

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:

#### British Aerospace Regional Aircraft

(Formerly British Aerospace Regional Aircraft Limited, Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited): Docket 98–NM–87–AD.

**Applicability:** Model BAe 146–200A series airplanes, as listed in British Aerospace Service Bulletin SB.55–16, dated July 14, 1997; 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 (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 detect and correct cracking of elevator hinge rib 1 of the horizontal stabilizer, which could result in damage to the structural attachment of the elevator to the horizontal stabilizer and consequent reduced controllability of the airplane; accomplish the following:

(a) Within 60 days after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD, in accordance with British Aerospace Service Bulletin SB.55–16, dated July 14, 1997.

(1) Perform a visual inspection of the gust damper of the elevator control system to determine if the gust damper is properly charged. If any gust damper is found to be improperly charged, prior to further flight, recharge the gust damper in accordance with the service bulletin.

(2) Perform a detailed visual inspection, using a borescope, to detect cracking of elevator hinge rib 1, on the left and right side of the airplane, in accordance with the service bulletin. If any cracking is found, prior to further flight, replace any cracked hinge rib 1 with a new or serviceable part, in accordance with a method approved by either the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or procedures provided by the manufacturer that are approved by the Civil Aviation Authority, which is the airworthiness authority for the United Kingdom.

(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, International Branch, ANM–116, 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, International Branch, ANM–116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

(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.

**Note 3:** The subject of this AD is addressed in British airworthiness directive 010–07–97, dated March 2, 1998.

Issued in Renton, Washington, on April 9, 1998.

**Darrell M. Pederson,**

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

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 50

[FRL–5998–4]

### Air Quality Criteria for Particulate Matter

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Initial call for information.

**SUMMARY:** The National Center for Environmental Assessment, of the U.S. Environmental Protection Agency (EPA), is undertaking to review and, as appropriate, revise the EPA criteria document entitled Air Quality Criteria for Particulate Matter (PM) as required under sections 108 and 109 of the Clean Air Act. The process that the EPA plans to follow is described in a previous notice (62 FR 55201, October 23, 1997).

Since completion of the 1996 criteria document for particulate matter, the EPA has continued to follow the scientific literature and compile information that may be relevant to the next periodic review of the National Ambient Air Quality Standards for PM (PM NAAQS). Interested parties are invited to assist the EPA in developing and refining its scientific information base to help ensure that all relevant information is considered in updating the PM criteria document. In particular, new information is being sought with regard to the following three general topic areas: (1) PM health effects, including experimental studies of PM exposure effects on humans or

laboratory animals (especially studies relating PM exposures at ambient or near-ambient levels to health effects, related biologic mechanisms, and PM dosimetry), and epidemiologic studies of short- and long-term PM exposure effects on human mortality and morbidity, as well as new information concerning related analytical methodology issues and human exposure; (2) PM welfare effects, e.g., effects on vegetation, agroecosystems (crops) and natural ecosystems, visibility, nonbiological materials, and the global climate; and (3) other pertinent air-quality-related information on atmospheric chemistry and physics, sources and emissions, ambient concentrations and measurement methodology, and transformation and transport in the environment.

Primary emphasis will be placed by the EPA on consideration of peer-reviewed, published information in revising the subject PM criteria document. Thus, most typically, submitted information should have been peer-reviewed and published or accepted for publication.

**DATES:** This is an initial call for information. To ensure consideration of relevant information in preparation of the first external review draft of a revised criteria document for PM, all communications and information should be submitted by June 30, 1998. However, ongoing research activities are expected to produce a substantial amount of additional new information that will not be available until after this date. The EPA will consider for inclusion in subsequent drafts of the document additional relevant information received by the time of the final Clean Air Scientific Advisory Committee (CASAC) review of subsequent draft(s) of the document. The final CASAC review is now expected to occur at a public meeting in May or June, 2000 according to the recently announced current schedule (65 FR 55201, October 23, 1997).

**ADDRESSES:** Communications should be addressed to the Project Manager for PM, National Center for Environmental Assessment-RTP Office (MD-52), U.S. Environmental Protection Agency, Research Triangle Park, NC 27711.

**FOR FURTHER INFORMATION CONTACT:** Diane H. Ray, National Center for Environmental Assessment-RTP Office (MD-52), U.S. Environmental Protection Agency, Research Triangle Park, NC 27711; telephone: 919-541-3637; facsimile: 919-541-1818; E-mail: ray.diane@epamail.epa.gov.

Dated: April 10, 1998.

**William H. Farland,**

*Director, National Center for Environmental Assessment.*

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### 49 CFR Part 7

[Docket No. OST-96-1430; Notice 98-17]

RIN 2105-AC69

#### Public Availability of Information; Electronic FOIA Amendment

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Department of Transportation proposes to revise its regulations implementing the Freedom of Information Act (FOIA). This proposed revision provides changes to conform to the requirements of the Electronic Freedom of Information Act Amendments of 1996 (EFOIA), provides changes to DOT's fee schedule, and reflects certain organizational changes.

**DATES:** Comments must be received on or before June 15, 1998.

**ADDRESSES:** Comments should be addressed to Information Services, Attention: Docket Section, Room PL-401, Docket No. OST-96-1430, Department of Transportation, SVC-124.1, Washington, DC 20590. Any person wishing acknowledgement that his/her comments have been received should include a self-addressed stamped postcard. Comments received will be available for public inspection and copying in the Documentary Services Division, Room PL-401, Department of Transportation Building, 400 Seventh Street, SW., Washington, DC, from 10:00 a.m. to 5:00 p.m. ET Monday through Friday except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Robert I. Ross, Office of the General Counsel, C-10, Department of Transportation, Washington, DC 20590, telephone (202) 366-9156, FAX (202) 366-9170; electronic mail bob.ross@ost.dot.gov.

**SUPPLEMENTARY INFORMATION:** These proposed revisions reflect changes required by the Electronic Freedom of Information Act Amendments of 1996 (Public law 104-231). New provisions implementing the amendments are found at §§ 7.5 (frequently requested documents), 7.8 (electronic reading

room requirements), 7.21 (deletion markings and volume estimation), 7.31 (timing of responses, multi-track and expedited processing), and 7.33 (unusual circumstances). Proposed revisions to DOT's fee schedule can be found at § 7.43. DOT proposes to charge fees at rates based on an average of hourly rates for three pay scale levels. Finally, references to DOT's Urban Mass Transportation Administration (UMTA) are changed to the Federal Transit Administration (FTA) to reflect a statutory revision of the name of the agency.

#### Regulatory Notices and Analysis

This proposed amendment is not a "significant regulatory action" within the meaning of Executive Order 12866. It is also not significant within the definition in DOT's Regulatory Policies and Procedures, 49 FR 1034 (1979), in part because it does not involve any change in important DOT policies. Because the economic impact should be minimal, further regulatory evaluation is not necessary. Under the Regulatory Flexibility Act, the group of persons who will be directly affected by this proposal are the public, who will find it easier to obtain information from the DOT under FOIA. They do not qualify as small entities, but will have burdens lessened by this proposal, as the effect of the proposal will be to make records available through electronic media and to streamline FOIA processing activities; however, it is not likely that any such burden reduction will be large nor that it will be convertible into economic equivalents. Hence, I certify that this proposal will not have a significant economic impact on a substantial number of small entities.

This proposal does not significantly affect the environment, and therefore an environmental impact statement is not required under the National Environmental Policy Act of 1969. It has also been reviewed under Executive Order 12612, Federalism, and it has been determined that it does not have sufficient implications for federalism to warrant preparation of a Federalism Assessment.

Finally, the proposal does not contain any collection of information requirements, requiring review under the Paperwork Reduction Act, as amended.

#### List of Subjects in 49 CFR Part 7

Freedom of information.

In accordance with the above, DOT proposes to revise 49 CFR part 7 to read as follows: