

meet the very small business size standard defined in § 121.413.

(b) If there are not two or more very small business concerns eligible to compete on a specific procurement, then the very small business program will not apply to that contract.

(c) This pilot program will be implemented in the following SBA districts: Albuquerque, NM; Los Angeles, CA; Boston, MA; Louisville, KY; Columbus, OH; New Orleans, LA; Detroit, MI; Philadelphia, PA; El Paso, TX; Santa Ana, CA. Only very small businesses whose headquarters are located within the geographical area serviced by a designated SBA district office where the procurement is offered are eligible for award of a contract under this pilot program.

(d) This pilot program terminates on September 30, 1998.

Dated: January 14, 1997.

Philip Lader,
Administrator.

[FR Doc. 97-1308 Filed 1-17-97; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-239-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-100, -200, and -300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain Boeing Model 747-100, -200, and -300 series airplanes, that would have required the replacement of certain switches located behind the cabin attendant's panel at door 4 right, with new improved switches. That proposal was prompted by reports indicating that fires have occurred on some airplanes due to the internal failure of some of these switches. This action revises the proposed rule by adding a requirement to replace switches located at door 2 right. The actions specified by this proposed AD are intended to prevent the installation and use of switches that could short circuit when they fail, and consequently cause fire and smoke aboard the airplane.

DATES: Comments must be received by February 3, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-239-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: Forrest Keller, Senior Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2790; 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 96-NM-239-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. 96-NM-239-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Boeing Model 747-100, -200, and -300 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the Federal Register on November 29, 1996 (61 FR 60653). That NPRM would have required the replacement of switches S4 and/or S5, or switches S7 and S8 that are installed on the cabin attendant's panel at door 4 right, with new improved switches. That NPRM was prompted by reports indicating that fire and smoke have occurred on some airplanes due to the internal failure of some of these switches.

Actions Since Issuance of Previous Proposal

Since the issuance of that NPRM, the FAA has received a report of the failure of these same switches located at the cabin attendant panel located at door 2 right on at least two airplanes. Failure of the switches at this location presents the same unsafe condition addressed in the previous proposal.

Accordingly, the FAA has determined that, in addition to replacing these switches at the panel at door 4, operators must replace the switches at the panel at door 2, as well.

Requirements of the Revised Proposed Rule

This supplemental NPRM proposes to require removing switches S4 and/or S5, or switches S7 and S8, that are currently installed on the cabin attendant's panel at door 4 right, and the equivalent switches at door 2 right, and replacing them with new improved switches.

The compliance time for accomplishing the replacement would be extended from the previously proposed 6 months to 10 months. The FAA finds that such an extension is appropriate in consideration of the increased number of work hours and required parts that would be necessary to accomplish the proposed actions.

These actions would be required to be accomplished in accordance with the procedures described in Boeing Alert Service Bulletin 747-33A2252, dated August 1, 1996. Although those procedures address replacing only the switches located at door 4, they can be

used just as effectively for replacing the switches located at door 2.

Conclusion

Since this change expands the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

Cost Impact

There are approximately 648 Boeing Model 747-100, -200, and -300 series airplanes of the affected design in the worldwide fleet. Of this number, the FAA estimates that 167 airplanes are of U.S. registry and would be affected by this proposed AD.

The proposed replacement of the switches would take approximately 5 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,112. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$235,804, or \$1,412 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

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

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Boeing: Docket 96-NM-239-AD.

Applicability: Model 747-100, -200, and -300 series airplanes; as listed in Boeing Alert Service Bulletin 747-33A2252, dated August 1, 1996; 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 (c) 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 the installation and use of switches in the cabin attendant's panel that could short circuit when they fail, and consequently cause fire and smoke aboard the airplane, accomplish the following:

(a) Within 10 months after the effective date of this AD, remove switches S4 and/or S5, or switches S7 and S8, that are installed in the cabin attendant's panel at door 4 right, and the equivalent switches at door 2 right, and replace them with new switches in accordance with the procedures specified in Boeing Alert Service Bulletin 747-33A2252, dated August 1, 1996.

(b) As of the effective date of this AD, no person shall install at door 2 right or at door 4 right of any airplane an attendant's panel having switch part numbers identified in the "Old Switch" column of any table contained in Boeing Alert Service Bulletin 747-33A2252, dated August 1, 1996.

(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 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.

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on January 13, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-1293 Filed 1-17-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-105-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 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 certain Airbus Model A320 series airplanes. This proposal would require modification of an area on the front spar of the wing center section by installing shims and new fasteners to reinforce pressure floor fittings. This proposal is prompted by a report from the manufacturer indicating that full-scale fatigue testing on the test model revealed fatigue cracking in this area. The actions specified by the proposed AD are intended to prevent fatigue cracking in this area, which can reduce the structural integrity of fuselage frame 36 and the wing center section.

DATES: Comments must be received by February 21, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-105-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