been reviewed by the Office of Management and Budget.

We are proposing to add vesicular stomatitis to the list of diseases from which a horse's premises of origin and adjoining premises must be free before the horse may be imported into the United States. Vesicular stomatitis is recognized internationally as a serious disease of horses, cattle, swine, and llamas. Animals that are infected with vesicular stomatitis develop lesions in the mouth and on the dental pad, tongue, lips, nostrils, hooves, and teats. These lesions swell and break, exposing raw tissue. This raw tissue is so painful for the infected animals that they often refuse to eat and show signs of lameness. Substantial weight loss normally follows. As a result of infection, dairy cows often develop mastitis, infection of the udder, and many go dry.

Many countries that import U.S. livestock and animal products could refuse to import such products from the United States if vesicular stomatitis were allowed to spread across the United States. Currently, no premises in the United States are under quarantine because of vesicular stomatitis, but as recently as the summer of 1995, several premises in four Western States were under quarantine because of vesicular stomatitis. This proposed rule would help prevent future outbreaks of this disease.

This proposed rule would involve no additional costs for U.S. horse importers, large or small. Additionally, this proposed rule should not affect the availability of horses for importation to the United States. Restrictions would only be placed on horses from specific premises.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action would not have a significant economic impact on a substantial number of small entities.

Executive Order 12778

This proposed rule has been reviewed under Executive Order 12778, Civil Justice Reform. If this proposed rule is adopted: (1) All State and local laws and regulations that are inconsistent with this rule will be preempted; (2) no retroactive effect will be given to this rule; and (3) administrative proceedings will not be required before parties may file suit in court challenging this rule.

Paperwork Reduction Act

This proposed rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

List of Subjects in 9 CFR Part 92

Animal diseases, Imports, Livestock, Poultry and poultry products, Quarantine, Reporting and recordkeeping requirements.

Accordingly, 9 CFR part 92 would be amended as follows:

PART 92—IMPORTATION OF CERTAIN ANIMALS AND POULTRY AND CERTAIN ANIMAL AND POULTRY PRODUCTS; INSPECTION AND OTHER REQUIREMENTS FOR CERTAIN MEANS OF CONVEYANCE AND SHIPPING CONTAINERS THEREON

1. The authority citation for part 92 would continue to read as follows:

Authority: 7 U.S.C. 1622; 19 U.S.C. 1306; 21 U.S.C. 102–105, 111, 114a, 134a, 134b, 134c, 134d, 134f, 135, 136, and 136a; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.2(d).

§ 92.314 [Amended]

2. In § 92.314, the first sentence would be amended by adding ''vesicular stomatitis,'' immediately following ''Venezuelan equine encephalomyelitis,''.

Done in Washington, DC, this 26th day of March 1996.

Lonnie J. King,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 96–7839 Filed 3–29–96; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–NM–222–AD]

Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to revise an existing airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes, that currently requires inspections to detect loose attach fitting bolts of the door actuator of the main landing gear (MLG), inspections to determine whether serrations are fully mated, and various follow-on corrective actions. That AD also provides for an optional terminating modification for certain requirements. That AD was prompted by reports of loose attach fitting bolts of the door actuator of the MLG. The actions specified by that AD are intended to prevent an airplane from landing with one MLG partially extended. This action would provide operators the option of terminating all of the requirements of that AD by replacing the aluminum rib fitting with a new steel rib fitting, or by modifying the rib fitting assembly and performing various follow-on actions.

DATES: Comments must be received by May 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–222–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 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: Walter Sippel, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington; telephone (206) 227–2774; 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–222–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–222–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

Discussion

On January 11, 1993, the FAA issued AD 93–01–14, amendment 39–8468 (58 FR 5574, January 22, 1993), applicable to all Boeing Model 727 series airplanes, to require inspections to detect loose attach fitting bolts of the door actuator of the main landing gear (MLG), inspections to determine whether serrations are fully mated, and various follow-on corrective actions. That action also provides for the termination of certain inspection requirements. That action was prompted by reports of loose attach fitting bolts of the door actuator of the MLG. The requirements of that AD are intended to prevent an airplane from landing with one MLG partially extended.

Additionally, on December 15, 1989, the FAA issued AD 90–02–19, amendment 39–6433 (55 FR 601, January 8, 1990), to require inspections of all Model 727 series airplanes to detect cracking of the actuator rib fitting of the inboard door of the MLG, and rework or replacement of any cracked fitting. That action was prompted by an incident in which the actuator rib fitting of the MLG door on a Model 727 series airplane fractured and, consequently, the left MLG of the airplane failed to extend for landing. The requirements of that AD are intended to prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

Since the issuance of those AD's, the FAA has reviewed and approved Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. The alert service bulletin describes procedures for:

1. Either a high frequency eddy current or dye penetrant inspection to detect cracking of the actuator rib fitting of the MLG.

2. Modification of the rib fitting assembly, which includes changing the existing 0.250-inch radius to a 0.42-inch radius, and repetitive high frequency eddy current or dye penetrant inspections, for findings of no cracking. The modification also includes installing new shims, nuts, bolts, lockwires, and cotter pins, as well as establishing new torque requirements. (These actions are specified in Figure 4 of the alert service bulletin.) Accomplishment of this modification and the follow-on actions would eliminate the need for all of the inspections required by AD 93–01–14.

3. Replacement of the currently installed aluminum rib fitting with a new steel rib fitting, for findings of cracking. (This action is specified in Figure 5 of the alert service bulletin.) Such replacement would eliminate the need for all of the inspections required by AD 93–01–14.

The FAA is currently proposing, in a separate rulemaking action (Docket No. 95–NM–223–AD), to mandate the inspections specified in Item 1., above, and the modification of the rib fitting assembly, specified in Item 2., above. Accomplishment of either of these actions would terminate the requirements of AD 93–01–14.

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 revise AD 93–01–14 to continue to require inspections of the attach fitting bolts of the door actuator of the MLG, inspections to determine whether serrations are fully mated, and various follow-on corrective actions.

This proposed AD would provide operators the option of terminating all of the inspections required by AD 93–01–14 by either replacing the currently installed aluminum rib fitting with a new steel rib fitting, or modifying the rib fitting assembly and accomplishing the follow-on actions. Such replacement or modification would also terminate the inspections required by AD 90–02–19. If accomplished, the replacement, or modification and follow-on actions, would be required to be performed in accordance with the alert service bulletin described previously.

The FAA is not proposing to mandate replacement of the currently installed aluminum rib fitting, or modification of the rib fitting assembly and follow-on actions, because the inspections required by AD 93–01–14 have consistently detected, prior to catastrophic consequences, loose attach fitting bolts of the door actuator of the MLG and serrations that are not fully mated. Service history has demonstrated that these inspections have ensured safety of the fleet adequately for a number of years.

There are approximately 1,631 Boeing Model 727 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,166 airplanes of U.S. registry would be affected by this proposed AD.

The inspections currently required by AD 93–01–14 take approximately 1 work hour per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $69,960, or $60 per airplane, per inspection cycle.

Should an operator elect to accomplish the optional terminating action by replacing the currently installed aluminum rib fitting with a new steel rib fitting, it would take approximately 4 work hours per airplane at an average labor rate of $60 per work hour. Required parts would cost approximately $428 per airplane. Based on these figures, the cost impact of this proposed optional terminating action on U.S. operators is estimated to be $668 per airplane.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8468 (58 FR 5574, January 22, 1993), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 95–NM–222–AD. Revises AD 93–01–14, Amendment 39–8468.

Applicability: All Model 727 airplanes, 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 (j) 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 an airplane from landing with one main landing gear (MLG) partially extended due to loose attach fitting bolts, accomplish the following:

(a) Within the next 1,500 flight cycles after October 15, 1991 (the effective date of AD 91–15–14, amendment 39–7078), inspect to detect loose attach fitting bolts of the door actuator of the MLG in accordance with paragraph III., Accomplishment Instructions, of Boeing Service Bulletin 727–32–0383, dated December 6, 1990.

(b) If any loose bolt is detected during the inspection required by paragraph (a) of this AD, prior to further flight, accomplish either Figure 1 or 2 of Boeing Service Bulletin 727–32–0383, dated December 6, 1990.

(c) For airplanes that have accomplished the actions required by paragraph (a) of this AD prior to February 23, 1993 (the effective date of AD 93–01–14, amendment 39–8468): Prior to the accumulation of 3,700 flight cycles after accomplishing the inspection or replacement required by paragraphs (a) and (b) of this AD, or within 3 years after February 23, 1993, whichever occurs earlier, inspect to ensure that serrations of the attach fitting of the door actuator of the MLG are fully mated, and to detect loose attach fitting bolts of the door actuator of the MLG; in accordance with paragraph III., Accomplishment Instructions, of Boeing Service Bulletin 727–32–0383, Revision 1, dated January 30, 1992. Repeat this inspection thereafter at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier.

(d) If serrations are not fully mated, or if any loose bolt is detected during the inspections required by paragraph (c) of this AD, prior to further flight, accomplish either Figure 1 or Figure 2 of Boeing Service Bulletin 727–32–0383, dated December 6, 1990; or Revision 1, dated January 30, 1992.

(1) If Figure 1 of either service bulletin is accomplished, repeat the inspection required by paragraph (c) of this AD at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier.

(2) Accomplishment of Figure 2 of Revision 1 of the service bulletin (for all bolts); or accomplishment of Figure 2 of the service bulletin dated December 6, 1990 (for bolts 1 and 2) and accomplishment of a torque check of bolt 3 in accordance with Revision 1 of the service bulletin; constitutes terminating action for the inspection requirements of paragraph (c) of this AD.

(e) For airplanes on which the inspections required by paragraph (a) of this AD prior to February 23, 1993 (the effective date of AD 93–01–14, amendment 39–8468) have not previously accomplished the actions: Prior to the accumulation of 1,500 flight cycles after February 23, 1993, or within 18 months after February 23, 1993, whichever occurs earlier, inspect to ensure that serrations of the attach fitting bolts of the door actuator of the MLG are fully mated, and to detect loose attach fitting bolts; in accordance with paragraph III., Accomplishment Instructions, of Boeing Service Bulletin 727–32–0383, Revision 1, dated January 30, 1992. Repeat this inspection thereafter at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier;

(f) If serrations are not fully mated, or if any loose bolt is detected during the inspections required by paragraph (e) of this AD, prior to further flight, accomplish either Figure 1 or Figure 2 of Boeing Service Bulletin 727–32–0383, Revision 1, dated January 30, 1992.

(1) If Figure 1 of the service bulletin is accomplished, repeat the inspection required by paragraph (e) of this AD at intervals not to exceed 3,700 flight cycles or 3 years after the immediately preceding inspection, whichever occurs earlier.

(2) Accomplishment of Figure 2 of the service bulletin constitutes terminating action for the inspection requirements of paragraph (e) of this AD.

(g) Accomplishment of the actions specified in either paragraphs (g)(1) or (g)(2) of this AD constitutes terminating action for all of the requirements of this AD.

(1) Replace the currently installed aluminum rib fitting with a new steel rib fitting in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995. Or

(2) Modify the rib fitting assembly in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995, and accomplish the follow-on actions specified in Figure 4 of the alert service bulletin.

(h) As of the effective date of this AD, no person shall install an aluminum rib fitting on any airplane unless that fitting has been previously modified in accordance with Boeing Alert Service Bulletin 727–32A0399, dated July 13, 1995.

(i) 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.

(j) 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.

Issued in Renton, Washington, on March 26, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–7856 Filed 3–29–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–223–AD]

Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes, that currently requires inspections to detect cracking of the actuator rib fitting of the inboard door of the main landing gear (MLG); and rework or replacement of any cracked fitting. That action was prompted by reports that the MLG failed to extend for a landing due to a fractured rib fitting. This action would require inspections to detect cracking in an expanded area of the actuator rib fitting, and various follow-on actions. This action is prompted by a report of a fractured rib fitting that had been reworked in accordance with the existing AD. The actions specified by the proposed AD are intended to prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

DATES: Comments must be received by May 9, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation