the worldwide fleet. The FAA estimates that 1,000 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $480,000, or $480 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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, Incorporation by reference, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96–11–04 McDonnell Douglas: Amendment 39–9629. Docket 95–NM–185–AD.

Applicability: Model DC–9–10, –20, –30, –40, and –50 series airplanes; Model DC–9–81 (MD–81), –82 (MD–82), –83 (MD–83), –87 (MD–87) series airplanes; Model MD–88 airplanes; and C–9 (military) series airplanes; as listed in McDonnell Douglas Service Bulletin DC9–53–268, dated August 11, 1995; 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 (b) 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 water accumulation in the slant pressure panel area, which could result in the failure of the flaps or landing gear to properly extend or retract, accomplish the following:

(a) Within 24 months after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD, in accordance with McDonnell Douglas Service Bulletin DC9–53–268, dated August 11, 1995.

(1) Modify the slant panel insulation blankets on the slant pressure panel of the main landing gear.

(2) Perform a visual inspection to detect discrepancies (i.e., defects and constant gap) of the left and right seal assemblies of the overwing emergency exit door. If any discrepancy is detected, prior to further flight, replace door seal in accordance with the service bulletin.

(b) 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, Los Angeles 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, Los Angeles ACO.

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

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

(d) The modification, inspection, and replacement shall be done in accordance with McDonnell Douglas Service Bulletin DC9–53–268, dated August 11, 1995. 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 26, 1996.

Issued in Renton, Washington, on May 14, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–12600 Filed 5–21–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–162–AD; Amendment 39–9628; AD 96–11–03]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747–200, –300, and –400 Series Airplanes Equipped With General Electric Model CF6–80C2 PMC and CF6–80C2 FADEC Engines, and Pratt & Whitney Model PW4000 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 747–200, –300, and –400 series airplanes, that currently requires inspection of each fuel feed line of the outboard engine in the engine strut to determine if interference with an adjacent pneumatic duct clamp has caused damage, and repair or replacement of the fuel feed tube, if necessary. That AD also currently requires inspection and replacement of the adjacent pneumatic duct clamp with a non-rotating type clamp, if necessary. This amendment requires modification of the upper gap area of the strut of the number 1 and 4 engines. This amendment is prompted by a report of fuel leakage in the strut of the number 4 engine due to a high profile clamp that chafed the fuel line. The actions specified by this AD are intended to prevent chafing of the fuel line in the strut of the number 1 and 4

engines, which could result in rupture of the fuel line and subsequent in-flight engine fire.

DATES: Effective June 26, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 26, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Kenneth W. Frey, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2673; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91–05–19, amendment 39–6918 (56 FR 8705, March 1, 1991), which is applicable to certain Boeing Model 747–200, –300, and –400 series airplanes, was published in the Federal Register on January 29, 1996 (61 FR 2730). The action proposed to supersede AD 91–05–19 to require modification of the upper gap area of the strut of the number 1 and 4 engines.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

Both commenters support the proposed rule.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 363 Boeing Model 747–200, –300, –400 series airplanes equipped with General Electric Model CF6–80C2 PMC and CF6–80C2 FADEC engines, and Pratt & Whitney Model PW4000 engines of the affected design in the worldwide fleet. The FAA estimates that 39 airplanes of U.S. registry will be affected by this AD.

The actions that are required by this AD will take approximately 6 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact on U.S. operators of the new requirements of this AD is estimated to be $14,040, or $360 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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 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, Incorporation by reference, 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 removing amendment 39–6918 (56 FR 8705, March 1, 1991), and by adding a new airworthiness directive (AD), amendment 39–9628, to read as follows:

96–11–03 Boeing: Amendment 39–9628. Docket 95–NM–162–AD. Supersedes AD 91–05–19, Amendment 39–6918.

Applicability: Model 747–200, –300, and –400 series airplanes having line positions 679 through 1041 inclusive; equipped with General Electric Model CF6–80C2 PMC and CF6–80C2 FADEC, and Pratt & Whitney Model PW4000 engines; 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 (b) 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 chafing of the fuel line in the strut of the number 1 and 4 engines, which could result in rupture of the fuel line and subsequent in-flight engine fire, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the upper gap area of the strut of the number 1 and 4 engines, in accordance with Boeing Service Bulletin 747–36A2097, Revision 3, dated September 28, 1995.

(b) 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.

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

(d) The modification shall be done in accordance with Boeing Service Bulletin 747–36A2097, Revision 3, dated September 28, 1995. 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 Boeing Commercial Airplane Group,

P.O. Box 3707, Seattle, Washington 98124–2207. 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.

(e) This amendment becomes effective on June 26, 1996.

Issued in Renton, Washington, on May 14, 1996.

S.R. Miller,

Acting Manager,Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–12599 Filed 5–21–96; 8:45 am]

BILLING CODE 4910–13–U

FEDERAL TRADE COMMISSION

16 CFR Part 405

Trade Regulation Rule on Misbranding and Deception as to Leather Content of Waist Belts

AGENCY: Federal Trade Commission.

ACTION: Final rule.

SUMMARY: The Federal Trade Commission announces the removal of the Trade Regulation Rule concerning Misbranding and Deception as to Leather Content of Waist Belts (Leather Belt Rule or Rule), 16 CFR Part 405. The Commission has reviewed the rulemaking record and determined that the Leather Belt Rule is no longer necessary. The proposed Guides for Select Leather and Imitation Leather Products will cover belts and the benefits of the Rule are retained through the inclusion of belts in the proposed Guides. Repealing the Leather Belt Rule eliminates unnecessary duplication. Further, if necessary, the Commission can address misrepresentations involving leather belts on a case-by-case basis, administratively under Section 5 of the Federal Trade Commission Act (FTC Act), 15 U.S.C. 45, or through enforcement actions under Section 13(b), 15 U.S.C. 53(b), in federal district court. Such actions can provide additional guidance to industry members on what practices are unfair or deceptive.

EFFECTIVE DATE: May 22, 1996.

ADDRESSES: Requests for copies of the Statement of Basis and Purpose should be sent to the FTC's Public Reference Branch, Room 130, 6th Street and Pennsylvania Avenue, N.W., Washington, D.C. 20580; (202) 326–2222; TTY for the hearing impaired (202) 326–2502.

FOR FURTHER INFORMATION CONTACT: Lemuel Dowdy or Edwin Rodriguez, Attorneys, Federal Trade Commission, Division of Enforcement, Bureau of Consumer Protection, Sixth Street and Pennsylvania Avenue, NW, Washington, DC 20580, (202) 326–2981 or (202) 326–3147.

SUPPLEMENTARY INFORMATION:

Statement of Basis and Purpose

I. Background

The Trade Regulation Rule concerning Misbranding and Deception as to Leather Content of Waist Belts, 16 CFR Part 405, was promulgated on June 27, 1964, to remedy deceptive practices involving misrepresentations about the leather content of waist belts that are not offered for sale as part of a garment. The Rule prohibits representations that belts are made from the hide or skin of an animal when such is not the case, or that belts are made of a specified animal hide or skin when such is not the case. In addition, the Rule requires that belts made of split leather, and ground, pulverized or shredded leather bear a label or tag disclosing the kind of leather of which the belt is composed. The Rule also requires that non-leather belts having the appearance of leather bear a tag or label disclosing their composition or disclosing that they are not leather.

As part of its continuing review of its trade regulation rules to determine their current effectiveness and impact, the Commission published a Federal Register notice on March 27, 1995, 60 FR 15725, asking questions about the benefits and burdens of the Rule to consumers and industry. On the same date, the Commission published a Federal Register notice, 60 FR 15724, soliciting comment on its Industry Guides for luggage, shoes, and ladies' handbags.[1] After reviewing the comments received in response to these two notices, on September 18, 1995, the Commission published an Advance Notice of Proposed Rulemaking (ANPR) seeking comment on its proposal to repeal the Leather Belt Rule, 60 FR 48070. On the same day, the Commission published two other notices, one announcing the rescission of the three separate guides for luggage, shoes, and handbags, 60 FR 48027, and the second seeking comment on one set of proposed, consolidated guidelines, entitled the Guides for Select Leather and Imitation Leather Products, 60 FR 48056. The ANPR proposing the repeal of the Rule stated that, because the proposed Guides would cover belts, the Commission had tentatively determined that a separate Leather Belt Rule was no longer necessary.

The Commission received two comments in response to the ANPR.[2] One of these comments supported retention of the existing Leather Belt Rule because the commenter believed that rescission of the Rule may decrease the accuracy of the labeling of waist belts.[3] The other comment supported consolidating the Rule into one set of guidelines governing disclosures of the content of leather products.[4]

After reviewing the comments submitted, on March 5, 1996, the Commission published a Notice of Proposed Rulemaking (NPR), 61 FR 8499, initiating a rulemaking proceeding to consider whether the Leather Belt Rule should be repealed or remain in effect. The Commission stated it would hold a public hearing for the presentation of testimony, if there was interest. No one requested that the Commission hold a hearing. In response to the NPR, the Commission received one comment, which expressed no objection to the repeal of the Leather Belt Rule.[5]

II. Basis for Repeal of Rule

The Commission has decided to repeal the Leather Belt Rule for the reasons discussed in the NPR. In sum, the Commission has determined that the benefits of the Rule are retained through the inclusion of belts in the proposed Guides for Select Leather and Imitation Leather Products. While repealing the Rule would eliminate the Commission's ability to obtain civil penalties for any future misrepresentations of the leather content of belts, the Commission has determined that this action would not seriously jeopardize the Commission's ability to act effectively to prevent the mislabeling of leather belts. Any significant problems that might arise could be addressed on a case-by-case basis, administratively under Section 5 of the FTC Act, 15 U.S.C. 45, or through enforcement actions under Section 13(b), 15 U.S.C. 53(b), in federal district court. Prosecuting serious or knowing misrepresentations in district court allows the Commission to seek injunctive relief as well as equitable

[1] See Guides for the Luggage and Related Products Industry, 16 CFR Part 24; Guides for Shoe Content Labeling and Advertising, 16 CFR Part 231; and Guides for the Ladies' Handbag Industry, 16 CFR Part 247.

[2] The comments were submitted by Larry E. Gundersen (1), a consumer, and Humphreys Inc. (2), a manufacturer of leather belts.

[3] Gundersen (1).

[4] Humphreys Inc. (2).

[5] This comment was submitted by Luggage and Leather Goods Manufacturers of America, Inc. (LLGMA). The comment also expressed no objection to the inclusion of belts in the Guides for Select Leather and Imitation Leather Products and stated that LLGMA would publish the Guides in its magazine when they are adopted.