

instructions and replace before further flight. If MLG Rib 5 is not replaced in accordance with the instructions defined in Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007; repeat the applicable inspection in paragraph (g) of this AD at the time specified in the applicable paragraph.

(4) If any crack is detected during the ultrasonic inspection required by paragraph (g) of this AD, before further flight, accomplish the actions specified in paragraphs (g)(4)(i) or (g)(4)(ii) of this AD, as applicable.

(i) If any crack is not visible on MLG Rib 5: Before further flight, repair MLG Rib 5 using Repair Instruction R572-49121, Issue C, dated May 2007. After embodiment of Repair Instruction R572-49121, no further actions are required by this AD and Airbus Service Bulletin A310-57-2091, including Appendix 01, dated May 22, 2007, for that MLG Rib 5 only.

(ii) If any crack is visible on MLG Rib 5: Before further flight, contact Airbus for rib replacement instructions, and replace before further flight. If MLG Rib 5 is not replaced in accordance with the instructions defined in Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007, repeat the applicable inspection in paragraph (g) of this AD at the time specified. Accomplishing the replacement defined in Airbus Service Bulletin A310-57-2090 ends the repetitive inspections required by paragraph (g)(1) of this AD for that MLG Rib 5 only.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

Although the MCAI or service information allows flight with cracks on aft bearing forward lugs for a certain period of time, this AD requires replacing MLG Rib 5 before further flight if any crack is found.

Although the MCAI or service information specifies submitting an inspection report sheet to Airbus, this AD would not require that action.

Other FAA AD Provisions

(h) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority

(or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(i) Refer to MCAI EASA Airworthiness Directive 2007-0195, dated July 19, 2007, and Airbus Service Bulletins A310-57-2090, Revision 01, dated December 19, 2007, and A310-57-2091, including Appendix 01, dated May 22, 2007, for related information.

Issued in Renton, Washington, on March 27, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-7163 Filed 4-4-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2008-0407; Directorate Identifier 2008-NM-002-AD]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model 717-200 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain McDonnell Douglas Model 717-200 airplanes. This proposed AD would require inspecting the drive assembly of the aft elevator standby loop for interference between the clevis and bolt of the bellcrank assembly, correct orientation of the pull-pull cable clevis bolt, and excessive freeplay of the bellcrank assembly bearing, and corrective actions if necessary. This proposed AD would also require modifying the pull-pull cable clevis in the drive assembly of the aft elevator standby loop for certain airplanes. This proposed AD results from a report of an aborted takeoff due to a control column disconnect. We are proposing this AD to prevent binding of the bolt that connects the cable 264A clevis to the bellcrank assembly against the adjacent (upper) clevis of the pull-pull cable assembly. This binding condition could result in slow airplane rotation or a control column disconnect during takeoff and a

runway excursion if takeoff must be aborted.

DATES: We must receive comments on this proposed AD by May 22, 2008.

ADDRESSES: You may send comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024).

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>;

or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

David Rathfelder, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5229; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2008-0407; Directorate Identifier 2008-NM-002-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this

proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

Discussion

We received a report of an aborted takeoff due to a control column disconnect. A cable in the fuselage drive assembly of the aft elevator standby loop was in intermittent contact with the adjacent clevis. Investigation revealed that the bolt connecting the cable 264A clevis to the bellcrank assembly within the drive assembly of the aft elevator standby loop may bind against the adjacent upper clevis of the pull-pull cable assembly. Further investigation revealed that one of the bolts of the drive assembly of the aft elevator standby loop and pull-pull cable clevis might be installed "head up" adding to the potential binding condition. The "head up" installation is not in accordance with design requirements. In addition, the bellcrank bearing had excessive freeplay due to corrosion that contributed to the binding condition. This binding condition, if not corrected, could result in slow airplane rotation or a control column disconnect during takeoff and a runway excursion if takeoff must be aborted.

Relevant Service Information

We have reviewed Boeing Alert Service Bulletin 717-27A0039, dated December 6, 2007. The service bulletin describes procedures for a general visual inspection of the drive assembly of the aft elevator standby loop for interference between the clevis and bolt of the bellcrank assembly, correct orientation of the pull-pull cable clevis bolt, and excessive freeplay of the bellcrank assembly bearing, and corrective actions if necessary. The service bulletin also describes procedures for modifying the pull-pull cable clevis in the drive assembly of the aft elevator standby loop on certain airplanes. If any interference, incorrect orientation, or excessive freeplay is found, the corrective actions include rotating cable segment 264A, changing the bellcrank assembly bearing, and rotating the pull-pull cable clevis.

For Group 1, Configuration 1 and 2: The compliance time for performing the inspection is within 3,000 flight hours or 27 months after the service bulletin date, whichever occurs first. For Group 1, Configuration 1: The compliance time

for accomplishing the modification is within 27 months after the service bulletin date.

FAA's Determination and Requirements of This Proposed AD

We are proposing this AD because we evaluated all relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design. This proposed AD would require accomplishing the actions specified in the service information described previously.

Costs of Compliance

We estimate that this proposed AD would affect 123 airplanes of U.S. registry.

It would take about 1 work-hour per product to do the proposed inspection. The average labor rate is \$80 per work-hour. Based on these figures, we estimate the cost of this proposed AD to the U.S. operators to be \$9,840, or \$80 per product.

It would take about 4 work-hours per product to do the proposed modification. Required parts would cost about \$163 per product. Based on these figures, we estimate the cost of this proposed AD to the U.S. operators to be \$59,409, or \$483 per product.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

For the reasons discussed above, I certify 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. 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.

You can find our regulatory evaluation and the estimated costs of compliance in the AD Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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. The FAA amends § 39.13 by adding the following new AD:

McDonnell Douglas: Docket No. FAA-2008-0407; Directorate Identifier 2008-NM-002-AD.

Comments Due Date

- (a) We must receive comments by May 22, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to McDonnell Douglas Model 717-200 airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 717-27A0039, dated December 6, 2007.

Unsafe Condition

- (d) This AD results from a report of an aborted takeoff due to a control column disconnect. We are issuing this AD to prevent binding of the bolt that connects the cable 264A clevis to the bellcrank assembly against the adjacent (upper) clevis of the pull-pull cable assembly. This binding condition could result in slow airplane rotation or a control column disconnect during takeoff and a runway excursion if takeoff must be aborted.

Compliance

- (e) Comply with this AD within the compliance times specified, unless already done.

Inspection/Corrective Actions

(f) At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 717-27A0039, dated December 6, 2007; except, where the service bulletin specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD: Do the applicable actions specified in paragraphs (f)(1) and (f)(2) of this AD in accordance with the Accomplishment Instructions of the service bulletin.

(1) For all airplanes: Do a general visual inspection of the drive assembly of the aft elevator standby loop for interference between the clevis and bolt of the bellcrank assembly, correct orientation of the pull-pull cable clevis bolt, and excessive freeplay of the bellcrank assembly bearing. Do all applicable corrective actions before further flight.

(2) For airplanes identified in the service bulletin as Group 1, Configuration 1: Modify the pull-pull cable clevis in the drive assembly of the aft elevator standby loop.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, ATTN: David Rathfelder, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5229; fax (562) 627-5210; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Issued in Renton, Washington, on March 28, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-7183 Filed 4-4-08; 8:45 am]

BILLING CODE 4910-13-P

FEDERAL TRADE COMMISSION**16 CFR Part 303****Rules and Regulations Under the Textile Fiber Products Identification Act**

AGENCY: Federal Trade Commission.

ACTION: Reopening of comment period.

SUMMARY: The Federal Trade Commission (“Commission” or “FTC”), pursuant to a Petition filed by Mohawk Industries, Inc. (“Mohawk”), E. I. du Pont de Nemours and Company

(“DuPont”), and PTT Poly Canada (“PTT Canada”) (hereinafter “Petitioners”), solicited comments on whether the Commission should: amend Rule 7(c) of the Rules and Regulations Under the Textile Fiber Products Identification Act (“Textile Rules”) to establish a new generic fiber subclass name and definition within the existing definition of “polyester” for a specifically proposed subclass of polyester fibers made from poly(trimethylene terephthalate) (“PTT”); amend Rule 7(c) to broaden or clarify its definition of “polyester” to describe more accurately the PTT fiber; or retain Rule 7(c)’s definition of “polyester.” The Commission received comments through November 12, 2007. Based on those comments, the Commission is reopening the comment period for an additional 30 days.

DATES: Comments will be accepted until May 5, 2008.

ADDRESSES: Comments should refer to “16 CFR Part 303—Textile Rule 8, Mohawk, DuPont, and PTT Canada Comment, Matter No. P074201” to facilitate the organization of comments. A comment filed in paper form should include this reference both in the text and on the envelope, and should be mailed or delivered to the following address: Federal Trade Commission/Office of the Secretary, Room H-135 (Annex K), 600 Pennsylvania Avenue, NW., Washington, DC 20580.

Because paper mail in the Washington area and at the FTC is subject to delay, please consider submitting your comment in electronic form, as prescribed below. Comments containing any material for which confidential treatment is requested, however, must be filed in paper (rather than electronic) form, and the first page of the document must be clearly labeled “Confidential,” and must comply with Commission Rule 4.9(c).¹ The FTC is requesting that any comment filed in paper form be sent by courier or overnight service, if possible, because postal mail in the Washington area and at the Commission is subject to delay due to heightened security precautions.

Comments filed in electronic form (except comments containing any confidential material) should be submitted to the FTC by clicking on the following Web link: [https://](https://secure.commentworks.com/ftc-Mohawk, DuPontandPTTCanadaComment)

secure.commentworks.com/ftc-Mohawk, DuPontandPTTCanadaComment and following the instructions on the Web-based form. You may also visit <http://www.regulations.gov> to read this request for public comment, and may file an electronic comment through that Web site. The FTC will consider all comments that www.regulations.gov forwards to it.

The FTC Act and other laws the Commission administers permit the collection of public comments to consider and use in this proceeding as appropriate. All timely and responsive public comments, whether filed in paper or electronic form, will be available to the public on the FTC Web site, to the extent practicable, at <http://www.ftc.gov/os/publiccomments.shtm>. As a matter of discretion, the FTC makes every effort to remove home contact information for individuals from the public comments it receives before placing those comments on the FTC Web site. More information, including routine uses permitted by the Privacy Act, may be found in the FTC’s privacy policy at <http://www.ftc.gov/ftc/privacy.htm>.

FOR FURTHER INFORMATION CONTACT:

Janice Podoll Frankle, Attorney, Division of Enforcement, Bureau of Consumer Protection, Federal Trade Commission, Washington, DC 20580; (202) 326-3022.

SUPPLEMENTARY INFORMATION:

In a **Federal Register** Notice,² the Commission solicited comments on whether to amend Rule 7(c) of the Rules and Regulations Under the Textile Fiber Products Identification Act (“Textile Rules”) to establish a new generic fiber subclass name and definition within the existing definition of “polyester.” Specifically, the Commission asked whether it should establish a new subclass of polyester fibers made from PTT. At the close of the comment period on November 12, 2007, the Commission had received 49 comments.³ With the exception of one comment, from INVISTA S. r.l. (“INVISTA”),⁴ all of the commenters stated that they favored amending the Textile Rules to add a generic fiber subclass designation for PTT.

The Commission received INVISTA’s comment opposing the Petition three days prior to the close of the 75 day comment period. Thus, the public had

¹ The comment must be accompanied by an explicit request for confidential treatment, including the factual and legal basis for the request, and must identify the specific portions of the comment to be withheld from the public record. The request will be granted or denied by the Commission’s General Counsel, consistent with applicable law and the public interest. See Commission Rule 4.9(c), 16 CFR 4.9(c).

² 72 Fed. Reg. 48,600 (Aug. 24, 2007).

³ The 49 comments can be found at: <http://www.ftc.gov/os/comments/textile-mohawk/index.shtm>

⁴ INVISTA’s comment can be found at: <http://www.ftc.gov/os/comments/textile-mohawk/532047-00053.pdf>