

Morse code at no less than the prescribed speed for a minimum of five minutes. The message must contain each required telegraphy character at least once. No message known to the examinee may be administered in a telegraphy examination. Each five letters of the alphabet must be counted as one word or one code group. Each numeral, punctuation mark, and prosign must be counted as two letters of the alphabet. The COLEM may obtain the telegraphy message from a supplier or other COLEM.

§ 13.209 Examination procedures.

(a) Each examination for a commercial radio operator license must be administered at a location and a time specified by the COLEM. The COLEM is responsible for the proper conduct and necessary supervision of each examination. The COLEM must immediately terminate the examination upon failure of the examinee to comply with its instructions.

(b) Each examinee, when taking an examination for a commercial radio operator license, shall comply with the instructions of the COLEM.

(c) No examination that has been compromised shall be administered to any examinee. Neither the same telegraphy message nor the same question set may be re-administered to the same examinee.

(d) Passing a telegraphy examination.

(1) To pass a receiving telegraphy examination, an examinee is required to receive correctly the message by ear, for a period of 1 minute without error at the rate of speed specified in § 13.203 for the class of license sought.

(2) To pass a sending telegraphy examination, an examinee is required to send correctly for a period of 1 minute at the rate of speed prescribed in § 13.203(b) for the class of license sought.

(e) Passing a telegraphy receiving examination is adequate proof of an examinee's ability to both send and receive telegraphy. The COLEM, however, may also include a sending segment in a telegraphy examination.

(f) The COLEM is responsible for determining the correctness of the examinee's answers. When the examinee does not score a passing grade on an examination element, the COLEM must inform the examinee of the grade.

(g) When the examinee is credited for all examination elements required for the commercial operator license sought, the examinee may apply to the FCC for the license.

(h) No applicant who is eligible to apply for any commercial radio operator license shall, by reason of any physical

handicap, be denied the privilege of applying and being permitted to attempt to prove his or her qualifications (by examination if examination is required) for such commercial radio operator license in accordance with procedures established by the COLEM.

(i) The COLEM must accommodate an examinee whose physical disabilities require a special examination procedure. The COLEM may require a physician's certification indicating the nature of the disability before determining which, if any, special procedures are appropriate to use. In the case of a blind examinee, the examination questions may be read aloud and the examinee may answer orally. A blind examinee wishing to use this procedure must make arrangements with the COLEM prior to the date the examination is desired.

(j) The FCC may:

(1) Administer any examination element itself.

(2) Readminister any examination element previously administered by a COLEM, either itself or by designating another COLEM to readminister the examination element.

(3) Cancel the commercial operator license(s) of any licensee who fails to appear for re-administration of an examination when directed by the FCC, or who fails any required element that is re-administered. In case of such cancellation, the person will be issued an operator license consistent with completed examination elements that have not been invalidated by not appearing for, or by failing, the examination upon re-administration.

§ 13.211 Commercial radio operator license examination.

(a) Each session where an examination for a commercial radio operator license is administered must be managed by a COLEM or the FCC.

(b) Each examination for a commercial radio operator license must be administered as determined by the COLEM.

(c) The COLEM may limit the number of candidates at any examination.

(d) The COLEM may prohibit from the examination area items the COLEM determines could compromise the integrity of an examination or distract examinees.

(e) Within 10 days of completion of the examination element(s), the COLEM must provide the results of the examination to the examinee and the COLEM must issue a PPC to an examinee who scores a passing grade on an examination element.

(f) A PPC is valid for 365 days from the date it is issued.

§ 13.213 COLEM qualifications.

No entity may serve as a COLEM unless it has entered into a written agreement with the FCC. In order to be eligible to be a COLEM, the entity must:

(a) Agree to abide by the terms of the agreement;

(b) Be capable of serving as a COLEM;

(c) Agree to coordinate examinations for one or more types of commercial radio operator licenses and/or endorsements;

(d) Agree to assure that, for any examination, every examinee eligible under these rules is registered without regard to race, sex, religion, national origin or membership (or lack thereof) in any organization;

(e) Agree to make any examination records available to the FCC, upon request.

(f) Agree not to administer an examination to an employee, relative, or relative of an employee.

§ 13.215 Question pools.

The question pool for each written examination element will be composed of questions acceptable to the FCC. Each question pool must contain at least 5 times the number of questions required for a single examination. The FCC will issue public announcements detailing the questions in the pool for each element. COLEMs must use only the most recent question pool made available to the public when preparing a question set for a written examination element.

§ 13.217 Records.

Each COLEM recovering fees from examinees must maintain records of expenses and revenues, frequency of examinations administered, and examination pass rates. Records must cover the period from January 1 to December 31 of the preceding year and must be submitted as directed by the Commission. Each COLEM must retain records for 1 year and the records must be made available to the FCC upon request.

[FR Doc. 93-3895 Filed 2-18-93; 8:45 am]

BILLING CODE 6712-01-M

47 CFR Part 1

[FCC 93-56]

Telecommunications Authorization Act of 1992

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: By this action, the Commission amends the Schedule of

Charges to establish a separate section governing fees for the processing of applications related to Low-Earth Orbit Satellite Systems and to modify the fee for the inspection of vessels under the Great Lakes Agreement. These amendments are necessary to bring the Commission's rules into statutory compliance with the Telecommunications Authorization Act of 1992.

EFFECTIVE DATE: February 19, 1993.

FOR FURTHER INFORMATION CONTACT: Thomas Holleran, Office of Managing Director, Federal Communications Commission, (202) 632-5316.

Accordingly, it is ordered, that the Schedule of Charges, 47 CFR 1.1102 et seq., is amended as set forth below.

List of Subjects in 47 CFR Part 1

Administrative practice and procedure.
Federal Communications Commission.
Donna R. Searcy,
Secretary.

Rule Changes

Part 1 of title 47 of the U.S. Code of Federal Regulations is amended to read as follows:

PART 1—PRACTICE AND PROCEDURE

1. The authority citation for part 1 continues to read as follows:

Authority: Secs. 4, 303, 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303; Implement. 5 U.S.C. 552, unless otherwise noted.

2. Section 1.1103 is amended by revising number 16a to read as follows:

§ 1.1103 Schedule of Charges for equipment authorization, experimental radio services, international telecommunications settlements, radio operator examinations, and ship inspections.

* * * * *

Action	FCC form No.	Fee amount	Fee type code	Address
16. Great Lakes Agreement: a. Inspection	FCC 801, FCC 155 ..	75.00	FDS	Federal Communications Commission, P.O. Box 358110, Pittsburgh, PA 15251-5110.

* * * * *

3. Section 1.1105 is amended by adding number 22 to read as follows:

§ 1.1105 Schedule of Charges for common carrier services.

* * * * *

Action	FCC form No.	Fee amount	Fee type code	Address
22. Low-Earth Orbit Satellite Systems: a. Application for Authority to Construct (per system of technologically identical satellites).	Written Request & FCC 155.	6,000.00	CZW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.
b. Application for Authority to Launch and Operate (per system of technologically identical satellites).	Written Request & FCC 155.	210,000.00	CLW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.
c. Assignment or Transfer (per request)	Written Request & FCC 155.	6,000.00	CZW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.
d. Modification (per request)	Written Request & FCC 155.	15,000.00	CQW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.
e. Special Temporary Authority or Waiver of Prior Construction Authorization (per request).	Written Request & FCC 155.	1,500.00	CXW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.
f. Amendment of Application (per request)	Written Request & FCC 155.	3,000.00	CAW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.
g. Extension of Construction Permit/Launch Authorization (per request).	Written Request & FCC 155.	1,500.00	CXW	Federal Communications Commission, Common Carrier Dom. Earth Stations, P.O. Box 358160, Pittsburgh, PA 15251-5160.

[FR Doc. 93-3369; Filed 2-18-93; 8:45 am]

BILLING CODE 6712-01-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 675

[Docket No. 921185-3021]

Groundfish of the Bering Sea and Aleutian Islands Area

AGENCY: National Marine Fisheries Service (NMFS), NOAA, Commerce.

ACTION: Closure.

SUMMARY: NMFS is closing the directed fishery for aggregate species in the rock sole/"other flatfish" fishery category by vessels using trawl gear in Bycatch Limitation Zone 1 (Zone 1) of the Bering Sea and Aleutian Islands management area (BSAI). This action is necessary to prevent exceeding the prohibited species bycatch allowance of red king crab to the trawl rock sole/"other flatfish" fishery category in Zone 1.

EFFECTIVE DATES: Effective 12 noon, Alaska local time (A.L.T.), February 16,

1993, through 12 midnight, A.l.t., December 31, 1993.

FOR FURTHER INFORMATION CONTACT: Martin Loefflad, Resource Management Specialist, Fisheries Management Division, NMFS, 907-586-7228.

SUPPLEMENTARY INFORMATION: The groundfish fishery in the BSAI exclusive economic zone is managed by the Secretary of Commerce according to the Fishery Management Plan for the Groundfish Fishery of the BSAI (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson Fishery Conservation and Management Act. Fishing by U.S. vessels is governed by regulations implementing the FMP at 50 CFR parts 620 and 675.

The 1993 prohibited species bycatch allowance of red king crab in Zone 1 for the trawl rock sole/"other flatfish" fishery category, which is defined at

§ 675.21(b)(4)(ii)(B), was established as 80,000 crabs by the 1993 final specifications filed with the Office of the Federal Register and effective on February 11, 1993, to be published in the **Federal Register** on February 17, 1993.

The Director of the Alaska Region, NMFS, has determined, in accordance with § 675.21(c)(1)(i), that the prohibited species bycatch allowance of red king crab for the trawl rock sole/"other flatfish" fishery in Zone 1 has been reached. Therefore, NMFS is prohibiting directed fishing for aggregate species in the rock sole/"other flatfish" fishery category by vessels using trawl gear in Zone 1 of the BSAI from 12 noon, A.l.t., February 16, 1993, through 12 midnight, A.l.t., December 31, 1993.

Directed fishing standards for applicable gear types may be found in the regulations at § 675.20(h).

Classification

This action is taken under 50 CFR 675.20 and is in compliance with E.O. 12291.

List of Subjects in 50 CFR Part 675

Fisheries, Reporting and recordkeeping requirements.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: February 12, 1993.

David S. Crestin,

Acting Director, Office of Fisheries Conservation and Management, National Marine Fisheries Service.

[FR Doc. 93-3870 Filed 2-16-93; 12:34 pm]

BILLING CODE 3510-22-M

Proposed Rules

Federal Register

Vol. 58, No. 32

Friday, February 19, 1993

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

SMALL BUSINESS ADMINISTRATION

13 CFR Part 121

Small Business Size Standards; Fixed Size Standard Levels

AGENCY: Small Business Administration.

ACTION: Proposed rule; withdrawal.

SUMMARY: On December 31, 1992, the Small Business Administration (SBA) proposed to revise its size standards regulations by reducing the number of fixed size standard levels to nine (57 FR 62515). SBA is hereby withdrawing this proposal so that the entire issue of the development of revised size standards may be given further consideration.

FOR FURTHER INFORMATION CONTACT: Ajay K. Sinha, Size Standards Staff at (202) 205-6618.

SUPPLEMENTARY INFORMATION: On December 31, 1992, at 57 FR 62515, SBA published a Notice of Proposed Rulemaking (Notice) which proposed to revise SBA's size standards by reducing the number of fixed size standard levels to nine. This was to be achieved by retaining the five existing employee-based levels and establishing four new receipts-based levels.

By this Notice, SBA is withdrawing that publication in order to further review the issue of changes in its size standards. It is expected that publication of proposed rules which are needed to accomplish such changes will be made after that review is complete.

Dated: February 9, 1993.

Dayton J. Watkins,

Acting Administrator.

[FR Doc. 93-3854 Filed 2-18-93; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 92-NM-238-AD]

Airworthiness Directives; Boeing Model 737-200C Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Model 737-200C series airplanes. This proposal would require a one-time external detailed visual inspection to detect cracks of the fuselage skin in the lower lobe cargo compartment; repetitive internal detailed visual inspections to detect cracks of the frames in the lower lobe cargo compartment; and repair of cracked parts. This proposal is prompted by reports of cracking in the body frames between Body Stations 360 to 500B and between stringers 19 left and 25 left. The actions specified by the proposed AD are intended to prevent a cargo door from opening while the airplane is in flight, which could result in rapid decompression of the airplane.

DATES: Comments must be received by April 14, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 92-NM-238-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 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: Thomas Rodriguez, Aerospace Engineer, Seattle Aircraft Certification Office, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, 1601

Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2779; 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 92-NM-238-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. 92-NM-238-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion:

The manufacturer has reported that several operators of Boeing Model 737-200C series airplanes have recently discovered cracks on eight airplanes. The cracks were located in the body frames between Body Stations 360 to 500B and between stringers 19 left and 24 left, just below the main cargo door. One airplane had cracks in eight out of ten frames; the fail-safe chords on this airplane were also cracked at Bod

Stations 400, 420 and 460. The affected airplanes had accumulated between 31,400 and 63,900 flight cycles and between 29,500 and 59,500 flight hours. The cracks are believed to have been caused by fatigue and damage from cargo handling. Fatigue cracking in this area could result in severed frames, fuselage skin damage, and loss of structural integrity of the remaining structure. This condition, if not corrected, could lead to a cargo door opening while the airplane is in flight, resulting in rapid decompression of the airplane.

The FAA has reviewed and approved Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991, that describes procedures for a one-time external detailed visual inspection to detect cracks of the fuselage skin between stringers 19 left and 25 left and at Body Stations 360 to 540; and a one-time internal detailed visual inspection to detect cracks of the frames between stringers 19 left and 25 left and at Body Stations 360 to 500B, in the lower lobe cargo compartment.

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 require a one-time external detailed visual inspection to detect cracks of the fuselage skin between stringers 19 left and 25 left and at Body Stations 360 to 540. The proposed AD would also require repetitive internal detailed visual inspections to detect cracks of the frames between stringers 19 left and 25 left and at Body Stations 360 to 500B, in the lower lobe cargo compartment. The inspection procedures would be required to be accomplished in accordance with the service bulletin described previously. The repair of cracked parts would be required to be accomplished either in accordance with the Boeing 737 Structural Repair Manual or in accordance with a method approved by the FAA, depending upon the size of the crack.

Operators should note that the proposed requirement for repetitive internal detailed visual inspections differs from the recommendations of the related service bulletin, which recommends only a one-time inspection. In consideration of the circumstances and all available information related to the findings described above, and based on the nature and location of the subject cracking, the FAA has determined that repetitive internal detailed visual inspections are necessary to ensure the continued operational safety of these airplanes.

There are approximately 100 Model 737 series 200C airplanes of the affected design in the worldwide fleet. The FAA estimates that 18 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 12 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$55 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$11,880, or \$660 per airplane. This total cost figure assumes that no operator has yet accomplished the proposed requirements of this AD action.

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 "major rule" under Executive Order 12291; (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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

Boeing: Docket 92-NM-238-AD.

Applicability: All Model 737-200C series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a cargo door from opening in flight, resulting in rapid decompression of the airplane, accomplish the following:

(a) Prior to the accumulation of 29,000 flight cycles or within 250 flight cycles after the effective date of this AD, whichever occurs later, accomplish a one-time external detailed visual inspection to detect cracks of the fuselage skin between stringers 19 left and 25 left and at Body Stations 360 to 540, in accordance with Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991. If any crack is found, prior to further flight, accomplish the requirements of paragraph (a)(1) and (a)(2) of this AD:

(1) Perform an internal detailed visual inspection to detect cracks of the frames between stringer 19 left and 25 left and Body Stations 360 to 500B, in accordance with the service bulletin.

(2) Repair all cracks in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(b) Within 3,000 flight cycles after completing the requirements of paragraph (a) of this AD, unless accomplished within the last 6,000 flight cycles prior to the effective date of this AD, perform an internal detailed visual inspection to detect cracks of the frames between stringers 19 left and 25 left and at Body Stations 360 to 500B in accordance with Boeing Alert Service Bulletin 737-53A1160, dated October 24, 1991. Thereafter, repeat the internal detailed visual inspection at intervals not to exceed 9,000 flight cycles. If any crack is found, prior to further flight, accomplish the requirements of paragraph (b)(1) or (b)(2) of this AD, as applicable:

(1) If any crack is found that does not exceed the limits specified in the Boeing 737 Structural Repair Manual (SRM), repair the crack in accordance with the Boeing 737 SRM.

(2) If any crack is found that exceeds the limits specified in the Boeing 737 SRM, repair the crack in accordance with a method approved by the Manager, Seattle ACO, FAA, Transport Airplane Directorate.

(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, Seattle 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: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) Special flight permits may be issued in accordance with FAR 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 February 12, 1993.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 93-3875 Filed 2-18-93; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 92-NM-246-AD]

Airworthiness Directives; McDonnell Douglas Model DC-9 and DC-9-80 Series Airplanes, and Model C-9 (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-9 and DC-9-80 series airplanes, and Model C-9 (military) airplanes. This proposal would require installing a water drain system in the slant pressure panel. This proposal is prompted by several reports of water runoff from the slant pressure panel which froze on the control assemblies. The actions specified by the proposed AD are intended to prevent freezing of water on the control cables, which could restrict the movement of the cables and result in reduced controllability of the airplane.

DATES: Comments must be received by April 14, 1993.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 92-NM-246-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90846-1771, Attention: Business Unit Manager, Technical Publications—Technical Administrative Support, C1-15B. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office (ACO), 3229 East Spring Street, Long Beach, California.

FOR FURTHER INFORMATION CONTACT: Ms. Dorenda Baker, Aerospace Engineer, Los Angeles Aircraft Certification Office, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5231; fax (310) 988-5210.

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 92-NM-246-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. 92-NM-246-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

Recently, a McDonnell Douglas Model DC-9-32 series airplane experienced "frozen" aileron controls while in flight. Attempts to free the controls during flight were unsuccessful. Results of an inspection of the airplane after landing disclosed a large accretion of ice on the aileron and wing spoiler control cables located in the left main landing gear wheel well. The ice restricted movement of the aileron and speed brake cables, effectively disabling these controls. The ice was attributed to the

freezing of water, which had pooled forward of the slant pressure panel and was blown onto the cables when the airplane was pressurized.

In addition, three operators of McDonnell Douglas Model DC-9 series airplanes have reported several instances of water runoff from the slant pressure panels in the left and right main landing gear wheel wells, which subsequently froze on the lateral control mixer and control cable assemblies.

Freezing of water on the control cables could restrict the movement of the cables and result in reduced controllability of the airplane.

The FAA has reviewed and approved McDonnell Douglas DC-9 Service Bulletin 53-179, dated January 18, 1985, as amended by Service Bulletin Change Notification 53-179 CN1, dated February 28, 1985, and Service Bulletin Change Notification 53-179 CN2, dated May 30, 1985, that describe procedures for installation of a water drain system in the slant pressure panels in the left and right main landing gear wheel wells. Installing a water drain system will allow water trapped forward of the panels to be drained overboard.

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 require installing a water drain system in the slant pressure panel. The actions would be required to be accomplished in accordance with the service bulletin and change notifications described previously.

There are approximately 1,109 McDonnell Douglas Model DC-9 and DC-9-80 series airplanes, and Model C-9 (military) airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,071 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 14 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$55 per work hour. Required parts would cost approximately \$680 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,552,950, or \$1,450 per airplane. This total cost figure assumes that no operator has yet accomplished the proposed requirements of this AD action.

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 "major rule" under Executive Order 12291; (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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

McDonnell Douglas: Docket 92-NM-246-AD.

Applicability: Model DC-9-10, -20, -30, -40, and -50 series airplanes, Model DC-9-81 and -82 series airplanes, and Model C-9 (Military) airplanes; as listed in McDonnell Douglas DC-9 Service Bulletin 53-179, dated January 18, 1985, as amended by Service Bulletin Change Notification 53-179 CN1, dated February 28, 1985, and Service Bulletin Change Notification 53-179 CN2, dated May 30, 1985; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent freezing of water on the control cables, which could restrict the movement of the cables and result in reduced controllability of the airplane, accomplish the following:

(a) Within 12 months after the effective date of this AD, install a water drain system in the slant pressure panel in accordance with McDonnell Douglas DC-9 Service

Bulletin 53-179, dated January 18, 1985, as amended by Service Bulletin Change Notification 53-179 CN1, dated February 28, 1985, and Service Bulletin Change Notification 53-179 CN2, dated May 30, 1985.

(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: 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 FAR 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 February 12, 1993.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 93-3876 Filed 2-18-93; 8:45 am]

BILLING CODE 4910-13-V

14 CFR Part 71

[Airspace Docket No. 92-AEA-7]

Proposed Alteration of VOR Federal Airway V-106

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws the Notice of Proposed Rulemaking (NPRM), Airspace Docket No. 92-AEA-7, which was published in the Federal Register on August 19, 1992 (57 FR 37489). The NPRM proposed to alter VOR Federal Airway V-106 by extending that airway from the Johnstown, PA, VHF Omnidirectional Range/Tactical Air Navigation (VORTAC) to the Morgantown, WV, VORTAC. The FAA proposed to extend V-106 in support of a new arrival route to serve the Pittsburgh, PA, terminal area. The FAA has determined that this action is not necessary and withdrawing the proposal at this time is warranted. This action will provide an opportunity to reexamine the operations in the Pittsburgh, PA, terminal area.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800

Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION: On August 19, 1992, a Notice of Proposed Rulemaking was published in the Federal Register to amend 14 CFR part 71 of the Federal Aviation Regulations to alter V-106 by extending the airway from the Johnstown, PA, VORTAC to the Morgantown WV, VORTAC (57 FR 37489). This action was proposed to allow for a new arrival route in the Pittsburgh, PA, terminal area. No comments were received on the proposed amendment.

The FAA has decided to withdraw the proposal at this time to provide an opportunity to reexamine the operations in the Pittsburgh, PA, terminal area. This proposal was initiated in support of the new arrival route to serve the Pittsburgh, PA, terminal area. The FAA has determined that relocating an existing holding fix in lieu of this proposed action would better meet the needs of the airspace users.

List of Subjects in 14 CFR Part 71

Aviation safety, Domestic VOR Federal airways, Incorporation by reference.

The Withdrawal

In consideration of the foregoing, the Notice of Proposed Rulemaking, Airspace Docket No. 92-AEA-7, as published in the Federal Register on August 19, 1992 (57 FR 37489), is hereby withdrawn.

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

Issued in Washington, DC, on February 10, 1993.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 93-3956 Filed 2-18-93; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Fiscal Service

31 CFR Part 357

[Department of the Treasury Circular, Public Debt Series, No. 2-86]

Regulations Governing Book-Entry Treasury Bonds, Notes, and Bills

AGENCY: Fiscal Service, Treasury.

ACTION: Proposed rule; extension of comment period.