

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.

[FR Doc. 96-16243 Filed 6-25-96; 8:45 am]

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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.

FOR FURTHER INFORMATION CONTACT: Marilyn J. Kretsinger, Acting General Counsel, Copyright GC/I&R, P.O. Box 70400, Southwest Station, Washington, D.C. 20024. Telephone: (202) 707-8380. Facsimile: (202) 707-8366.

Dated: June 20, 1996.
Marilyn J. Kretsinger,
Acting General Counsel.
[FR Doc. 96-16194 Filed 6-25-96; 8:45 am]
BILLING CODE 1410-30-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 61

[FRL-5527-3]

National Emission Standards for Hazardous Air Pollutants; National Emission Standard for Radon Emissions From Phosphogypsum Stacks

AGENCY: Environmental Protection Agency.

ACTION: Notice of public hearing.

SUMMARY: The Office of Radiation and Indoor Air, Radiation Protection Division will hold a public hearing on the proposed rule for 40 CFR Part 61, Subpart R, (Subpart R) the National Emission Standard for Radon Emissions from Phosphogypsum Stacks—Notice of Reconsideration. This proposed rule was in response to The Fertilizer Institute's Petition for Reconsideration of the National Emission Standards for Hazardous Air Pollutants regulating radon emissions from phosphogypsum stacks. EPA partially granted and partially denied the TFI petition for reconsideration. Pursuant to that decision, EPA is convening this rulemaking to reconsider 40 CFR 61.205, the provision of the final rule which governs distribution and use of phosphogypsum for research and development, and the methodology utilized under 40 CFR Section 61.207 to establish the average radium-226 concentration for phosphogypsum removed from a phosphogypsum stack.

In the May 8, 1996 Federal Register notice, EPA stated that the hearing, if requested, would be in Washington, D.C.; however, in order to provide the public with a more convenient location setting, the hearing will be held in Orlando, Florida.

DATES: The hearing will be held on Thursday, August 1, 1996, beginning at 9:00 am and will continue until concluded. In addition, pursuant to Section 307(d)(5), the public may submit rebuttal and supplemental

information to the docket for thirty (30) days after the public hearing. This comment period will end on August 31, 1996.

ADDRESSES: The hearing will take place at the Holiday Inn International Drive Resort, 6515 International Drive, Orlando, Florida 32819. Comments should be submitted (in duplicate) to: Central Docket Section (6101), Environmental Protection Agency, ATTN: Air Docket No. 94-57, Washington, D.C. 20460. The docket is available for public inspection between the hours of 8:00 am and 5:30 pm, Monday through Friday, in Room M1500 of Waterside Mall, 401 M Street, SW, Washington, DC 20460. A reasonable fee may be charged for copying. The FAX number is (202) 260-4400.

FOR FURTHER INFORMATION CONTACT: Rita Cestaric, Project Officer, Center for Federal Guidance and Air Standards, Radiation Protection Division, Office of Radiation and Indoor Air (6602J), Environmental Protection Agency, Washington, DC 20460, (202) 233-9762.

SUPPLEMENTARY INFORMATION: This meeting is open to all members of the public. Requests to attend and participate in the public hearing on the proposed rule for 40 CFR Part 61, Subpart R, the National Emission Standard for Radon Emissions from Phosphogypsum Stacks—Notice of Reconsideration (61 FR 20775, No. 90, May 8, 1996), should be made by July 16, 1996 and submitted in writing to Eleanor Thornton, Program Analyst, Center for Office of Radiation and Indoor Air (6602J), Environmental Protection Agency, 401 M Street, SW, Washington, DC 20460. Requests may also be faxed to EPA at (202) 233-9629 or 233-9626. Requests to participate in the public hearing should also include an outline of the topics to be addressed, the amount of time requested, and the names of the participants. EPA may also allow testimony to be given at the hearing without prior notice, subject to time restraints and at the discretion of the hearing officer. Three (3) copies of testimony should be submitted at the time of appearance at the hearings. An agenda will be available at the hearing.

Dated: June 20, 1996.
Mary D. Nichols,
Assistant Administrator for Air and Radiation.
[FR Doc. 96-16331 Filed 6-25-96; 8:45 am]
BILLING CODE 6560-50-P

40 CFR Part 80

[FRL-5522-2]

RIN 2060-AG43

Regulation of Fuels and Fuel Additives: Controls Applicable to Gasoline Retailers and Wholesale Purchaser-Consumers; 10 Gallon Per Minute Fuel Dispensing Limit Requirement Implementation

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: On January 20, 1993 EPA finalized a requirement limiting vehicle service station fuel dispensing rates to 10 gallons per minute (gpm) maximum, beginning January 1, 1996 for retailers and wholesale purchaser-consumers handling over 10,000 gallons of fuel per month (55 FR 16002, March 24, 1993). In 1995, various groups in the petroleum industry requested that EPA delay the January 1, 1996 deadline, due mainly to the lack of available retrofit parts needed for compliance with the 10gpm requirement. EPA is proposing to delay the implementation date of the 10gpm requirement from January 1, 1996 until July 1, 1996. In addition, EPA is proposing regulation changes to clarify that the hardware/software for controlling the fuel dispensing rate may be located anywhere in the pump/dispenser system and that refueling facilities are exempt from the 10gpm requirement if used exclusively to refuel heavy-duty vehicles, boats or airplanes.

Because the rule revision is not expected to receive any adverse comments, the revision is also being issued as a direct final rule in the Final Rules section of this Federal Register.

DATES: Comments on the regulations proposed by this action must be received on or before July 26, 1996.

ADDRESSES: Materials relevant to the initial final rule, and today's action are available for inspection in Public Dockets A-89-18 and A-95-53 at Air Docket Section, U.S. Environmental Protection Agency, EPA Air Docket Section (6102), First Floor, Waterside Mall, Room M-1500, 401 M Street S.W., Washington, D.C. 20460 (telephone 202-260-7549, fax 202-260-4400) between the hours of 8 a.m. and 5:30 p.m. A reasonable fee may be charged by EPA for copying docket material.

All written comments must be identified with the appropriate docket number (Docket No. A-95-53) and must be submitted in duplicate to the address listed above, with a complimentary