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:

2000–08–15 Boeing: Amendment 39–11701. Docket 99–NM–346–AD.

Applicability: Model 777 series airplanes having line numbers 1 through 119 inclusive, except line numbers 94, 102, 104, and 118; certificated in any category.

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 (d) 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 fatigue cracking of the upper wing skin, which could result in reduced structural integrity of the wing, accomplish the following:

Eddy Current Inspection of Fastener Holes

(a) Prior to the accumulation of 16,000 total flight cycles or 40,000 total flight hours, whichever occurs earlier, perform a one-time eddy current inspection to detect cracking of the fastener holes common to the upper wing skins and trailing edge panels of both wings, in accordance with Boeing Alert Service Bulletin 777–57A0022, dated August 26, 1999.

Rework and Re-Inspection of Fastener Hole

(b) If any cracking is detected during the inspection required by paragraph (a) of this AD, prior to further flight, oversize the fastener hole and perform additional eddy current inspections to detect cracking of the fastener holes until all cracking is no longer detectable by means of eddy current inspection. Perform the actions in accordance with Boeing Alert Service Bulletin 777–57A0022, dated August 26, 1999. Prior to further flight, oversize the fastener hole an additional 1/32-inch minimum and measure the starting hole diameter and edge margin of the fastener hole, in accordance with the alert service bulletin.

(1) If the fastener hole diameter or the edge margin of any fastener hole is not within the limits specified in the alert service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, or a Boeing Company Designated Engineering Representative who has been authorized by the FAA to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(2) If the fastener hole diameter and edge margin of all the fastener holes are within the limits specified in the alert service bulletin, prior to further flight, accomplish the requirements of paragraph (c) of this AD.

Coldwork of Fastener Holes

(c) If no cracking is detected during the eddy current inspection required by paragraph (a), or the fastener hole diameter and edge margin of all the fastener holes are within the limits required by paragraph (b) of this AD, prior to further flight, coldwork the fastener holes and install new or serviceable fasteners, in accordance with Boeing Alert Service Bulletin 777–57A0022, dated August 26, 1999.

Alternative Methods of Compliance

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

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

Special Flight Permits

(e) 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.

Incorporation by Reference

(f) Except as provided by paragraph (b)(1) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 777–57A0022, dated August 26, 1999. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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.

(g) This amendment becomes effective on May 31, 2000.

Issued in Renton, Washington, on April 18, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–10160 Filed 4–25–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–253–AD; Amendment 39–11703; AD 2000–08–17]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737–100, –200, –300, –400, and –500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737–100, –200, –300, –400, and –500 series airplanes, that requires repetitive inspections to detect damage of certain taxi light assemblies, and replacement with a new or serviceable part, if necessary. This AD also requires eventual replacement of certain taxi light assemblies with improved parts, which constitutes terminating action for the repetitive inspections. This amendment is prompted by a report that a damaged taxi light detached from an airplane and was ingested into the airplane engines. The actions specified by this AD are intended to prevent damage to the taxi light assembly, which could result in detachment of the taxi light assembly from the airplane, ingestion of taxi light debris into an engine, and consequent loss of thrust from one or both engines.

EFFECTIVE DATE: May 31, 2000.

ADDRESSES: Information pertaining to this amendment may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: David Herron, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2672; 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 737–100, –200, –300, –400, and –500 series airplanes was published in the **Federal Register** on May 10, 1999 (64 FR 24963). That action proposed to require repetitive detailed visual inspections to detect damage (including cracking, corrosion, deformation, or evidence of impact) of certain taxi light assemblies, and replacement with a new or serviceable part, if necessary. That action also proposed to require eventual replacement of certain taxi light assemblies with improved parts, which constitutes terminating action for the repetitive inspections.

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

One commenter supports the proposed rule. Another commenter considers the daily repetitive inspection interval to be unnecessarily restrictive, but has no objections to the proposed rule.

Requests To Extend Repetitive Inspection Interval

Two commenters request that the FAA extend the repetitive daily inspection interval for the visual inspection to detect damage of the taxi light assembly mounted on the nose landing gear of the airplane.

One commenter states that the daily inspection is redundant and the interval should be extended to every five days. The commenter states that, during the pre-flight walk-around, the flight crew checks the nose taxi light bracket prior to each flight. If damage is found, the flight crew notifies maintenance to correct the discrepancy.

Therefore, the commenter states that its suggested change would provide an equivalent level of safety to the daily inspections.

Another commenter states that a daily repetitive inspection is excessive and suggests a weekly inspection interval. The commenter justifies its request by stating that it has recently placed additional focus on proper towing procedures, which will ''dramatically'' reduce the potential for impact damage.

The FAA does not concur with the commenters' request. Inspections at a frequency of every five or seven days, instead of daily, reduce the opportunity for discovering damage and are not adequate to ensure that any damage is detected in a timely manner.

With regard to the first commenter's reference to the pre-flight walk-around performed by the flight crew, the FAA does not consider flight crews to be trained in the same manner as maintenance personnel to carry out the detailed visual inspections required by this AD. These expectations and definitions are contained within Parts 1 and 43 of the Federal Aviation Regulations (FAR) (14 CFR parts 1 and 43).

With regard to the second commenter's justification of additional focus on proper towing procedures, the FAA finds that there is no meaningful way to gauge the effectiveness of training procedures in mitigating the unsafe condition addressed in this AD. The FAA expects that the individuals who have been performing towing operations were properly trained; however, there have still been numerous incidents of damage to the taxi light assemblies.

In developing an appropriate repetitive interval for this action, the FAA considered the average utilization of the affected fleet (average of 7 flight cycles per day), the numerous reports of damaged taxi light assemblies, and the degree of urgency associated with addressing the subject unsafe condition. In consideration of all of these factors, the FAA has determined that daily inspections are appropriate to ensure that an acceptable level of safety can be maintained. No change to the final rule is necessary.

Request To Include Approved Repair

One commenter requests that an approved repair be included as a terminating action for the repetitive inspections. The commenter promotes repair as a cost effective means of compliance, but does not provide any reason why a repair would provide a level of safety equivalent to that achieved by accomplishment of the proposed AD.

The FAA does not concur with the commenter's request. The new taxi light assemblies listed in paragraph (c) of this AD as acceptable replacement parts differ from the taxi light assemblies that are the subject of this AD in both the dimensions of the part and the material from which the part is made. These design changes address the inherent failure mode associated with the unsafe condition (*i.e.,* damaged taxi light assemblies due to towing operation practices and design deficiencies). However, repair of the taxi light assemblies subject to this AD would not affect the failure mode. No change to the final rule is necessary.

Request To Clarify Degree of Damage That Warrants Replacement

One commenter requests that the FAA clarify the degree of damage that warrants replacement of the light assembly, because minor superficial damage would not reduce the airworthiness of the assembly. The commenter provides no data or analysis beyond the statement made.

The FAA does not concur with the commenter's request. The FAA has defined the type of damage and level of inspection necessary in paragraph (a) of the AD. The FAA has determined that any damage found at this inspection level would decrease the safety of the aircraft to the point where replacement is necessary. No change to the final rule is necessary.

Clarification of the Term ''Inspector''

One commenter requests clarification of the term ''inspector'' referenced in **Note 2** of the NPRM. The commenter wants to know if this term refers to a job title or the person conducting the inspection.

The FAA concurs that clarification should be provided in this case. The term ''inspector,'' as used in the note, refers to the person performing the inspection. It is not intended as a job title and does not refer to a person with any special technical qualifications. The FAA notes that Part 43 of the FAR (14 CFR part 43) specifies who may perform maintenance. **Note 2** of this final rule has been revised accordingly to clarify the term ''inspector'' as ''the person performing the inspection.''

Request to Include Additional Instructions for Identification of Parts

One commenter recommends that the proposed AD include additional instructions or reference a Boeing or original equipment manufacturer document to assist in identification and reidentification of parts. The commenter states that many of the light assemblies will be difficult to identify due to part numbers ''wearing off.'' The commenter states that an alternative method of identifying parts would preclude unnecessary removals and inspections.

The FAA does not concur with the commenter's request. The FAA understands the difficulty the commenter may have in identifying which airplanes are configured with what parts. However, to develop procedures for identifying a part by a means other than part number would take time and would delay the issuance of this final rule. In consideration of the safety implications of the unsafe condition identified in this rule, the

FAA finds that it would be inappropriate to delay the issuance of this rule in this way. The economic benefit that would be gained (by minimizing unnecessary inspections and replacements) does not outweigh the safety benefits that will be gained by implementing the requirements of this rule in a timely manner. In addition, considering the estimated time necessary for replacement of the taxi light assembly (2 hours), it may cost more in time and effort for operators to properly identify a part as needing replacement than to replace the part. Therefore, the FAA finds that it would be more efficient and cost effective to accomplish the requirements of the AD as proposed. No change to the final rule is necessary.

Comment on Use of Lights Identified in Parts Catalog

One commenter states that it has only authorized the use of light assemblies that are identified within the airplane manufacturer's illustrated parts catalog. However, the commenter makes no request for a specific change to the proposed rule and provides no justification for a change. Therefore, no change to the final rule is necessary in this regard.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously.

Cost Impact

There are approximately 2,857 airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,159 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be $69,540, or $60 per airplane, per inspection cycle.

It will take approximately 2 work hours per airplane to accomplish the required replacement, at an average labor rate of $60 per work hour. Required parts will cost approximately $549 per airplane. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be $775,371, or $669 per airplane.

The cost impact figures discussed above are 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, 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:

2000–08–17 Boeing: Amendment 39–11703. Docket 98–NM–253–AD.

Applicability: Model 737–100, –200, –300, –400, and –500 series airplanes; that are not equipped with a Grimes Aerospace taxi light assembly having part number (P/N) 50–0199–9, 50–0199–11, 50–0128–1A, 50–0128–1MA, 50–0128–3A, or 50–0128–3MA; certificated in any category.

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 (d) 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 damage to the taxi light assembly, which could result in detachment of the taxi light from the airplane, ingestion of taxi light debris into an engine, and consequent loss of thrust from one or both engines; accomplish the following:

Initial and Repetitive Inspections

(a) Within 60 days after the effective date of this AD, perform a detailed visual inspection to detect damage (including cracking, corrosion, deformation, or evidence of impact) of the taxi light assembly mounted on the nose landing gear of the airplane. Repeat the inspection thereafter at intervals not to exceed 1 day, until the requirements of paragraph (c) have been accomplished.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as an intensive visual inspection of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of lighting at an intensity deemed appropriate by the inspector (i.e., the person performing the inspection). Inspection aids such as mirrors, magnifying glasses, etc., may be used. Surface cleaning and elaborate access procedures may be necessary.

Replacement

(b) If any damage of the taxi light assembly is detected during any inspection performed in accordance with paragraph (a) of this AD, prior to further flight, replace the existing taxi light assembly with a new or serviceable taxi light assembly in accordance with the applicable maintenance manual. If the existing taxi light assembly is replaced with a Grimes Aerospace taxi light assembly having P/N 50–0199–9, 50–0199–11, 50–0128–1A, 50–0128–1MA, 50–0128–3A, or 50–0128–3MA: no further action is required by this AD.

Terminating Action

(c) Within 2 years after the effective date of this AD: Replace the existing taxi light assembly with a Grimes Aerospace taxi light assembly having P/N 50–0199–9, 50–0199–11, 50–0128–1A, 50–0128–1MA, 50–0128–3A, or 50–0128–3MA; in accordance with the applicable maintenance manual. Such replacement constitutes terminating action for the repetitive inspection requirement of paragraph (a) of this AD.

Alternative Methods of Compliance

(d) 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 nager, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) 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.

Effective Date

(f) This amendment becomes effective on May 31, 2000.

Issued in Renton, Washington, on April 19, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–10289 Filed 4–25–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Part 206

RIN 1010–AC09

Training Sessions on the New Federal Oil Valuation Regulations

AGENCY: Minerals Management Service, Interior.

ACTION: Notice of training sessions.

SUMMARY: The Minerals Management Service (MMS) is offering five 1-day payor training sessions on its revised Federal oil valuation regulations that are effective June 1, 2000.

DATES: See **SUPPLEMENTARY INFORMATION** for training dates.

ADDRESSES: See **SUPPLEMENTARY INFORMATION** for training locations.

FOR FURTHER INFORMATION CONTACT: Ronda Gray, Royalty Valuation Division, Royalty Management Program, Minerals Management Service, P.O. Box 25165, MS 3152, Denver, Colorado 80225–0165, telephone number (303) 275–7259 or fax number (303) 275–7227.

SUPPLEMENTARY INFORMATION: The dates and locations of the training sessions are as follows:

1. *Denver, CO:* May 18, 2000, 8:30 a.m. to 4 p.m., Mountain time. Denver Federal Center, Building 810, (S29, southwest side entrance), Denver, Colorado, 80225; telephone number (303) 202–4852
2. *Tulsa, OK:* May 23, 2000, 8:30 a.m. to 4 p.m., Central time. Radisson Inn—Tulsa Airport, 2201 North 77 East Ave., Tulsa, Oklahoma 74115; telephone number (918) 835–9911
3. *Houston, TX:* May 24, 2000, 8:30 a.m. to 4 p.m., Central time. Minerals Management Service Office, 4141 North Sam Houston Parkway East, Houston, Texas; telephone number (281) 987–6802
4. *Bakersfield, CA:* May 24, 2000, 8:30 a.m. to 4 p.m., Pacific time. Bureau of Land Management, Bakersfield District Office, 3801 Pegasus Drive, Bakersfield, California; telephone number (661) 391–6000
5. *Albuquerque, NM:* May 31, 2000, 8:30 a.m. to 4 p.m., Mountain time. Bureau of Land Management, Albuquerque District Office, 435 Montano Road, Albuquerque, New Mexico; telephone number (505) 761–8700.

These classes are offered at no cost to representatives of the oil and gas industry and members of the public who have an interest in the valuation of oil produced from Federal lands. To assure a reservation at any of the training sessions, please contact Ms. Ronda Gray (see **FOR FURTHER INFORMATION CONTACT** section above) because seating is limited for these training sessions. Reservations will be made on a first-come, first-served basis. You must make your own travel and hotel reservations for the training. MMS will not reserve blocks of rooms. Travel and related expenses will not be reimbursed by MMS.

MMS published its revised Federal oil valuation regulations in the **Federal Register** on March 15, 2000 (65 FR 14022), effective June 1, 2000. The primary changes in the revised regulations affect lessees who value oil not sold at arm's length. The following topics will be explained in the training sessions:

- New definitions
- How to value Federal oil sold at arm's-length
- How to value Federal oil not sold at arm's length by region (California/Alaska, Rocky Mountain Region, and elsewhere)
- How to make location and quality adjustments to index prices
- How to calculate a transportation allowance
- How to request a binding valuation determination
- Other new items in the rule

We encourage payors of Federal oil royalties to attend one of the training sessions, especially if you do not sell your Federal oil production at arm's length.

Dated: April 21, 2000.

Harry Corley,

Acting Associate Director for Royalty Management.

[FR Doc. 00–10430 Filed 4–25–00; 8:45 am]

BILLING CODE 4310–MR–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 82

[FRL–6585–3]

RIN 2060–AG12

Protection of Stratospheric Ozone; Listing of Substitutes for Ozone-Depleting Substances

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: This action lists two substitutes for ozone-depleting substances (ODSs) in the fire suppression and explosion protection sector as acceptable (subject to use restrictions) under the U.S. Environmental Protection Agency's (EPA) Significant New Alternatives Policy (SNAP) program. SNAP implements section 612 of the Clean Air Act, as amended in 1990, which requires EPA to evaluate substitutes for the ODSs to reduce overall risk to human health and the environment. Through these evaluations, SNAP generates lists of acceptable and unacceptable substitutes for each of the major industrial use sectors. The intended effect of the SNAP program is to expedite movement away from ozone-depleting compounds while avoiding a shift into substitutes posing other environmental problems.

On March 18, 1994, EPA promulgated a final rulemaking setting forth its plan for administering the SNAP program (59 FR 13044), and has since issued decisions on the acceptability and unacceptability of a number of substitutes. In this Final Rulemaking (FRM), EPA is issuing its decisions on the acceptability of halon substitutes in the fire suppression and explosion protection sector that were included in a notice of proposed rulemaking published on February 18, 1999 (64 FR 8038) and a correction to the February 18 proposal that was published on