

accordance with paragraph (c) of this proposed AD.

Cost Impact

There are approximately 308 airplanes of the affected design in the worldwide fleet.

The FAA estimates that the proposed modification of the reverse thrust lever assemblies would be required to be accomplished on 169 U.S. registered airplanes. It would take approximately 8 work hours per airplane to accomplish the proposed modification at an average labor rate of \$60 per work hour.

Required parts would cost approximately \$29 per airplane. Based on these figures, the cost impact of this proposed modification on U.S. operators is estimated to be \$86,021, or \$509 per airplane.

The FAA estimates that the proposed replacement of the spring bumper assemblies would be required to be accomplished on 92 U.S. registered airplanes. It would take approximately 10 work hours per airplane to accomplish the proposed replacement at an average labor rate of \$60 per work hour. Required parts would cost approximately \$5,178 per airplane. Based on these figures, the cost impact of this proposed replacement on U.S. operators is estimated to be \$531,576, or \$5,778 per airplane.

The cost impact figures discussed above are 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:

Boeing: Docket 99-NM-101-AD.

Applicability: Model 757 series airplanes, as listed in Boeing Service Bulletin 757-76-0009, Revision 1, dated December 3, 1998, or Boeing Service Bulletin 757-78-0012, dated August 31, 1989; 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 operation with an energized sync lock or malfunctioning sleeve locking devices, which could result in deployment of a thrust reverser in flight and subsequent reduced controllability of the airplane, accomplish the following:

(a) For airplanes listed in Boeing Service Bulletin 757-76-0009, Revision 1, dated December 3, 1998: Within 2 years after the effective date of the AD, replace the reverse thrust switches and actuators with improved switches and actuators, and modify the reverse lever links and thrust control levers in accordance with the service bulletin.

Note 2: Modifications accomplished prior to the effective date of this AD in accordance with Boeing Service Bulletin 757-76-0009, dated November 8, 1990, are considered

acceptable for compliance with the applicable action specified in this amendment.

(b) For airplanes listed in Boeing Service Bulletin 757-78-0012, dated August 31, 1989: Within 2 years after the effective date of the AD, replace the spring bumper assemblies of the thrust reverser sleeve with improved assemblies in accordance with the service bulletin.

Alternative Methods of Compliance

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

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

Special Flight Permits

(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 August 17, 1999.

D. L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-21846 Filed 8-20-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-78-AD]

Airworthiness Directives; Eurocopter France Model AS 332C, L, and L1 Helicopters

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 Eurocopter France Model AS 332C, L, and L1 helicopters. This proposal would require a one-time inspection of the length of the main gearbox epicyclic module upper casing bearing attachment bolts (attachment bolts), and if they exceed a certain length, replacing the epicyclic module to preclude a potential interference between the attachment bolts and the 2nd stage

planet gear cage web. This proposal is prompted by a report of interference between the attachment bolts and the second stage planet gear cage web of the epicyclic module in the main gearbox. The actions specified by the proposed AD are intended to prevent failure of the second stage planet gear of the main gearbox, loss of main rotor drive and subsequent loss of control of the helicopter.

DATES: Comments must be received on or before October 22, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-78-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, Room 663, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

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 should 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 No. 98-SW-78-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, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-78-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

The Direction Générale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, has notified the FAA that an unsafe condition may exist on Eurocopter France Model AS 332C, L, and L1 helicopters. The DGAC advises that some attachment bolts may be too long and could interfere with the 2nd stage planet gear cage web.

Eurocopter France has issued Eurocopter Service Bulletin (SB) No. 01.41, dated November 1995 (95-11), applicable to Model AS 332 helicopters, which specifies inspecting the attachment bolts for length, and replacing the epicyclic module before further flight if any attachment bolts are found that exceed 53mm (2.087 inches) in length. The DGAC classified this SB as mandatory and issued AD 93-131-051(B)R1, dated January 18, 1995, in order to assure the continued airworthiness of these helicopters in France.

These helicopter models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other Eurocopter France Model AS 332C, L, and L1 helicopters of the same type design registered in the United States, the proposed AD would require a one-time inspection of the

length of the attachment bolts, and if any exceed 53mm in length, replacing the epicyclic module.

The FAA estimates that 1 helicopter of U.S. registry would be affected by this proposed AD, and that it would require approximately 8 work hours per helicopter to accomplish the proposed actions at an average labor rate of \$60 per work hour. Required parts would cost \$365,235 to replace the epicyclic module, if necessary. The cost of the attachment bolts would be \$11. Based on these figures, the total cost impact of this AD, including parts and labor, would be \$491, assuming the bolts are the correct length and the epicyclic module does not have to be replaced.

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 a new airworthiness directive to read as follows:

Eurocopter France: Docket No. 98-SW-78-AD.

Applicability: Model AS 332C, L, and L1 helicopters, with epicyclic modules, part number 332A32-2007-00 or -01, with serial numbers with the prefix of "M", from 100 through 689 or 3000 through 3048, 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 otherwise 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 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 in paragraph DD of Eurocopter Service Bulletin No. 01.41, dated November 1995 (95-11) (SB), unless accomplished previously.

To prevent failure of the second stage planet gear of the main gearbox, loss of main rotor drive and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect each main gearbox epicyclic module upper casing bearing attachment bolt (attachment bolt) in accordance with paragraph CC of the SB.

(b) If any attachment bolt length is greater than 53mm (2.086 inches), remove the epicyclic module and replace the epicyclic module with an airworthy epicyclic module before further flight.

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

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

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

Note 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 93-131-051(B)R1, dated January 18, 1998.

Issued in Fort Worth, Texas, on August 17, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-21847 Filed 8-20-99; 8:45 am]

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DEPARTMENT OF ENERGY**Federal Energy Regulatory Commission****18 CFR Part 357**

[Docket No. RM99-10-000]

Revision of FERC Form No. 6: Annual Report of Oil Pipeline Companies; Notice of Revised Dates for the Technical Conference, Notification of Attendance and Written Comments

August 17, 1999.

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Notice of Revised Dates for the Technical Conference, Notifying the Commission of Persons Who Wish to Attend the Conference, and Filing Written Comments on Revisions to FERC Form No. 6: Annual Report of Oil Pipeline Companies (FERC Form No. 6).

SUMMARY: On July 30, 1999, the Federal Energy Regulatory Commission (Commission) issued a Notice of Technical Conference to solicit comments and discuss potential changes to the FERC Form No. 6 to better meet current and future regulatory requirements and industry needs. Based on industry recommendations, the technical conference is being rescheduled for Tuesday, September 21, 1999, at 9:00 A.M., in Rooms 3M-2A and 3M-2B. Additionally, the dates for notifying the Commission of persons who wish to attend the conference and for filing written comments are extended to Wednesday, September 1, 1999. Refer to the Notice of Technical Conference the Commission issued on July 30, 1999, for details about the conference and the requirements for notifying the Commission of persons who wish to attend the conference and for filing written comments.

DATES: The technical conference will be held on Tuesday, September 21, 1999.

Notification of persons who wish to attend the conference must be filed on or before Wednesday, September 1, 1999.

Written comments must be filed on or before Wednesday, September 1, 1999.

ADDRESSES: The technical conference will be held at the Federal Energy

Regulatory Commission, 888 First Street, NE, Washington, D.C. 20426.

Submit written comments to: Office of the Secretary, Federal Energy Regulatory Commission, 888 First Street, NE, Washington, D.C. 20426

Persons who wish to attend the conference must notify:

Michael Oliva, (202) 219-2597, FAX: (202) 219-0125, E-Mail:

michael.oliva@ferc.fed.us

or

Donna Culbertson, (202) 219-1102, FAX: (202) 219-0125, E-Mail:

donna.culbertson@ferc.fed.us

FOR FURTHER INFORMATION CONTACT:

Donna Culbertson (Technical Issues), Office of Finance, Accounting and Operations, Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426, (202) 219-1102

Andy Lyon (Legal Issues), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426, (202) 208-0637

SUPPLEMENTARY INFORMATION: In addition to publishing the full text of this document in the **Federal Register**, the Commission also provides all interested persons an opportunity to inspect or copy the contents of this document during normal business hours in the Public Reference Room at 888 First Street, N.E., Room 2A, Washington, DC 20426.

The Commission Issuance Posting System (CIPS) provides access to the texts of formal documents issued by the Commission from November 14, 1994 to the present. CIPS can be accessed via Internet through FERC's Home Page (<http://www.ferc.fed.us>) using the CIPS Link or the Energy Information Online icon. Documents will be available on CIPS in ASCII and WordPerfect 6.1 format. User assistance is available at 202-208-2474 or by E-mail to *cipsmaster@ferc.fed.us*.

This document is also available through the Commission's Records and Information Management System (RIMS), an electronic storage and retrieval system of documents submitted to and issued by the Commission after November 16, 1981. Documents from November 1995 to the present can be viewed and printed. RIMS is available in the Public Reference Room or remotely via Internet through FERC's Home Page using the RIMS link or the Energy Information Online icon. User assistance is available at 202-208-2222, or by E-mail to *RimsMaster@ferc.fed.us*.

Finally, the complete text on diskette in WordPerfect format may be purchased from the Commission's copy