

under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

98-12-33 Airbus Industrie: Amendment 39-10586. Docket 97-NM-194-AD.

Applicability: Model A320 series airplanes, on which Airbus Modification 20941 (reference Airbus Service Bulletin A320-53-

1011, dated December 9, 1994) has not been accomplished, 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 detect and correct fatigue cracking on the connecting angle between frame 56 and the right-hand frame support at stringer 38, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Prior to the accumulation of 20,000 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later, perform a visual inspection for fatigue cracking on the connecting angle between frame 56 and the right-hand frame support at stringer 38, in accordance with Airbus Service Bulletin A320-53-1084, Revision 1, dated November 28, 1995.

(1) If no cracking is detected, accomplish either paragraph (a)(1)(i) or (a)(1)(ii) of this AD.

(i) Prior to further flight, replace the connecting angle between frame 56 and the

right-hand frame support at stringer 38 with a new part, in accordance with Airbus Service Bulletin A320-53-1011, dated December 9, 1994; or

(ii) Repeat the visual inspection thereafter at intervals not to exceed 12,000 flight cycles.

(2) If any cracking is detected, prior to further flight, replace the connecting angle between frame 56 and the right-hand frame support at stringer 38 with a new part, in accordance with Airbus Service Bulletin A320-53-1011, dated December 9, 1994.

(b) Accomplishment of the replacement of the connecting angle constitutes terminating action for the repetitive inspection requirements 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, 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.

(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.

(e) The actions shall be done in accordance with the following Airbus service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No. shown on page	Revision level shown on page	Date shown on page
A320-53-1084, Revision 1, November 28, 1995	1, 2	1	Nov. 28, 1995.
A320-53-1011, December 9, 1994	3-11	Original	Dec. 9, 1994.
	1-11	Original	Dec. 9, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directive 96-237-090(B), dated October 23, 1996, and Erratum to French airworthiness directive 96-237-090(B), dated February 26, 1997.

(f) This amendment becomes effective on July 20, 1998.

Issued in Renton, Washington, on June 5, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15679 Filed 6-12-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-64-AD; Amendment 39-10589; AD 98-13-01]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR42 and ATR72 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR42 and ATR72 series airplanes, that

requires replacement of the left longitudinal net of the forward cargo compartment with a new reinforced net. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent blockage of the access door, which could restrict access for crewmembers between the flight deck and the passenger compartment during normal operations or an emergency evacuation.

DATES: Effective July 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Aerospatiale Model ATR42 and ATR72 series airplanes was published in the **Federal Register** on April 14, 1998 (63 FR 18155). That action proposed to require replacement of the left longitudinal net of the forward cargo compartment with a new reinforced net.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Explanation of Changes Made to Proposal

The FAA has revised the final rule to reflect a change of the manufacturer's name referenced in the proposal for the service bulletins from Aerospatiale to Avions de Transport Regional.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of this AD.

Cost Impact

The FAA estimates that 141 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required replacement, and that the average labor rate is \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$8,460, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the

Administrator, the Federal Aviation Administration amends 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:

98-13-01 Aerospatiale: Amendment 39-10589. Docket 97-NM-64-AD.

Applicability: Model ATR42-300 and -320 series airplanes, on which Aerospatiale Modification 1878, 2482, 3193, or 8154 has not been installed, or on which simultaneous installation of Modifications 0481 and 0588 has not been accomplished; and Model ATR72-102, -202, and -212 series airplanes on which Aerospatiale Modification 2482, 3193, or 4648 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 blockage of the access door, which could restrict access for crewmembers between the flight deck and the passenger compartment during normal operations or an emergency evacuation, accomplish the following:

(a) Within 6 months after the effective date of this AD, replace existing cargo nets with new improved cargo nets, in accordance with paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For Model ATR-42 series airplanes: Accomplish replacement of cargo nets in accordance with Avions de Transport Regional Service Bulletin ATR42-25-0108, dated January 24, 1997; or Revision 1, dated February 28, 1997; or Revision 2, dated July 1, 1997.

(2) For Model ATR-72 series airplanes: Accomplish replacement of cargo nets in accordance with Avions de Transport Regional Service Bulletin ATR72-25-1052, dated February 11, 1997; or Revision 1, dated July 1, 1997.

(b) As of the effective date of this AD, no person shall install on any airplane any cargo net having one of the following part numbers: 5366, 5367, 5370, 5375, or 5579.

(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, 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.

(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.

(e) The replacement shall be done in accordance with the following Avions de Transport Regional service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No. shown on page	Revision level shown on page	Date shown on page
ATR42-25-0108	1-9	Original	Jan. 24, 1997.
ATR42-25-0108, Revision 1, February 28, 1997	1-3, 5-7	1	Feb. 28, 1997.
	4, 8, 9	Original	Jan. 24, 1997.
ATR42-25-0108, Revision 2, July 1, 1997	1, 2, 4	2	July 1, 1997.
	3, 5, 6, 7	1	Feb. 28, 1997.
	8, 9	Original	Jan. 24, 1997.
ATR72-25-1052	1-7	Original	Feb. 11, 1997.
ATR72-25-1052, Revision 1, July 1, 1997	1, 3	1	July 1, 1997.
	2, 4-7	Original	Feb. 11, 1997.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directives 96-289-069(B)R1 and 96-288-032(B)R1, both dated December 18, 1996.

(f) This amendment becomes effective on July 20, 1998.

Issued in Renton, Washington, on June 8, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15784 Filed 6-12-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 37

Notice of Clarification and New Docket Prefix EY

AGENCY: Federal Energy Regulatory Commission.

ACTION: Clarification of rule.

SUMMARY: The Federal Energy Regulatory Commission is clarifying that, as required by section 37.4(a)(2) of the Commission's Rules and Regulations, 18 CFR 37.4(a)(2) (1997), transmission providers should report emergency circumstances affecting system reliability to the Commission

within 24 hours by sending reports by facsimile to the Secretary of the Commission. In addition, the Commission is clarifying the information that transmission providers should include in the reports. The Commission is also establishing a new docket prefix, EY, to track the reports.

EFFECTIVE DATE: June 15, 1998.

FOR FURTHER INFORMATION CONTACT: Johnathan E. First, Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426, (202) 208-1033.

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, D.C. 20426.

The Commission Issuance Posting System (CIPS) provides access to the texts of formal documents issued by the Commission. CIPS can be accessed via Internet through FERC's Homepage (<http://www.ferc.fed.us>) using the CIPS link or the Energy Information Online icon. The full text of this document will be available on CIPS in ASCII and Wordperfect 6.1 format. CIPS is also available through the Commission's electronic bulletin board service at no charge to the user and may be accessed using a personal computer with a modem by dialing 202-208-1397, if dialing locally, or 1-800-856-3920, if dialing long distance. To access CIPS, set your communications software to 19200, 14400, 12000, 9600, 7200, 4800, 2400, or 1200 bps, full duplex, no parity, 8 data bits and 1 stop bit. 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 Homepage 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 contractor, La Dorn Systems Corporation. La Dorn Systems Corporation is located in the Public Reference Room at 888 First Street, N.E., Washington, D.C. 20426.

Notice of Clarification and New Docket Prefix EY

June 1, 1998.

The Commission clarifies the procedures that transmission providers should follow when reporting emergency circumstances that result in deviations from the standards of conduct. See 18 CFR 37.4(a)(2). Further, the Commission gives notice that it has established a new docket prefix, EY, for reports of emergency circumstances that transmission providers submit.

Background

In Order No. 889, the Commission issued rules governing an Open Access Same-Time Information System (OASIS)