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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

Airbus Industrie: Docket 95–NM–241–AD

Applicability: Model A310 series airplanes, on which Airbus Modification 6022 or 6485 has not been installed; 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 failure of the shaft of the slat transmission system, and subsequent uncommanded movement of the associated slat, accomplish the following:

(a) Prior to the accumulation of 2,000 landings or 500 flight hours after the effective date of this AD, whichever occurs later, perform a visual inspection to detect discrepancies of the slat universal joint and steady bearing assemblies, in accordance with Airbus Service Bulletin A310–27–2040, Revision 2, dated January 5, 1995.

Note 2: Airbus Service Bulletin A310–27–2040 inadvertently references Lucas/Liebherr Service Bulletin 551A–27–6010 as the appropriate source for accomplishing the inspection. Lucas/Liebherr Service Bulletin 551A–27–610 is the appropriate source of information.

(1) If no discrepancy is found, repeat the inspection thereafter at intervals not to exceed 2,000 landings.

(2) If any discrepancy is detected and the groove depth on the shaft is greater than or equal to 1 mm (0.04 in.), prior to further flight, replace the discrepant bearing assembly with a new, like assembly, in accordance with the service bulletin. After replacement, repeat the visual inspection thereafter at intervals not to exceed 2,000 landings.

(3) If any discrepancy is detected and the groove depth on the shaft is less than 1 mm (0.04 in.), prior to 50 landings after accomplishing the initial inspection, replace the discrepant bearing assembly with a new, like assembly, in accordance with the service bulletin. After the replacement, repeat the visual inspection thereafter at intervals not to exceed 2,000 landings.

(b) Within 5 years after the effective date of this AD, replace the slat universal joint and steady bearing assemblies with new assemblies, in accordance with Lucas Liebherr Service Bulletin 523–27–M523–1, dated April 25, 1986. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

(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, Standardization Branch, ANM–113, 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, Standardization Branch, ANM–113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(d) 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 May 2, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–11441 Filed 5–7–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–90–AD]

RIN 2120–AA64

Airworthiness Directives; Gulfstream Model G–1159 (G–II), G–1159A (G–III), and G–1159B (G–IIB) 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 Gulfstream Model G–1159 (G–II), G–1159A (G–III), and G–1159B (G–IIB) series airplanes. This proposal would require inspections to detect cracking and/or corrosion at various locations of the wings, and modification of cracked and/or corroded parts. This proposal is prompted by a report indicating that cracks, caused by stress corrosion, were found at various locations at buttock line (BL) 0 to BL 19 of the lower wing plank. The actions specified by the proposed AD are intended to prevent such stress corrosion cracking, which could result in structural failure of the wing under certain load conditions.

DATES: Comments must be received by June 17, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–90–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 Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D–10, Savannah, Georgia 31402–2206. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia.

FOR FURTHER INFORMATION CONTACT: Steve Flanagan, Aerospace Engineer, Airframe and Propulsion Branch, ACE–117A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7363; fax (404) 305–7348.

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–90–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–90–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA has received a report indicating that cracks were found on certain Gulfstream Model G–1159 (G–II), G–1159A (G–III), and G–1159B (G–IIB) series airplanes in the forward and aft flanges of the fail-safe splice channels at the forward and aft splice locations at buttock line (BL) 0 to BL 19 of the lower wing planks. In the same location, cracks have also been found in the vicinity of the internal stiffener run-outs in the fail-safe tee angles of the wing plank, and in the connecting angles in the forward wing plank at BL 6. Investigation has revealed that this cracking is caused by stress corrosion. Stress corrosion cracking at BL 0 to BL 19 of the lower wing planks, if not detected and corrected in a timely manner, could result in structural failure of the wing under certain load conditions.

Explanation of Relevant Service Information

The FAA has reviewed and approved the following Gulfstream customer bulletins, all of which are dated August 4, 1994:

- Gulfstream II Customer Bulletin No. 412,
- Gulfstream IIB Customer Bulletin No. 413, and
- Gulfstream III Customer Bulletin No. 128.

These customer bulletins describe procedures for radiographic inspections to detect cracking and/or corrosion of the lower wing plank at buttock line (BL) 0 to BL 19 and between the stack-ups at the BL 0 to BL 6 ribs. These customer bulletins also describe procedures for non-destructive test (NDT) inspections to detect cracking and/or corrosion on the connecting angles from BL 6 to BL 19 ribs; the No. 1 and No. 2 fail-safe tees 1 and 2 at the BL 6 to BL 19 ribs; the wing plank splice channels at the BL 6 to BL 19 ribs; and the butterfly splice plates.

The FAA has also reviewed and approved the following Gulfstream service changes, all of which are dated February 15, 1996:

- Gulfstream II Aircraft Service Change No. 490;
- Gulfstream IIB Aircraft Service Change No. 491; and
- Gulfstream III Aircraft Service Change No. 301.

These aircraft service changes describe procedures for modification of cracked and/or corroded parts of the wings. This modification involves removal of all corrosion from the lower wing planks (forward, mid, and aft) and replacement or repair of the fail-safe channels (BL 6–19) of the lower mid plank and tee clips (BL 6) of the lower forward plank.

Explanation of the Requirements of the Proposed Rule

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 radiographic and NDT inspections to detect cracking and/or corrosion at various location of the wings, and modification of cracked and/or corroded parts of the wings. The actions would be required to be accomplished in accordance with the customer bulletins and aircraft service changes described previously.

Corrosion and cracking at BL 0 to BL 19 in the lower wing planks is normally addressed by requiring repetitive inspections of the planks at 18 month intervals that are based on calculations derived from the service history of the components involved; repetitive inspections of the lower wing planks will maintain the level of risk for undetected stress corrosion cracking at acceptable levels. The maintenance program for Model G–1159 (G–II), G–1159A (G–III), and G–1159B (G–IIB) series airplanes has been recently revised to extend the interval from 18 months to 72 months for the removal of the fasteners at BL 0 to BL 19. The FAA has determined that the one-time inspection of the subject lower wing planks that would be required by this AD, coupled with the repetitive inspections that currently are a part of the maintenance program, is adequate to provide a level of reliability and safety equivalent to that required by the Federal Aviation Regulations (FAR). This combination of inspections will ensure that any corrosion and/or cracking is detected on the lower wing planks and modified before such conditions could affect the operational safety of the airplane.

Cost Impact

There are approximately 445 Model G–1159 (G–II), G–1159A (G–III), and G–1159B (G–IIB) series airplanes of the affected design in the worldwide fleet. The FAA estimates that 345 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 100 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $2,070,000, or $6,000 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this proposed AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. However, the FAA has been advised that 304 U.S.-registered airplanes have been inspected in accordance with the requirements of this AD. Therefore, the future economic cost impact of this proposed AD on U.S. operators would be only $246,000.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Gulfstream: Docket 96–NM–90–AD

Applicability: All Model G–1159 (G–II), G–1159A (G–III), and G–1159B (G–IIB) 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 (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 stress corrosion cracking at BL 0 to 19 of the lower wing planks, which could result in structural failure of the wing under certain load conditions, accomplish the following:

(a) Within 9 months after the effective date of this AD, perform radiographic and non-destructive test (NDT) inspections to detect cracking and/or corrosion at various locations of the wings as specified in the Accomplishment Instructions of Gulfstream GIII Customer Bulletin No. 128, dated August 4, 1994; Gulfstream IIB Customer Bulletin No. 413, dated August 4, 1994; or Gulfstream II Customer Bulletin No. 412, dated August 4, 1994; as applicable.

Note 2: Inspections accomplished prior to the effective date of this AD in accordance with the following applicable Gulfstream documents, are considered acceptable for compliance with paragraph (a) of this AD.

- GII Maintenance Manual Interim Revision 48–3, dated April 27, 1992;
- GII Maintenance Manual Interim Revision 15–3, dated April 27, 1992; or
- GII Maintenance Manual Interim Revision 32–3, dated April 27, 1992

(b) If any crack and/or corrosion is found during any inspection required by paragraph (a) of this AD, prior to further flight, modify the cracked and/or corroded parts of the wings as specified in the Modification Instructions of Gulfstream III Aircraft Service Change No. 301; Gulfstream IIB Aircraft Service Change No. 491; or Gulfstream II Aircraft Service Change No. 490; all dated February 15, 1996; as applicable.

Note 3: Modifications accomplished prior to the effective date of this AD in accordance with the following applicable Gulfstream documents, are considered acceptable for compliance with paragraph (b) of this AD.

- Gulfstream III Aircraft Service Change No. 244 (not dated), as revised by Gulfstream III Aircraft Service Change No. 244 AM 1, dated March 30, 1992;
- Gulfstream IIB Aircraft Service Change No. 447, dated March 16, 1992, as revised by Gulfstream IIB Aircraft Service Change No. 447 AM 1, dated March 30, 1992; or
- Gulfstream II Aircraft Service Change No. 439 (not dated), as revised by Gulfstream II Aircraft Service Change No. 439 AM 1, dated March 30, 1992

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) 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 May 2, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–11442 Filed 5–7–96; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[EE–106–82]

RIN 1545–AE45

Loans to Plan Participants; Hearing

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of public hearing on proposed rulemaking.

SUMMARY: This document provides notice of a public hearing on proposed regulations relating to loans made from a qualified employer plan to plan participants or beneficiaries.

DATES: The public hearing will be held on Friday, June 28, 1996, beginning at 10 a.m. Requests to speak and outlines or oral comments must be received by Friday, June 7, 1996.

ADDRESSES: The public hearing will be held in the Internal Revenue Service Auditorium, Seventh Floor, 7400 Corridor, Internal Revenue Building, 1111 Constitution Avenue NW., Washington, DC. Requests to speak and outlines of oral comments should be mailed to the Internal Revenue Service, P.O. Box 7604, Ben Franklin Station, Attn: CC:DOM:CORP:R [EE 106–82], room 5226, Washington, DC 20044.

FOR FURTHER INFORMATION CONTACT: Christina Vasquez of Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622–6803 (not a toll-free number).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is proposed amendments to the Income Tax Regulations under section 72 of the Internal Revenue Code of 1986. The proposed regulations appeared in the Federal Register for Thursday, December 21, 1995 (60 FR 66233).

The rules of § 601.601(a)(3) of the ''Statement of Procedural Rules'' (26 CFR Part 601) shall apply with respect to the public hearing. Persons who have submitted written comments within the