

time change) is estimated to be \$4,800 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$87,480, or \$4,860 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: *Lockheed*: Docket 95-NM-248-AD.

Applicability: All Model 382 series airplanes, 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 loss of brake effectiveness during a high energy rejected takeoff (RTO), accomplish the following:

(a) Within 180 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) Inspect the main landing gear brakes having the brake part number listed below for wear, in accordance with Hercules Alert Service Bulletin A382-32-47, dated March 1, 1995. Any brake worn more than the maximum wear limit specified below must be replaced, prior to further flight, with a brake within that limit, in accordance with the alert service bulletin.

Brake manufacturer	Brake part number	Maximum wear limit (inches)
Hercules	9560685	0.359

(2) Incorporate into the FAA-approved maintenance inspection program the maximum brake wear limits specified in paragraph (a)(1) of this AD.

(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, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office (ACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

Issued in Renton, Washington, on July 30, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-19891 Filed 8-5-96; 8:45 am]
BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

Fiscal Service

31 CFR Part 344

[Department of the Treasury Circular, Public Debt Series No. 3-72]

Regulations Governing United States Treasury Certificates of Indebtedness, Treasury Notes, and Treasury Bonds—State and Local Government Series

AGENCY: Bureau of the Public Debt, Fiscal Service, Department of the Treasury.

ACTION: Proposed rule; correction.

SUMMARY: In the proposed rule, beginning on page 39227 in the issue of Friday, July 26, 1996, make the following correction:

On page 39228, in the first column, address section of the preamble, the Internet address of the Public Debt home page was incorrect. It should be changed to read: <http://www.ustreas.gov/treasury/bureaus/pubdebt/pubdebt.html>

Dated: July 31, 1996.

Van Zeck,
Deputy Commissioner.
[FR Doc. 96-19931 Filed 8-5-96; 8:45 am]
BILLING CODE 4810-39-M

DEPARTMENT OF DEFENSE

Office of the Secretary

32 CFR Part 202

RIN 0790-AG31

Restoration Advisory Boards (RABs)

AGENCY: Department of Defense, Office of the Assistant Deputy Under Secretary of Defense (Environmental Cleanup), DoD.

ACTION: Proposed rule.

SUMMARY: The Department of Defense (DoD) proposes and requests public comments on regulations regarding the characteristics, composition, funding, and establishment of Restoration Advisory Boards (RABs). DoD has proposed these regulations in response to section 324 of the National Defense