

instructions in the Document, or in accordance with other data meeting the certification basis of the airplane that is approved by the FAA or by the Dirección General de Aviación Civil (DGAC).

(d) Within 10 days after accomplishing each inspection required by paragraph (b) of this AD, report the results (positive or negative) of each inspection required by paragraph (b) of this AD to CASA in accordance with the Document. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

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

(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.

(g) The maintenance program revision shall be done in accordance with CASA Supplemental Inspection Document (SID) C-212-PV-01-SID, dated June 1, 1987.

Note: The date of Volumes 2 and 3 of the SID is indicated only on the title page of the volume.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on May 15, 1996.

Issued in Renton, Washington, on March 28, 1996.

Bill R. Boxwell,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-8535 Filed 4-12-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-SW-19-AD; Amendment 39-9569; AD 96-08-03]

Airworthiness Directives; Flight Trails Helicopters, Inc. Hardpoint Assemblies Installed on McDonnell Douglas Helicopter Systems Model 369D, 369E, 369F, 369FF, and 500N Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Flight Trails Helicopters, Inc. hardpoint assemblies, installed in accordance with Supplemental Type Certificate (STC) No. SH6080NM, or in accordance with Federal Aviation Administration (FAA) Form 337, "Major Repair and Alteration," approved on McDonnell Douglas Helicopter Systems (MDHS) Model 369D, 369E, 369F, 369FF, and 500N helicopters, that requires removing any Flight Trails Helicopters, Inc. hardpoint assembly not identified by part number (P/N) and serial number (S/N). This amendment is prompted by two incidents in which the hardpoint assembly used to support a search light or night vision system reportedly failed. The actions specified by this AD are intended to prevent failure of the hardpoint assembly, separation of the hardpoint assembly from the helicopter, and subsequent contact between the hardpoint assembly and the fuselage or rotor system of the helicopter.

EFFECTIVE DATE: May 20, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. James Wang, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5303, fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Flight Trails Helicopters, Inc. hardpoint assemblies installed in accordance with STC No. SH6080NM, or in accordance with FAA Form 337, "Major Repair and Alteration," approved on MDHS Model 369D, 369E, 369F, 369FF, and 500N helicopters, was published in the Federal Register on September 19, 1995 (60 FR 48428). That action proposed to require, before further flight, removing the hardpoint assemblies not marked by a part number and a serial number from the affected helicopters. These hardpoint assemblies are used to secure a searchlight or night vision system to the affected helicopter.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed, except for adding the -1 and -2 to further identify the jacking fitting part number. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of this AD.

The FAA estimates that 59 helicopters of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$3,540.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 a new airworthiness directive to read as follows:

AD 96-08-03 Flight Trails Helicopters, Inc.: Amendment 39-9569. Docket No. 95-SW-19-AD.

Applicability: McDonnell Douglas Helicopters Systems (MDHS) Model 369D, 369E, 369F, 369FF, and 500N helicopters, that have been modified in accordance with Supplemental Type Certificate (STC) No. SH6080NM, or in accordance with a Federal Aviation Administration (FAA) Form 337, "Major Repair and Alteration," using Flight Trails Helicopters, Inc. hardpoint assemblies, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Note 2: Information concerning the hardpoint assemblies may be obtained from Flight Trails Helicopters, Inc., ATTN: Mr. Larry Anderson, 4805 Falcon Drive, Mesa, Arizona 85205, telephone (602) 396-8242.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the hardpoint assembly, separation of the hardpoint assembly from the helicopter, and subsequent contact between the hardpoint assembly and the fuselage or rotor system of the helicopter, accomplish the following:

(a) Before further flight, remove from the helicopter any Flight Trails Helicopters, Inc. hardpoint assembly not marked with a part number (P/N) and serial number (S/N) by removing the NAS 1351-3 cap screw that secures the hardpoint assembly to the jacking fitting, P/N 369H2521-1 and -2, and slipping the hardpoint assembly out of the step mount. The only Flight Trails Helicopters, Inc. hardpoint assemblies that are considered airworthy and eligible for installation are those hardpoint assemblies marked with a serial number and either P/N FTH 105 LH Mod 1, for a hardpoint assembly mounted on the left side of the helicopter, or P/N FTH 105 RH Mod 1, for a hardpoint assembly mounted on the right side.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(c) 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 helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on May 20, 1996.

Issued in Fort Worth, Texas, on April 2, 1996.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 96-9273 Filed 4-12-96; 8:45 am]

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FEDERAL TRADE COMMISSION**16 CFR Part 303****Rules and Regulations Under the
Textile Fiber Products Identification
Act**

AGENCY: Federal Trade Commission.

ACTION: Notice of final rulemaking.

SUMMARY: On December 6, 1995, the Federal Trade Commission ("Commission") initiated a notice-and-comment rulemaking proceeding by publishing a Notice of Proposed Rulemaking in the Federal Register to solicit comment on whether Rule 7(d) of the Rules and Regulations Under the Textile Fiber Products Identification Act should be amended to allow use of the name "lyocell" as an alternative to the generic name "rayon" for a specific subclass of rayon fibers defined in the proposed amendment. The Commission has analyzed the record developed during that proceeding and has concluded that the lyocell subclass has sufficiently different characteristics from other rayons to justify use of the term "lyocell" as an alternative to the generic name "rayon" for that subclass. The Commission announces, therefore, that Textile Rule 7(d) will be amended. The amendment will allow the use of the term "lyocell" as a generic name on disclosures required by the Textile Act for fibers that meet the definition of lyocell in the amendment. This Notice

summarizes the comments received in response to the December 6, 1995, Notice of Proposed Rulemaking and sets out the Commission's final action in this matter.

EFFECTIVE DATE: May 15, 1996.

FOR FURTHER INFORMATION CONTACT: Bret S. Smart, Program Advisor, Los Angeles Regional Office, Federal Trade Commission, 11000 Wilshire Boulevard, #13209, Los Angeles, CA 90024, (310) 235-4040.

SUPPLEMENTARY INFORMATION:**I. Background**

Rule 6¹ of the Rules and Regulations under the Textile Fiber Products Identification Act ("Textile Act")² requires use of generic names of the fibers contained in textile fiber products in making required disclosures of the fiber content of the products. Rule 7³ sets forth the generic names and definitions that the Commission has established for manufactured fibers. Rule 8⁴ sets forth the procedures for establishing new generic names for manufactured fibers.

On January 27, 1992, Courtaulds Fibers, Inc. ("Courtaulds") applied to the Commission requesting establishment of a new generic name and definition for a fiber it manufactures. It recommended "lyocell" be adopted as the new generic name for this fiber. In its application, Courtaulds stated that this cellulosic fiber differs in kind and chemical structure from any of the existing fiber definitions of Rule 7.⁵

After an initial analysis, the Commission granted Courtaulds the designation "CF0001" for temporary use in identifying the fiber until final disposition of the application.

Courtaulds' application and other related documents and materials describe the lyocell fiber, its manufacture, and possible uses as follows:

Lyocell fiber results from the dissolution of cellulose into an aqueous solution of N-methyl morpholine oxide and the precipitation of the fiber out of solution. This process is unique among methods used to manufacture other existing rayons. As a result, the molecular structure of lyocell fiber is radically different from that of other rayons in that it has a substantially higher degree of polymerization and greater crystallinity. These differences induce high wet and dry tenacity as well as high initial wet modulus

¹ 16 CFR 303.6.

² 15 U.S.C. 70, et seq.

³ 16 CFR 303.7.

⁴ 16 CFR 303.8.

⁵ Courtaulds' application and related materials have been placed on the rulemaking record.