

APPENDIX A TO § 261.17—FREEDOM OF INFORMATION FEE SCHEDULE

Duplication:	
Photocopy, per standard page	\$.10
Paper copies of microfiche, per frame10
Duplicate microfiche, per microfiche35
Search and review:	
Clerical/Technical, hourly rate	20.00
Professional/Supervisory, hourly rate	38.00
Manager/Senior Professional, hourly rate	65.00
Computer search and production:	
Computer operator search, hourly rate	32.00
Tapes (cassette) per tape	6.00
Tapes (cartridge), per tape	9.00
Tapes (reel), per tape	18.00
Diskettes (3½"), per diskette	4.00
Diskettes (5¼"), per diskette	5.00
Computer Output (PC), per minute10
Computer Output (mainframe)	(¹)

¹ Actual cost.

By order of the Board of Governors of the Federal Reserve System, June 5, 1997.

William W. Wiles,

Secretary of the Board.

[FR Doc. 97-15114 Filed 6-9-97; 8:45 am]

BILLING CODE 6210-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-176-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 1000 Through 4000 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 certain Fokker Model F28 Mark 1000 through 4000 series airplanes. This proposal would require replacing certain flexible hydraulic hoses that connect to the UP-port of the actuator of each main landing gear (MLG) with certain new flexible hoses that have built-in restrictor check-valves. This proposal is prompted by results of tests, which indicate that, for airplanes on which restrictor check-valves are not installed, sudden movement of the

actuator of the MLG, which could occur under extreme inward sideload conditions (such as touching down at a large crab angle), may pressurize the downlock-actuator and lift the MLG toggle-links. The actions specified by the proposed AD are intended to prevent such pressurization of the downlock-actuator and consequent lifting of the toggle-links, which could result in collapse of the MLG and reduced controllability of the airplane during landing.

DATES: Comments must be received by July 21, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-176-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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2141; fax (425) 227-1149.

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-176-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-176-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On August 5, 1996, the FAA issued AD 96-16-05, amendment 39-9706, (61 FR 40510, August 5, 1996), applicable to certain Fokker Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes, and Model F28 Mark 0100 series airplanes. That AD currently requires repetitive pre-load adjustments of the downlock-actuator of the main landing gear (MLG), and also provides for optional terminating action for the repetitive adjustments. These actions were prompted by a report indicating that, upon landing, the MLG of a Model F28 Mark 0100 series airplane collapsed as a result of the lock toggle-links being pulled out of the over-center position by the downlock-actuator, which was due to the relative movement of the upper and lower side-stay members. The requirements of that AD are intended to prevent collapse of the MLG, which could adversely affect the controllability of the airplane during landing.

Prior to the issuance of AD 96-16-05, the Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that additional mandatory actions are necessary on certain Fokker Model F28 Mark 1000 through 4000 series airplanes to correct this unsafe condition because these earlier airplane models do not have restrictor check-valves. The RLD advises that Fokker has conducted additional tests of the actuator of the MLG. The results of these tests revealed that, in addition to pre-load adjustments of the downlock-actuator of the MLG (as required by AD 96-16-05), installation of a restrictor check-valve is necessary to address the identified unsafe condition.

If restrictor check-valves are not installed, sudden movement of the actuator of the MLG could pressurize the downlock-actuator and lift the

toggle-links of the MLG. This situation could occur under extreme side load conditions, such as touching down at relatively large crab angles, and could result in collapse of the MLG and reduced controllability of the airplane during landing.

Because Fokker Model F28 Mark 0100 series airplanes are equipped with a restrictor check-valve, they are not subject to the requirements of this proposed AD.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin F28/32-123, Revision 1, dated June 30, 1994, which describes procedures for replacing certain flexible hydraulic hoses that connect to the UP-port of the actuator of the MLG with new flexible hoses that have built-in restrictor check-valves. The RLD classified this service bulletin as mandatory and issued Dutch airworthiness directive BLA 94-095 (A), dated July 15, 1994, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

These airplane models are manufactured in the Netherlands 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 RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, 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.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require replacing certain flexible hydraulic hoses that connect to the UP-port of the actuator of the MLG with certain new flexible hoses that have built-in restrictor check-valves. These actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

The FAA estimates that 37 Fokker Model F28 Mark 1000 through 4000 series airplanes of U.S. registry would

be affected by this proposed AD, that it would take approximately 4 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$3,554 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$140,378, or \$3,794 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:

Fokker: Docket 96-NM-176-AD.

Applicability: Fokker Model F28 Mark 1000 through 4000 series airplanes, equipped with flexible hydraulic hoses, part number (P/N) A71462-401; 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 (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 pressurization of the downlock-actuator during extreme inward sideload conditions (such as touching down at a large crab angle) and consequent lifting of the toggle-links of the main landing gear (MLG), which could result in the collapse of the MLG and reduced controllability of the airplane during landing, accomplish the following:

(a) Within 12 months after the effective date of this AD, replace the flexible hydraulic hoses, P/N A71462-401, that connect to the UP-port of the actuator of the MLG with new flexible hoses, P/N 97867-1, that have built-in restrictor check-valves, in accordance with Fokker Service Bulletin F28/32-123, Revision 1, dated June 30, 1994.

(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 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 June 4, 1997.

Darrell M. Pederson,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*

[FR Doc. 97-15061 Filed 6-9-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Parts 202, 206, and 211

RIN 1010-AC02

Amendments to Gas Valuation Regulations for Federal Leases

AGENCY: Minerals Management Service, Interior.

ACTION: Extension of public comment period.

SUMMARY: The Minerals Management Service (MMS) hereby gives notice that it is extending the public comment period for a document requesting comments on supplemental information which was published in the **Federal Register** on April 22, 1997, (62 FR 19536). In this document, MMS withdrew its proposed rulemaking to amend the regulations for valuing natural gas produced from Federal leases and requested comments on supplemental options for natural gas valuation.

In response to requests for additional time, MMS will extend the comment period from June 23, 1997, to July 23, 1997.

DATES: Comments must be submitted on or before July 23, 1997.

ADDRESSES: Written comments or suggestions should be sent to the following addresses.

For comments sent via the U.S. Postal Service use: Minerals Management Service, Royalty Management Program, Rules and Publications Staff, P.O. Box 25165, MS 3021, Denver, Colorado 80225-0165.

For comments via courier or overnight delivery service use: Minerals Management Service, Royalty Management Program, Rules and Publications Staff, MS 3021, Building 85, Denver Federal Center, Room A-613, Denver, Colorado 80225-0165.

FOR FURTHER INFORMATION CONTACT: David S. Guzy, Chief, Rules and Publications Staff, phone (303) 231-3432, FAX (303) 231-3385 or (303) 231-3194, e-Mail David_Guzy@mms.gov.

SUPPLEMENTARY INFORMATION: MMS received requests from representatives of the oil and gas industry to extend the

comment period of this document. This time extension is in response to these requests in order to provide commentators with adequate time to provide detailed comments.

Dated: June 2, 1997.

Lucy Querques Denett,

Associate Director for Royalty Management.

[FR Doc. 97-15089 Filed 6-9-97; 8:45 am]

BILLING CODE 4310-MR-P

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Part 250

RIN 1010-AC17

Seismic Reassessment of California Outer Continental Shelf Platforms

AGENCY: Minerals Management Service (MMS), Interior.

ACTION: Notice of proposed rulemaking.

SUMMARY: MMS has developed proposed regulations for the seismic reassessment of offshore platforms. This proposed rule would only apply to platforms on the Outer Continental Shelf (OCS) offshore the State of California. This proposed rule includes criteria for determining a platform's fitness through a structural analysis. Each platform on the California OCS would need to undergo a seismic assessment within 3 years of publication of the final rule. An analysis would also be triggered by damage to primary structural members, proposals to significantly increase loads, or other significant changes. Previously, MMS has allowed for good engineering judgment to determine how modifications or significant changes would affect a platform's structural integrity. This proposed rule will provide for more consistency in seismic reassessment analysis.

DATES: MMS will consider all comments received by August 11, 1997. We will begin reviewing comments then and may not fully consider comments we receive after August 11, 1997.

ADDRESSES: Mail or hand-carry written comments to the Department of the Interior; Minerals Management Service; 381 Elden Street; Mail Stop 4700; Herndon, Virginia 22070-4817; Attention: Rules Processing Team.

FOR FURTHER INFORMATION CONTACT: Lawrence Ake, Engineering and Research Branch, at (703) 787-1567.

SUPPLEMENTARY INFORMATION: Platforms installed offshore Southern California prior to the 1970's were designed and constructed according to onshore codes used at the time of their installation. In

1969, the American Petroleum Institute (API) published a document entitled "Recommended Practice for Planning, Designing, and Constructing Fixed Offshore Platforms," or API RP 2A, containing guidelines developed specifically for offshore structures. The 7th edition of API RP 2A (1976) was the first version to include guidelines for seismic loading. The 19th edition of API RP 2A is currently incorporated into MMS regulations, although the latest 20th edition was published in July 1993.

Following the Loma Prieta earthquake in 1989, MMS and the California State Lands Commission (CSLC) began investigating seismic reassessment of structures located offshore Southern California. The agencies began to evaluate seismic analyses that had been performed for offshore platforms in their design phases. MMS decided to require operators of the oldest platforms, constructed before the 1976 API RP 2A 7th edition guidelines were in place, to conduct preliminary seismic analyses that are normally required for new platforms. The CSLC began a program to reassess platforms that were undergoing significant changes in operations, loads, or personnel. Experience with this process has shown the need for the development of uniform seismic design criteria.

Aware of growing MMS and CSLC interest in reassessment and the lack of credible reassessment criteria, the API funded an independent study in 1991 by a panel of four distinguished experts in matters related to seismic design. The results of the study were based on the underlying recommendation that the seismic risk offshore should be similar to that used for well-designed structures onshore. An API task group was formed to develop reassessment procedures and criteria for storm and ice loads as well as seismic loads. Its members were composed of technical experts from the offshore industry, academia, and the MMS.

Using the panel's study on seismic reassessment as a guide, the API task group developed a Supplement to the 20th edition of API RP 2A that covers all environmental loading conditions. It provides technical criteria to be used in reassessing existing structures. The criteria embrace a fitness-for-purpose evaluation coupled with the risk of structural failure and the consequences of that failure. The details of the Supplement will not be discussed here since it has already been the subject of several 1994 Offshore Technology Conference papers. The API finalized and published this Supplement