

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 removing Amendment 39-8975 (59 FR 37155, July 21, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Bell Helicopter Textron, Inc. (BHTI): Docket No. 94-SW-25AD. Supersedes AD 94-15-04, Amendment 39-8975.

Applicability: Model 214ST helicopter with main rotor mast (mast), part number (P/N) 214-040-090-109 or P/N 214-040-090-121, installed, 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 (e) 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.

Compliance: Required within 25 hours time-in-service (TIS) after the effective date of this AD, unless accomplished previously.

To prevent fatigue failure of the mast, which could result in failure of the main rotor system and subsequent loss of control of the helicopter, accomplish the following:

(a) Create a component history card or an equivalent record for the affected mast.

(b) Determine and record the accumulated Retirement Index Number (RIN) to date on the mast as follows:

(1) For operators with mast, P/N 214-040-090-109, multiply the takeoffs and external load lifts (high-power events) total to date by 2.8 (round up the result to the next whole number).

(2) For operators with mast, P/N 214-040-090-121, multiply the factored flight hour

total to date by 14 (round up the result to the next whole number).

(3) Record on the component history card the accumulated RIN.

Note 2: BHTI Alert Service Bulletin (ASB) No. 214ST-94-67, dated November 7, 1994, pertains to this subject.

(c) After complying with paragraphs (a) and (b) of this AD, during each operation thereafter, maintain a count of the number and type of external load lifts and the number of takeoffs performed, and at the end of each day's operations, increase the accumulated RIN on the component history card as follows:

(1) Increase the RIN by 2 for each takeoff.

(2) Increase the RIN by 2 for each external load lift operation; or, increase the RIN by 4 for each external load lift operation in which the load is picked up at a higher elevation and released at a lower elevation, and the difference in elevation between the pickup point and the release point is 200 feet or greater.

(d) Remove the mast, P/N 214-040-090-109 or -121, from service on or before attaining an accumulated RIN of 140,000. The mast is no longer retired based upon flight hours. This AD revises the Airworthiness Limitations Section of the maintenance manual by establishing a new retirement life for the mast of 140,000 RIN.

(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, Rotorcraft Certification Office, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

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

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

Issued in Fort Worth, Texas, on November 5, 1996.

Eric Bries,

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

[FR Doc. 96-29104 Filed 11-13-96; 8:45 am]

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DEPARTMENT OF LABOR**Occupational Safety and Health Administration****29 CFR Part 1952****Supplement to California Plan; Extension of Comment Period**

AGENCY: Occupational Safety and Health Administration (OSHA), Department of Labor.

ACTION: Extension of comment period.

SUMMARY: On September 13, 1996, OSHA published a notice requesting comments on the California State standard on hazard communication, which incorporates Proposition 65, the Safe Drinking Water and Toxic Enforcement Act (61 FR 48443). OSHA requested that comments be filed by November 12, 1996. OSHA has received a number of requests for extension of the comment period. In response to these requests, OSHA is extending the comment period for two weeks, until November 26, 1996.

DATES: Written comments and requests for an informal hearing may be filed with the OSHA Docket Office by November 26, 1996.

ADDRESSES: Comments should be submitted in quadruplicate to Docket T-032, Docket Office, Room N-2625, U.S. Department of Labor, OSHA, 200 Constitution Avenue, N.W., Washington, DC 20210. Comments under 10 pages long may be sent by telefax to the Docket Office at 202-219-55046 but must be followed by a mailed submission in quadruplicate. Written submissions must clearly identify the issues which are addressed and the position taken with respect to each issue. The State will be given an opportunity to respond to the public comments. Interested persons may request an informal hearing concerning OSHA's consideration of the plan change. Such requests also must be received on or before November 26, 1996 and should be submitted in quadruplicate to the Docket Office, Docket T-032, at the address noted above.

FOR FURTHER INFORMATION CONTACT: Ann Cyr, Acting Director, Office of Information and Consumer Affairs, Occupational Safety and Health Administration, U.S. Department of Labor, Room N-3647, 200 Constitution Avenue, N.W., Washington, DC 20210. Telephone: (202) 219-8148.

SUPPLEMENTARY INFORMATION: States with approved occupational safety and health plans under section 18 of the Occupational Safety and Health Act of

1970 (29 U.S.C. 667) are required to enforce standards which are at least as effective as those promulgated and enforced by Federal OSHA. In addition, any standards which are applicable to products which are distributed or used in interstate commerce must be required by compelling local conditions and must not unduly burden interstate commerce. States may enforce their standards under authority of State law while they are under review by Federal OSHA.

OSHA is reviewing the California hazard communication standard, which incorporates the Safe Drinking Water and Toxic Enforcement Act. Public comment is being sought by OSHA on the following issues.

1. Whether the California standard and its enforcement are "at least as effective" as the corresponding Federal standard and enforcement.
2. Whether the California standard:
 - (a) Is applicable to products which are distributed or used in interstate commerce;
 - (b) If so, whether it is required by compelling local conditions; and
 - (c) Unduly burdens interstate commerce.

OSHA has received a number of requests for a 30 or 60 day extension of the original 60-day comment period. The Statement of Managers' in the 1997 Omnibus Spending Bill and Immigration Agreement directed OSHA " * * * to expedite its review and approval or rejection of California's hazard communication/proposition 65 standard, and to provide a report to the Appropriations Committees on this matter, by no later than January 1, 1997." In light of this Congressional direction, OSHA is granting the request for an extension, but for a more limited period of two additional weeks, until November 26, 1996.

Authority: Sec. 18, 84 Stat. 1608 (29 U.S.C. 667); 29 CFR part 1902, Secretary of Labor's Order No. 1-90 (55 FR 9033).

Signed this 8th day of November, 1996 in Washington, D.C.

Joseph A. Dear,

Assistant Secretary.

[FR Doc. 96-29288 Filed 11-13-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 187

46 CFR Part 67

[CGD 96-060]

Vessel Documentation: Combined Builder's Certification and Manufacturer's Certificate of Origin, Submission of Hull Identification Number (HIN) for Documentation of Recreational Vessels, and Issuance of Temporary Certificates of Documentation

AGENCY: Coast Guard, DOT.

ACTION: Notice of request for comments.

SUMMARY: The Coast Guard seeks information that may be useful in determining the benefits for the following: Combining the Builder's Certification and Manufacturer's Certificate of Origin; proposing to require submission of the Hull Identification Number for documentation of recreational vessels; and issuing temporary Certificates of Documentation. This information will be useful in evaluating alternative approaches, especially where these proposals will assist in law enforcement, preventing fraud, and increasing customer satisfaction.

DATES: Comments must be received on or before January 13, 1997.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 96-060), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this notice of request for comments. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m., and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: LTJG Michael Antonellis, National Maritime Center, U.S. Coast Guard, 4200 Wilson Blvd., Suite 510, Arlington, VA 22203-1804, telephone (703) 235-8447.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this request by submitting written data, views, or arguments. Persons submitting comments should include their names

and addresses, identify this inquiry (CGC 96-060) and the specific section of this document to which each comment or question applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped self-addressed postcards or envelopes. The Coast Guard will consider all comments received during the comment period.

Background and Purpose

In recent years, the Coast Guard has received numerous inquiries from its customers concerning various alternatives to help reduce the opportunity for fraud, to facilitate the documentation process and to allow vessel owners to operate while waiting for issuance of the permanent Certificate of Documentation (COD). The Coast Guard is considering the following three ideas to address some of the concerns: (1) Combining the Builder's Certification and the Manufacturer's Certificate of Origin; (2) publishing a notice of proposed rulemaking to require submission of the Hull Identification Number (HIN) for Documentation of Recreational Vessels; and (3) issuing temporary CODs.

Discussion

The Coast Guard seeks information that may be useful when it considers how to revise and/or implement procedures pertaining to the documentation of vessels. This information will be useful in evaluating alternative approaches to help deter fraud, increase the ability to track vessels for enforcement purposes, and improve customer satisfaction by allowing vessel owners to operate while waiting for issuance of the permanent COD. Any rulemaking that results from this notice would be considered part of the Coast Guard's ongoing review of its existing regulations under Section 610 of the Regulatory Flexibility Act of 1980 (5 U.S.C. 610)

The first idea for public comment is, combining the Builder's Certification (Form CG-1261) and the Manufacturer's Certificate of Origin (MCO) will reduce the opportunity for fraud. Form CG-1261 is required to provide build and title evidence for documentation. The MCO is required to title a vessel in a State. Each form collects slightly different information. Currently, most manufacturers will issue both forms for each vessel built, thus giving the purchaser the opportunity to either