

(1) On page 38831 in the second column, third line, the first complete sentence is corrected to the following: "In 2020, the proposed standards would avoid the construction of three 400 megawatt coal-fired plants and twenty-four 400 megawatt gas-fired plants."

(2) On page 38834 in the second column, in the first paragraph of Section V.B.2.a, the sixth sentence is corrected to the following: "Revising the standard for air conditioner and heat pump efficiency would contribute up to an additional \$303 million, bringing the total cumulative regulatory burden to as high as \$782 million."

(3) On page 38835, in Table 4, in the row with the heading "Industry Impacts (million \$): Cumulative Change in Industry NPV" and under the columns with the headings: "Trial std 1; Trial std 2; Trial std 3; and Trial std 4;" replace the numerical values with: "(30); (159); (171); and (303)", respectively.

(4) On page 38835, in Table 4, in the row with the heading "Industry Impacts (million \$): Cumulative Regulatory Burden on Industry" and under the columns with the headings: "Trial std 1; Trial std 2; Trial std 3; and Trial std 4;" replace the numerical values with: "(>509); (>638); (>650); and (>782)", respectively.

(5) On page 38836 in the second column, in the third paragraph, the last sentence is corrected to the following: "Furthermore, the cumulative impact of all new Federal and State regulations would exceed \$782 million."

(6) On page 38837 in the second column, in the first paragraph, the last sentence is corrected to the following: "Furthermore, the cumulative impact of all new Federal and State regulations would exceed \$650 million."

(7) On page 38838 in the first column, in the second paragraph, the last sentence is corrected to the following: "Furthermore, the cumulative impact of all new Federal and State regulations would exceed \$638 million."

(8) On page 38841 in the second column, line seven, the last sentence is corrected to the following: "This would be the equivalent of three 400 megawatt coal-fired plants and twenty-four 400 megawatt gas-fired plants."

Issued in Washington, DC, on August 22, 2001.

**David K. Garman,**

*Assistant Secretary, Energy Efficiency and Renewable Energy.*

[FR Doc. 01-21665 Filed 8-27-01; 8:45 am]

BILLING CODE 6450-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NM-196-AD]

RIN 2120-AA64

#### Airworthiness Directives; McDonnell Douglas Model MD-90-30 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 McDonnell Douglas Model MD-90-30 series airplanes. This proposal would require an inspection of the wiring in the left-hand tunnel area of the forward cargo compartment for evidence of chafing, and repair, if necessary. This action is necessary to prevent such chafing, which could result in subsequent shorting to structure, and consequent smoke and possible fire in the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by October 12, 2001.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2000-NM-196-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. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-nprmcomment@faa.gov](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2000-NM-196-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at

the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

#### FOR FURTHER INFORMATION CONTACT:

George Y. Mabuni, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5341; 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 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 action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (e.g., reasons or data) for each request.

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 action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2000-NM-196-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-114, Attention: Rules Docket No. 2000-NM-196-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

## Discussion

The FAA has received reports indicating that two operators reported two instances of wire chafing and subsequent shorting to structure in the left-hand tunnel area of the forward cargo compartment. In one instance, cabin pressure control circuit breakers tripped. A short time later, smoke was observed coming from the left side of the airplane. Investigation revealed that excess wire length and improper wire routing resulted in the wire chafing. Such chafing, if not corrected, could result in subsequent shorting to structure, and consequent smoke and possible fire in the airplane.

## Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD90-24A003, Revision 01, dated January 11, 2000, which describes procedures for a one-time general visual inspection of the wiring in the left-hand tunnel area of the forward cargo compartment for evidence of chafing, and repair of any damaged wiring. The alert service bulletin also describes procedures for coiling and stowing any excess wire in the forward cargo compartment, left side, between stations Y=237.000 and Y=256.000. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

## Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously. The actions would be required to be accomplished in accordance with the alert service bulletin described previously.

## Cost Impact

There are approximately 12 Model MD-90-30 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 3 work hours per airplane to accomplish the proposed actions, 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 \$1,800, or \$180 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 proposed AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

## Regulatory Impact

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 the following new airworthiness directive:

**McDonnell Douglas:** Docket 2000-NM-196-AD.

**Applicability:** Model MD-90-30 series airplanes, certificated in any category; as identified in McDonnell Douglas Alert Service Bulletin MD90-24A003, Revision 01, dated January 11, 2000.

**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 prevent chafing of the wiring in the left-hand tunnel area of the forward cargo compartment, which could result in subsequent shorting to structure, and consequent smoke and possible fire in the airplane, accomplish the following:

## Inspection and Repair

(a) Within one year after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD per McDonnell Douglas Alert Service Bulletin MD90-24A003, Revision 01, dated January 11, 2000.

(1) Do a one-time general visual inspection of the wiring in the left-hand tunnel area of the forward cargo compartment for evidence of chafing. Prior to further flight, repair any damaged wiring.

(2) Coil and stow any excess wire in the forward cargo compartment, left side, between stations Y=237.000 and Y=256.000.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

**Note 3:** Accomplishment of the actions required by this AD per McDonnell Douglas Service Bulletin MD90-24-003, dated October 27, 1995, prior to the effective date of this AD, is considered acceptable for compliance with the requirements of this AD.

## Alternative Methods of Compliance

(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 (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

#### Special Flight Permit

(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 August 21, 2001.

**Ali Bahrami,**

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

[FR Doc. 01-21633 Filed 8-27-01; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NM-247-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A300 B2 and B4 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 all Airbus Model A300 B2 and B4 series airplanes. This proposal would require identifying the types and areas of repairs on the airplane between frame 10 and frame 80, and follow-on actions for certain repairs. This action is necessary to detect and correct fatigue cracking of certain repairs of the fuselage between frame 10 and frame 80, which could result in reduced structural integrity of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by September 27, 2001.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2000-NM-247-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: *9-anm-*

*nprcomment@faa.gov*. Comments sent via fax or the Internet must contain "Docket No. 2000-NM-247-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2797; 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 action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (e.g., reasons or data) for each request.

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.

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postcard on which the following statement is made: "Comments to Docket Number 2000-NM-247-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-114, Attention: Rules Docket 2000-NM-247-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on all Airbus Model A300 B2 and B4 series airplanes. The DGAC advises that certain repairs and areas of repairs of the skin between frame 10 and frame 80 require inspection. These repairs, which had been done in accordance with a version of Structural Repair Manual (SRM) 53-10-10 earlier than Revision 55, may not meet the specifications of Revisions 55 and subsequent of that SRM. An inspection program has been developed in order to meet the structural fatigue and damage tolerance requirements of Amendment 45 of part 25 of the Federal Aviation Regulations.

Fatigue cracking of certain repairs of the fuselage between frame 10 and frame 80, if not detected and corrected, could result in reduced structural integrity of the airplane.

#### Explanation of Relevant Service Information

Airbus has issued Service Bulletin A300-53-0313, Revision 01, dated April 27, 1999. The service bulletin describes procedures for identifying the types and areas of repairs on the airplane between frame 10 and frame 80, and follow-on actions for certain repairs. The follow-on actions include repetitive inspections of specified areas to detect cracking, or replacement of the repair, if necessary. Such replacement would eliminate the need for the repetitive inspections. These actions are intended to adequately address the unsafe condition. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive 2000-261-312(B), dated June 28, 2000, to ensure the continued airworthiness of these airplanes in France.

#### FAA's Conclusions

These airplane models are manufactured in France and are type-certificated for operation in the United States under the provisions of section