in zones 631 and 531. It would also require an inspection to detect damage of fuel lines, and replacement of damaged fuel lines. This proposed AD would also require installation of two additional clamps on the out line of the lift-dumper in cases where clearance is less than 3mm (0.118 inch) and no damage is detected on the fuel lines. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 83 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$4,980, or \$60 per airplane.

The total 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.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### §39.13 [Amended]

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

#### Fokker: Docket 94-NM-250-AD.

*Applicability:* Model F28 Mark 0100 series airplanes, serial numbers 11244 through 11438 inclusive, 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 use the authority provided in paragraph (b) 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 airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent chafing of the fuel supply line, which could result in fuel leakage, and, subsequently, lead to a possible fire hazard and engine fuel depravation, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a visual inspection to verify proper clearance between the engine fuel supply-line and the hydraulic line in zones 631 and 531 and to detect damage of the fuel supply-line, in accordance with Fokker Service Bulletin SBF100–28–026, dated March 12, 1993.

(1) If the clearance is found to be 3mm (0.118 inch) or more and no damage is found, no further action is required by this AD.

(2) If the clearance is found to be 3mm or more and damage is found, prior to further flight, replace the damaged fuel line in accordance with the service bulletin.

(3) If the clearance is found to be less than 3mm and no damage is found, within 6 months after the effective date of this AD, install 2 additional clamps on the out line of the lift-dumper, in accordance with the service bulletin.

(4) If the clearance is found to be less than 3mm and damage is found, prior to further flight, replace the damaged fuel line, and install 2 additional clamps on the out line of the lift-dumper, in accordance with the service bulletin. (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, 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(c) 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 10, 1995.

#### Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–1055 Filed 1–13–95; 8:45 am] BILLING CODE 4910–13–U

# Office of the Secretary

### 14 CFR Part 257

[Docket Nos. 49702 and 48710; Notice 95-

### RIN 2105-AC10

11

## Disclosure of Code-Sharing Arrangements and Long-Term Wet Leases

AGENCY: Department of Transportation; Office of the Secretary. ACTION: Supplementary Notice of Proposed Rulemaking (SNPRM).

**SUMMARY:** This document proposes modifications to a recent notice of proposed rulemaking ("NPRM"). The NPRM proposed to strengthen the Department's current rules requiring that consumers be notified of the existence of a code-sharing arrangement or long-term wet lease. In these operations, the operator of the aircraft differs from the airline in whose name the transportation was sold. The modification proposed here would require that the corporate name of the transporting carrier be disclosed. This action is being taken in response to comments filed to the NPRM. **DATES:** The Department requests comments by February 16, 1995. The Department will consider late-filed comments only to the extent practicable. ADDRESSES: Comments should be sent to the Docket Section, Docket No. 49702, Department of Transportation, 400 7th