stream; then southwest along Provincial Route 94 to National Route 14 at the town of Santo Tome; then southwest along National Route 14 to Provincial Route 47; then southwest along Provincial Route 47 to Provincial Route 129; then southwest along Provincial Route 129 to Provincial Route 33; then south along Provincial Route 33 to National Route 14; then south along National Route 14 to the town of Mocoreta; then southeast along the Riacho Mocoreta to the international border with the Republic of Brazil at the Uruguay River; then northeast along the international border with the Republic of Brazil and the Uruguay River to the Chirimai stream; then northwest along the Chirimai stream to Provincial Route 94.

(2) *Province of Misiones.* That portion of the Province bounded by a line drawn as follows: Beginning at the intersection of National Route 12 and the Itaembe Mini stream; then northeast along National Route 12 to Provincial Route 101; then east along Provincial Route 101 to National Route 14; then south along National Route 14 to the Mandubı stream; then southwest along the Mandubı stream to the Toro stream; then southwest along the Toro stream to Provincial Route 22; then southwest along Provincial Route 22 to the Liso stream; then southwest along the Liso stream to the Yaboti Mini stream; then south along the Yaboti Mini stream to Provincial Coastal Route 2; then south along Provincial Coastal Route 2 to the Chimirai stream; then southeast along the Chimirai stream to the international border with the Republic of Brazil and the Uruguay River; then northeast and north along the international border with the Republic of Brazil, including the Uruguay, the Pepiri Guazu, San Antonio, and Iguazu Rivers, to the international border with the Republic of Paraguay and the Paraguay River; then south and southwest along the international border with the Republic of Paraguay and the Paraguay River to the Itaembe Mini stream and Corrientes/Misiones Provincial line; then south along the Itaembe Mini stream and Corrientes/Misiones Provincial line to National Route 12.

(3) *Province of Chaco.* That portion of the Department of Bermejo bounded by a line drawn as follows: Southern limit: Riacho Guaycuru from the outlet of Riacho Ancho to Provincial Route No. 1. Western limit: Route No. 1 from its intersection with Riacho Guaycuru to its intersection with Provincial Route No. 3. Eastern limit: Paraguay River from Puerto Bermejo to the outlet of Riacho Guaycuru and Riacho Ancho, including Cerrito Island. Northern limit: Provincial Route No. 3 from its intersection with Provincial Route No. 1 to the Paraguay River (Pueblo Viejo de Puerto Bermejo).

(4) *Province of Formosa.* That portion of the Province bounded by a line drawn as follows: Beginning in the area where Provincial Route 9 meets the Bermejo River west of Colonia Cano, at the point where the local road to Paraje San Antonio begins; then north along the local road to Paraje San Antonio, past Paraje San Antonio to the intersection of the local road and the Mbigua-Marove River; then north along the Mbigua-Marove River to the town of Payagua; then north along the Ramirez River to the Herradura Lake; then north along National Route 11 to the City of Clorinda; then northwest along the Porteno River to its intersection with Provincial Route 86; then northwest along Provincial Route 86 to the town of El Solitario; then northwest along the edge of the La Estrella wetland to the Pantalon Complex canal and the Formosa/Salta Provincial line; then north along the Formosa/Salta Provincial line to the international border with the Republic of Paraguay and the Pilcomayo River; then southeast and south along the international border with the Republic of Paraguay, including the Pilcomayo and Paraguay Rivers, to the Bermejo River; then northwest along the Bermejo River to the point of beginning on Provincial Route 9.

(5) *Province of Salta.* That portion of the Province bounded by a line drawn as follows: Beginning at the intersection of the Formosa/Salta Provincial line and Provincial Route 54; then west along Provincial Route 54 to National Route 34; then south along National Route 34 to Provincial Route 50; then northwest along Provincial Route 50 to the Iruya River; then west and north along the Iruya River to Nazareno; then north along the local road from Nazareno to Provincial Route 7 in Santa Victoria Oeste; then west along Provincial Route 7; then west along Provincial Route 7 to the Salta/Jujuy Provincial border; then north along the Salta/Jujuy Provincial border to the international border with the Republic of Bolivia; then east along the international borders with the Republic of Bolivia (including the Bermejo, Grande de Tarija, and Itau Rivers) and the Republic of Paraguay (including the Pilcomaya River) to the Formosa/Salta Provincial line; then south along the Formosa/Salta Provincial line to Provincial Route 54.

(6) *Province of Jujuy.* That portion of the Province bounded by a line drawn as follows: Beginning at the intersection of the Salta/Jujuy Provincial border and Provincial Route 5; then west along Provincial Route 5 to Santa Catalina and Provincial Route 65; then south along Provincial Route 65 to Timon Cruz; then west along the San Juan de Mayo River to the Granadas River; then southwest along the Granadas River to Pululos Lake; then west along a mountain road to Cajal Lake; then southwest from Cajal Lake to the Zapaleri River; then southwest along the Zapaleri River to the border of the Province of Jujuy and the Republic of Chile; then northwest along the border of the Province of Jujuy and the Republic of Chile to the international border with the Republic of Bolivia; then northeast, southeast, and east along the international border of Bolivia to the Salta/Jujuy Provincial border; then south along the Salta/Jujuy Provincial border to Provincial Route 5.

Done in Washington, DC, this 22nd day of December 2000.

Craig A. Reed,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 00–33400 Filed 12–27–00; 10:55 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–SW–07–AD; Amendment 39–12044; AD 2000–25–09]

RIN 2120–AA64

Airworthiness Directives; Agusta S.p.A. Model A109E Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) for Agusta S.p.A. (Agusta) Model A109E helicopters that currently requires inspecting the exhaust ejector locking system, clamp, and dampers for each engine. The existing AD also requires verifying the torque of the metallic clamps and installing safety wire on the metallic clamps; inspecting and modifying the ejector saddles and the locking metallic clamps; and inspecting the metallic clamps, locking mechanisms, and dampers. This amendment requires modifying the engine exhaust ejectors. This amendment is prompted by the development of a kit to modify the engine exhaust ejectors to provide terminating action from the requirements of the current AD. The

actions specified by this AD are intended to prevent loss of the metallic clamp or the engine exhaust ejector, damage to the main or tail rotor system and subsequent loss of control of the helicopter.

DATES: Effective February 2, 2001.

The incorporation by reference of Agusta Technical Bulletin No. 109EP–5, dated December 22, 1999, as listed in the regulations, is approved by the Director of the Federal Register as of February 2, 2001.

The incorporation by reference of Agusta Bollettino Tecnico No. 109EP–3, dated December 22, 1998, listed in the regulations, was previously approved by the Director of the Federal Register as of April 5, 1999 (64 FR 13502, March 19, 1999).

ADDRESSES: The service information referenced in this AD may be obtained from Agusta, 21017 Cascina Costa di Samarate (VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605–222595. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Paul Madej, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193–0110, telephone (817) 222–5125, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 99–03–10, Amendment 39–11080 (64 FR 13502), which is applicable to Agusta Model A109E helicopters, was published in the **Federal Register** on September 22, 2000 (65 FR 57298). That action proposed to require modifying the engine exhaust ejectors, P/N 109–0601–51, by installing a kit, P/N 109–0822–94.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 13 helicopters of U.S. registry will be affected by this AD, that it will take approximately 12 work hours per helicopter to accomplish the required actions, and that the average labor rate is $60 per work hour. The manufacturer has stated that 12 work hours labor costs at $40 per hour and the kit will be provided under warranty if requested prior to December 31, 2000. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $3,120, assuming that all operators take full advantage of the warranty coverage stated by the manufacturer.

The regulations adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

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 removing Amendment 39–11080 (64 FR 13502, March 19, 1999), and by adding a new airworthiness directive (AD), Amendment 39–12044, to read as follows:

2000–25–09 Agusta S.p.A.: Amendment 39–12044. Docket No. 2000–SW–07–AD. Supersedes AD 99–03–10, Amendment 39–11080, Docket No. 99–SW–10–AD.

Applicability: Model A109E helicopters, up to and including serial numbers 11057, excluding serial numbers 11001, 11005, 11047, 11049, 11055 and 11056, with engine exhaust ejectors, part number 109–0601–51, 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 (f) 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 loss of the metallic clamp or the engine exhaust ejector, damage to the main or tail rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) Prior to further flight, in accordance with Part I of the Compliance Instructions in Agusta Bollettino Tecnico No. 109EP–3, dated December 22, 1998 (Technical Bulletin), inspect the exhaust ejector to ejector saddle locking system, the dampers at the bottom of the ejector saddle, and the torque of the metallic clamp, and install safety wire on the metallic clamp. If any damage is found as a result of the inspection, accomplish Part II of the Compliance Instructions in the Technical Bulletin prior to further flight.

(b) Within the next 10 hours time-in-service (TIS), inspect the dampers and metallic clamps, and reposition and modify the ejector saddle and the locking metallic clamp in accordance with Part II of the Compliance Instructions in the Technical Bulletin.

(c) Thereafter, at intervals not to exceed 25 hours TIS, inspect the metallic clamp, locking mechanism, and dampers in accordance with Part III of the Compliance Instructions in the Technical Bulletin.

(d) Before further flight after December 31, 2000, modify the engine exhaust ejectors, part number (P/N) 109–0601–51, by installing a kit, P/N 109–0822–94, in accordance with the Compliance Instructions in Agusta Technical Bulletin No. 109EP–5, dated December 22, 1999.

(e) Installing a kit, P/N 109–0822–94, is terminating action for the requirements of this AD.

(f) 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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through a FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

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

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

(h) The inspections shall be done in accordance with Parts I, II, and III of the Compliance Instructions in Agusta Bollettino Tecnico No. 109EP–3, dated December 22, 1998. The incorporation by reference of that document was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of April 5, 1999 (64 FR 13502, March 19, 1999). The modification shall be done in accordance with the Compliance Instructions in Agusta Technical Bulletin No. 109EP–5, dated December 22, 1999. The incorporation by reference of that document 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 Agusta, 21017 Cascina Costa di Samarate (VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605–222595. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on February 2, 2001.

Note 3: The subject of this AD is addressed in Ente Nazionale per l'Aviazione Civile (Italy) AD No. 2000–001, dated January 4, 2000, and 2000–088, dated February 10, 2000.

Issued in Fort Worth, Texas, on December 6, 2000.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 00–32551 Filed 12–28–00; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–226–AD; Amendment 39–12055; AD 2000–26–05]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737, 747, 757, and 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737, 747, 757, and 767 series airplanes, that requires rework of certain duct assemblies of the environmental control system (ECS) or replacement of the duct assemblies with new or reworked duct assemblies. This action is necessary to prevent potential ignition of fiberglass insulation material installed on the outside of the ECS ducts, which could propagate a small fire and lead to a larger fire. This action is intended to address the identified unsafe condition.

DATES: Effective February 2, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 2, 2001.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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: James Cashdollar, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2785; fax (425) 227–1181.

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 Boeing Model 737, 747, 757, and 767 series airplanes was published in the **Federal Register** on August 10, 2000 (65 FR 48947). That action proposed to require rework of certain duct assemblies of the environmental control system (ECS) or replacement of the duct assemblies with new or reworked duct assemblies.

Comments Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Support for the Proposal

Two commenters support the proposed rule.

Requests to Revise Compliance Time

Several commenters request an extension of the proposed compliance time. Generally, the commenters claim that the proposed five-year compliance time will result in a need to accomplish the proposed requirements on some airplanes before the next scheduled heavy maintenance visit, which would cause significant airplane down time, and would impose a substantial cost penalty. Individual comments are presented below.

One of the commenters suggests that an extension of the compliance time to six years for all aircraft types would not compromise safety any further. Another commenter requests that the compliance time be stated as follows: ''* * * within five years after the effective date of the AD, or at the next scheduled heavy maintenance visit, whichever occurs later, not to exceed eight years after the effective date.'' This commenter performs segmented ''C'' checks approximately every two years, and it takes four such checks to reach all areas of the airplane. Therefore, under that commenter's maintenance program, access to the specific areas affected may not occur for eight years.

The Air Transport Association (ATA) of America, on behalf of its members, states that the compliance time should be stated as follows: ''* * * within five years after the effective date of this AD, or at the next scheduled heavy maintenance visit, whichever occurs later, not to exceed six years after the effective date.'' The ATA contends that this compliance time ''would preclude the press associated with significant, unscheduled maintenance visits''; in practical terms, this would affect the installation time of less than 20 percent of the applicable airplanes. The ATA believes that its suggested compliance time would achieve a level of safety equivalent to that intended by the proposed AD.

Another commenter states that it participated in a Boeing-hosted meeting on the subject ECS ducting flammability concerns and asked Boeing to recommend to the FAA that the actions be required during a heavy maintenance visit. The commenter notes that Boeing did indeed make this recommendation to the FAA in the referenced FAA-approved service bulletins. The commenter says that six years would facilitate making use of the first heavy maintenance visit under current maintenance programs. The commenter adds that compliance periods that intend to make use of scheduled down time per an approved maintenance program should reflect an interval taking into account such approved maintenance programs.

Another commenter states that a moderate escalation of the compliance time to 6 years would avoid burdening the operators with excessive costs, and would allow accomplishment of the modification at a heavy maintenance visit. Retaining the proposed 5-year compliance time for Model 757 series