission seeks comments from interested members of the public on the proposed amendment. The Commission also invites comments from counterpart agencies in foreign governments, foreign standards developers, and others who might be interested in this proposed amendment. This invitation is in addition to the routine international notification of this proposed rule that is provided by the World Trade Organization Agreement on Technical Barriers to Trade.

Background. Commission regulations under the FHSA require fireworks devices (other than firecrackers)¹ to have a fuse which will burn at least 3 seconds but not more than 6 seconds before the device ignites. 16 CFR 1507.3(a)(2).² In 1991, the American Pyrotechnics Association ("APA"), a trade association representing the fireworks industry, submitted a petition to the Commission to modify the fuse burn time regulation. APA requested that the upper limit of the allowable fuse burn time be raised to 9 seconds.

The 1991 petition was denied because at that time there were insufficient human factors data to demonstrate that a person would not return to a fireworks device within the requested 9-second allowable fuse burn time. The Commission was concerned that a longer fuse burn time might result in an increase of injuries to consumers who returned to live fireworks assuming they were "duds."

¹ 16 CFR 1507.1.

² As a matter of enforcement policy, the Commission's staff has not brought legal actions against fuse burn time violations as low as 2 seconds and as high as 8 seconds for all fireworks except reloadable shell devices, bottle rockets, and jumping jacks which exhibit erratic flight.

After the APA's petition was denied, the American Fireworks Standards Laboratory ("AFSL"), an industry-supported fireworks standards and certification organization, contracted with the American Institutes of Research ("AIR") to conduct human factors research of fireworks-related behavior. The objective of the study was to determine if consumers would return to a fireworks device within 9 seconds after lighting the fuse.

In September 1995, the CPSC was petitioned by AFSL (Petition HP 96-1) to make the same modification to the regulation under the FHSA that governs fireworks fuse burn time as did the previous petition from APA—that the upper limit of the allowable range of fuse burn times be changed from 6 to 9 seconds.

Manufacturers currently target a 4.5 second average fuse burn time, which is the midpoint of the currently allowed 3 to 6 seconds range. By raising the upper limit of the fuse burn time from 6 to 9 seconds, AFSL contends that manufacturers could target a more ideal average fuse burn time of 6 seconds. AFSL claims this would enhance consumer safety by eliminating incidents of fuses burning less than 3 seconds.

AFSL states that increasing the upper range of the fuse burn time to 9 seconds also will increase compliance with the 3 second requirement because: (1) It will improve fuse design and quality, (2) it will make fuse burn time performance more consistent, and (3) it will allow for the variability in fuse burn time caused by environmental conditions. Any such improvement in compliance with the 3-second fuse burn time requirement would likely increase safety.

After considering the available information, the Commission voted to grant Petition HP 96-1. The available information and the reasons for the Commission's decision are explained below.

II. Statutory Procedure

This proceeding is conducted under the FHSA. 15 U.S.C. 1261-1278. Fireworks are "hazardous substances" within the meaning of section 2(f)(1)(A) of the FHSA because they are flammable or combustible substances, or generate pressure through decomposition, heat, or other means, and "may cause substantial personal injury or substantial illness during or as a proximate result of any customary or reasonably foreseeable handling or use * * *." 15 U.S.C. 1261(f)(1)(A).

Under section 2(q)(1)(B) of the FHSA, the Commission may classify as a "banned hazardous substance" any