after the effective date of this AD, whichever occurs first.

(b) For airplanes not subject to paragraph (a) of this AD: Perform a visual inspection to detect corrosion of the direction link subassembly of the MLG assembly at the later of the times specified in paragraph (b)(1) or (b)(2) of this AD, in accordance with British Aerospace Service Bulletin SB.32–143, dated August 22, 1995.

(1) Prior to the accumulation of 4,000 landings on the MLG assembly after the effective date of this AD. Or

(2) Within 12 months after the effective date of this AD.

(c) If no corrosion is found during the inspection required by paragraph (a) or (b) of this AD: Prior to further flight, perform the follow-on actions in accordance with British Aerospace Service Bulletin SB.32–143, dated August 22, 1995.

Note 3: ''Follow-on actions,'' as specified in this AD, include applying jointing compound to the threads; in some case, restoring the cadmium plate; and applying sealant to the exposed threads and castellations on the direction link subassembly. These actions are described in detail in Messier-Dowty Service Bulletin 146–32–127, dated August 21, 1995.

(d) If light surface corrosion, as defined in British Aerospace Service Bulletin SB.32–143, dated August 22, 1995, is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, remove the corrosion and perform the follow-on actions in accordance with the service bulletin.

(e) If any corrosion is found during the inspection required by paragraph (a) or (b) or this AD, and that corrosion is beyond the limits specified in British Aerospace Service Bulletin SB.32–143, dated August 22, 1995: Prior to further flight, replace the link subassembly in accordance with the service bulletin.

(f) As of the effective date of this AD, no person shall install a MLG or directional link subassembly unless the inspection and necessary follow-on actions of the directional link subassembly specified in paragraphs (a), (b), (c), and (d) of this AD have been performed, in accordance with British Aerospace Service Bulletin SB.32–143, dated August 22, 1995.

(g) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(h) 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 6, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–20429 Filed 8–9–96; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 96–NM–139–AD]

RIN 2120–AA64

Airworthiness Directives; Jetstream Model BAe ATP 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 Jetstream Model BAe ATP airplanes. This proposal would require repetitive inspections of the ram air inlet ducts for structural integrity and security of fasteners, and repairs, if necessary. This proposal also provides an optional terminating modification for the repetitive inspections. This proposal is prompted by a report of the separation of a ram air inlet duct from the airplane during flight. The actions specified by the proposed AD are intended to prevent such separation, which could pose a hazard to persons or property on the ground.

DATES: Comments must be received by September 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–139–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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; fax (206) 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 numbers 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–139–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–139–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model BAe ATP airplanes. The CAA advises that the ram air inlet duct base plate flanges can delaminate and allow the screws fastening the ducts to the airplane to pull through the duct base plate. These conditions, if not corrected, could result in the separation of a duct from the airplane during flight, which poses a hazard to persons or property on the ground.

Explanation of Relevant Service Information

Jetstream has issued Service Bulletin BAe ATP–21–36, dated January 3, 1996, which describes procedures for inspecting the left and right ram air inlet ducts, to detect if the duct base plate flange has delaminated and the screws fastening the ducts to the airplane are pulling through the duct base plate; this service bulletin also describes procedures for repairing these discrepancies using new bolts and washers. The CAA classified this service bulletin as mandatory and issued CAA Airworthiness Directive 003–01–96 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

In addition, Jetstream has issued Service Bulletin BAe ATP–21–37, dated January 23, 1996, which describes a ram air inlet duct modification that terminates the need to perform required repetitive duct inspections and repairs. This modification, which would prevent the duct from separating from the airplane, requires the bolting of reinforcing plates to the base flange of the duct. The CAA classified this service bulletin as optional.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom and is 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 the inspection of the airplane's left and right ram air inlet ducts to determine whether the duct base plate flange has delaminated and the screws fastening these ducts have pulled through the duct base plate; and would require repair, if necessary. Thereafter, the proposed AD also would require repetitive inspections and repairs, if necessary, unless an optional terminating action is performed. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

The FAA estimates that 10 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 inspection, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $600 per inspection, or $60 per airplane, per inspection.

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.

Should an operator elect to accomplish the optional terminating modification provided in this proposal, it would require approximately 1.5 work hours to accomplish, at an average labor rate of $60 per work hour. (This work hour figure does not include the time necessary for sealant to cure.) The cost of required parts would be nominal and could be produced locally from standard materials. Based on these figures, the cost impact of the proposed optional terminating modification on U.S. operators is estimated to be $60 per airplane.

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:

Jetstream Aircraft, Ltd. (Formerly British Aerospace Commercial Aircraft, Limited): Docket 96–NM–139–AD.

Applicability: Model BAe ATP airplanes having constructor numbers 2002 through 2063 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 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 the separation of the ram air inlet duct from the airplane, accomplish the following:

(a) Prior to the accumulation of 50 flight hours after the effective date of this AD, inspect the left and right ram air inlet ducts to determine whether the duct base plate flange has delaminated and the screws fastening the duct have pulled through the duct base plate, in accordance with Jetstream BAe ATP Service Bulletin ATP–21–36, dated January 3, 1996.

(1) If no discrepancy is detected, repeat the inspection thereafter at intervals not to exceed 250 flight hours.

(2) If any discrepancy is detected, prior to further flight, repair in accordance with the service bulletin. Thereafter, repeat the inspection at intervals not to exceed 250 flight hours.

(b) Accomplishment of the modification of the ram air inlet ducts in accordance with

Jetstream BAe ATP Service Bulletin ATP–21–37, dated January 23 , 1996, constitutes terminating action for the repetitive inspections required by paragraph (a) 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, 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.

(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 6, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–20430 Filed 8–9–96; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 35

[Docket No. RM96–11–000]

Capacity Reservation Open Access Transmission Tariffs

August 2, 1996.

AGENCY: Federal Energy Regulatory Commission, DOT.

ACTION: Notice of proposed rulemaking; technical conference.

SUMMARY: On July 18, 1996 (61 FR 38663, July 25, 1996), the Commission announced that it will convene a one-day technical conference on the notice of proposed rulemaking (61 FR 21847, May 10, 1996) in this proceeding. The proposed rule specifies filing requirements to be followed by public utilities in making transmission tariff filings based on capacity reservations for all transmission users. Persons wishing to participate in the conference should file a request with the Secretary indicating the general issue or issues they wish to discuss and identifying the party or parties they will represent. The agenda and format for the technical conference will be announced at a later date.

DATES: The technical conference will be held on September 20, 1996, beginning at 9:30 a.m. Requests to participate and issues should be filed on or before August 15, 1996.

ADDRESSES: The conference will be held at the Federal Energy Regulatory Commission, 888 First St., NE, Washington, DC 20426. Filings should be made with the Office of the Secretary at the same address.

FOR FURTHER INFORMATION CONTACT: David D. Withnell, Federal Energy Regulatory Commission, Office of the General Counsel, 888 First St., N.E., Washington, D.C. 20426, Telephone: (202) 208–2063.

Lois D. Cashell,

Secretary.

[FR Doc. 96–20441 Filed 8–9–96; 8:45 am]

BILLING CODE 6717–01–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[NV–029–0001; FRL–5549–5]

Clean Air Act Reclassification; Nevada-Clark County Nonattainment Area; Carbon Monoxide

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA proposes to find that the Clark County, Nevada carbon monoxide (CO) nonattainment area has met the criteria in section 186(b)(4) of the Clean Air Act (CAA): it exceeded the CO National Ambient Air Quality Standard (NAAQS) once in 1995; it has adopted and implemented the CAA required moderate nonattainment area control measures; and, it has demonstrated progress towards attaining the CO NAAQS. As a result of this finding, EPA proposes to grant a one-year extension of Clark County's moderate area attainment date from December 31, 1995 to December 31, 1996. EPA's proposed finding is based on a review of monitored air quality data for compliance with the CO NAAQS, as well as the air quality planning progress of Clark County. If EPA takes final action on this proposed finding, the Clark County CO nonattainment area will remain classified as a moderate CO nonattainment area as a result of extending the CAA mandated attainment date for one year. The intended effect of extending the attainment date is to allow Nevada and Clark County either to fully implement and strengthen current CO control measures, or to adopt additional control measures prior to the 1996–97 winter CO season in an effort to attain the CO NAAQS.

DATES: Written comments on this proposal must be received by September 11, 1996.

ADDRESSES: Written comments should be sent to:

Wallace Woo, Chief, Plans Development Section, A–2–2, U.S. Environmental Protection Agency, Region 9, 75 Hawthorne Street, San Francisco, California 94105.

The rulemaking docket for this proposal, Docket No. 96–NV–PL–001, may be inspected and copied at the following location between 8 a.m. and 4:30 p.m. on weekdays. A reasonable fee may be charged for copying parts of the docket.

U.S. Environmental Protection Agency, Region 9, Air and Toxics Division, Plans Development Section, A–2–2, 75 Hawthorne Street, San Francisco, California 94105.

Copies of the docket are also available at the State and local offices listed below:

Nevada Division of Environmental Protection, 333 West Nye Lane, Carson City, Nevada, 89710; and,

Clark County Department of Comprehensive Planning, 500 South Grand Central Parkway, Suite 3012, Las Vegas, Nevada, 89155–1741.

FOR FURTHER INFORMATION CONTACT: Jerry Wamsley, A–2–2, Air and Toxics Division, U.S. Environmental Protection Agency, Region 9, 75 Hawthorne Street, San Francisco, California 94105, (415) 744–1226.

SUPPLEMENTARY INFORMATION:

I. Background

A. CAA Requirements and EPA Actions Concerning Designation and Classifications

With enactment of the Clean Air Act Amendments of 1990, under section 107(d)(1)(C) of the Clean Air Act (CAA), each carbon monoxide (CO) area designated nonattainment prior to enactment of the 1990 Amendments was designated nonattainment by operation of law. Under section 186(a) of the CAA, each CO area designated nonattainment under section 107(d) was also classified by operation of law as either ''moderate'' or ''serious'' depending on the severity of the area's air quality problem. CO areas with design values between 9.1 and 16.4 parts per million (ppm) were classified as moderate. States containing areas that were classified as moderate nonattainment by