8. There are various ways DOE might designate fuels with relation to greenhouse gas (GHG) emissions. The discussion paper located at the website address listed above suggests three such ways to view this question. DOE requests comments on which option would be most appropriate, and what levels of GHG emissions should be set if a particular option is chosen.

9. DOE seeks any information and data collected about toxicity issues and ecotoxicity/biodegradability issues related to FTD.

10. DOE requests comments on limiting oxygenated compounds in FTD fuels or suggestions on alternative approaches. Possibilities are outlined in the discussion paper.

11. Are any of FTD fuels' characteristics sufficiently unique to justify inclusion of specific additives to assure that inherent environmental benefits are not degraded or negated due to negative impacts on engine components or emission control systems?

12. Are there other issues that DOE should consider related to Fischer-Tropsch diesel fuel production and use relative to its possible designation as an alternative fuel?

VI. Public Comment

A. Written Comment Procedures

The Department invites interested persons to participate in DOE's technical review of FTD fuels by submitting data, comments, or information with respect to the proposed issues set forth in the FTD discussion paper and subsequent workshop to Linda Bluestein, at the address indicated at the beginning of this notice. We will consider all submissions received by the date specified at the beginning of this notice.

Pursuant to the provisions of 10 CFR 1004.11, anyone submitting information or data that he or she believes to be confidential and exempt by law from public disclosure should submit one complete copy of the document, as well as two copies, if possible, from which the information has been deleted. The DOE will make its determination as to the confidentiality of the information and treat it accordingly.

B. Public Workshop

1. Attendance at Workshop

You will find the time and place of the public workshop listed at the beginning of this notice. If you would like to attend the public workshop, please notify Linda Bluestein at (202) 586–9171. Please note that foreign nationals visiting DOE Headquarters are subject to advance security screening procedures. If you are a foreign national and wish to participate in the workshop, please inform DOE of this fact as soon as possible by contacting Linda Bluestein at (202) 586–9171 so that the necessary procedures can be completed.

2. Procedures for Submitting Requests to Speak

The Department invites any person who has an interest in FTD fuels, or who is a representative of a group or class of persons that has an interest in these issues, to make a request for an opportunity to make an oral presentation. The person making the request should state why he or she, either individually or as a representative of a group or class of persons, is an appropriate spokesperson. Please also briefly describe the nature of the interest in the rulemaking and provide a telephone number and e-mail address for contact. You may hand-deliver speaking requests to the address indicated at the beginning of this notice between the hours of 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send requests by mail or e-mail to *linda.bluestein@ee.doe.gov.*

The Department requests that each person wishing to speak submit an advance copy of his or her statement no later than 4 p.m., October 1, 2002. DOE requests that a copy of your statement also be e-mailed by October 8, 2002. The Department, at its discretion, may permit any person wishing to speak who cannot meet this requirement to participate if that person has made alternative arrangements with the Office of FreedomCAR and Vehicle Technologies in advance. The letter making a request to give an oral presentation must ask for such alternative arrangements. DOE's panel will read statements in advance of the hearing. Speakers should limit their oral presentations to 10 minutes and should specifically address DOE's technical questions (in this notice and the discussion paper) and other issues included in the rulemaking discussion paper.

3. Conduct of Workshop

The workshop will be conducted in an informal, conference style. The Department may use a professional facilitator to facilitate discussion, and a court reporter will be present to record the transcript of the meeting. We will present at the workshop information about DOE's review process, technical analyses to date, and summaries of comments received before the workshop. DOE will also allow time for presentations by workshop participants, and encourage all interested parties to share their views on issues affecting DOE's potential determination to designate the candidate fuel. Attendees will have an opportunity to ask questions. Following the workshop, interested parties will have an opportunity to comment on the proceedings at the workshop and the FTD discussion paper. All comments must be received by November 15, 2002.

The Department will make the entire record of this notice available on the website at *http://www.ott.doe.gov/epact/fuel_pet.shtml.* The transcript will be available for inspection at DOE's Headquarters in Washington, DC. Inspection of the transcript may be arranged by contacting Linda Bluestein at (202) 586–9171.

Issued in Washington, DC, on September 4, 2002.

David K. Garman,

Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 02–22908 Filed 9–9–02; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–SW–44–AD]

RIN 2120–AA64

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes adopting a new airworthiness directive (AD) for Robinson Helicopter Company (RHC) Model R22 helicopters. The AD would require inspecting the pitch control assembly for roughness or binding of the pitch control bearings (bearings) by hand-rotating the pitch control bearing housing (housing). If the housing does not rotate freely, the proposed AD would require replacing the unairworthy pitch control assembly with an airworthy unit. This proposal is prompted by reports of failure of the tail rotor assembly due to improperly lubricated bearings on the RHC Model R22 and R44 helicopters. The actions specified by the proposed AD are intended to detect corrosion of the bearings and prevent bearing failure, breakup of the tail rotor assembly, tail

rotor contact with the tailboom, and subsequent loss of control of the helicopter.

DATES: Comments must be received on or before November 12, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2001–SW–44–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. You may also send comments electronically to the Rules Docket at the following address: *9-asw-adcomments@faa.gov.* Comments may be inspected at the Office of the Regional Counsel between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Fred Guerin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627–5232, fax (562) 627–5210.

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 will be considered before taking action on the proposed rule. The proposals contained in this document 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 mailed comments submitted in response to this proposal must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 2001–SW–44–AD.'' The postcard will be date stamped and returned to the commenter.

Discussion

This document proposes adopting an AD for RHC Model R22 helicopters. The AD would require inspecting the pitch control assembly to determine roughness or binding of the bearings by hand-rotating the housing. If the housing does not rotate freely, the proposed AD would require replacing each unairworthy pitch control assembly with an airworthy unit. This proposal is prompted by reports of failure of the tail rotor assembly due to improperly lubricated bearings. This condition, if not corrected, could result in bearing failure, breakup of the tail rotor assembly, tail rotor contact with the tailboom, and subsequent loss of control of the helicopter.

The FAA has reviewed RHC Service Bulletin SB–90A, Revision A, dated June 10, 2002, which describes procedures for inspecting the pitch control assembly to determine roughness or binding of the bearings by hand-rotating the housing. If the housing does not rotate freely, the service bulletin specifies replacing each unairworthy pitch control assembly, part number (P/N) A031–1, with an airworthy unit in accordance with the maintenance manual.

This unsafe condition is likely to exist or develop on other RHC Model R22 helicopters of the same type design. Therefore, the proposed AD would require, within a certain time and at specified intervals, inspecting the pitch control assembly for roughness or binding of the bearings by hand-rotating the housing. If the housing does not rotate freely, the proposed AD would require, before further flight, replacing each unairworthy pitch control assembly with an airworthy unit. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates this proposed AD would affect 1300 helicopters of U.S. registry. The FAA estimates that it would take approximately 2.3 work hours per helicopter to inspect and replace each pitch control assembly at an average labor rate of $60 per work hour. Required parts would cost approximately $800 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $1,219,400, assuming the pitch control assembly is replaced on the entire fleet.

The regulations proposed herein would not have a substantial direct effect 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, it is determined that this proposal would not have federalism implications under Executive Order 13132.

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:

Robinson Helicopter Company: Docket No. 2001–SW–44–AD.

Applicability: Model R22 helicopters, up to and including serial number 3328, except serial numbers 3167, 3326, and 3327, with pitch control assembly, part number (P/N) A031–1, Revision J or prior, 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 (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 corrosion of the bearings and prevent bearing failure, breakup of the tail rotor assembly, tail rotor contact with the tailboom, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 20 hours time-in-service (TIS) and thereafter at intervals not to exceed 300 hours TIS or 12 months, whichever occurs first, inspect the pitch control assembly for roughness or binding of the pitch control bearings by hand-rotating the pitch control bearing housing (housing) in accordance with Robinson Helicopter Company Service Bulletin SB–90A, Revision A, dated June 10, 2002. If the housing does not rotate freely, before further flight, replace the unairworthy pitch control assembly with an airworthy unit.

(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, Los Angeles Aircraft Certification Office (LAACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, LAACO.

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

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on August 28, 2002.

Eric D. Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 02–22897 Filed 9–9–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–SW–45–AD]

RIN 2120–AA64

Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes adopting a new airworthiness directive (AD) for Robinson Helicopter Company (RHC) Model R44 helicopters. The AD would require inspecting the pitch control assembly for roughness or binding of the pitch control bearings (bearings) by hand-rotating the pitch control bearing housing (housing). If the housing does not rotate freely, the proposed AD would require replacing the unairworthy pitch control assembly with an airworthy unit. This proposal is prompted by reports of failure of the tail rotor assembly due to improperly lubricated bearings on the RHC Model R22 and R44 helicopters. The actions specified by the proposed AD are intended to detect corrosion of the bearings and prevent bearing failure, breakup of the tail rotor assembly, tail rotor contact with the tailboom, and subsequent loss of control of the helicopter.

DATES: Comments must be received on or before November 12, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2001–SW–45–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. You may also send comments electronically to the Rules Docket at the following address: *9-asw-adcomments@faa.gov.* Comments may be inspected at the Office of the Regional Counsel between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Fred Guerin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627–5232, fax (562) 627–5210.

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 will be considered before taking action on the proposed rule. The proposals contained in this document 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 mailed comments submitted in response to this proposal must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 2001–SW–45–AD.'' The postcard will be date stamped and returned to the commenter.

Discussion

This document proposes adopting an AD for RHC Model R44 helicopters. The AD would require inspecting the pitch control assembly for roughness or binding of the bearings by hand-rotating the housing. If the housing does not rotate freely, this AD would require replacing each unairworthy pitch control assembly with an airworthy unit. This proposal is prompted by reports of failure of the tail rotor assembly due to improperly lubricated bearings. This condition, if not corrected, could result in bearing failure, breakup of the tail rotor assembly, tail rotor contact with the tailboom, and subsequent loss of control of the helicopter.

The FAA has reviewed RHC Service Bulletin SB–43A, Revision A, dated June 10, 2002, which describes procedures for inspecting the pitch control assembly for roughness or binding of the bearings by hand-rotating the housing. If the housing does not rotate freely, this service bulletin specifies replacing each unairworthy pitch control assembly, part number (P/N) C031–1, with an airworthy unit in accordance with the maintenance manual.

This unsafe condition is likely to exist or develop on other RHC Model R44 helicopters of the same type design. Therefore, the proposed AD would require, within a certain time and at specified intervals, inspecting the pitch control assembly for roughness or binding of the bearings by hand rotating the housing. If the housing does not rotate freely, this AD would require, before further flight, replacing any unairworthy pitch control assembly with an airworthy unit. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that this proposed AD would affect 440 helicopters of U.S. registry. The FAA estimates that it would take approximately 2.3 work hours per helicopter to inspect and replace a pitch control assembly at an average labor rate of $60 per work hour. Required parts would cost