recommendation, but the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, and the time necessary to perform the replacement. In light of all of these factors, the FAA finds a 24-month compliance time for accomplishing the required actions on all affected airplanes to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Cost Impact

There are approximately 201 airplanes of the affected design in the worldwide fleet. The FAA estimates that 39 Model 747–400 series airplanes and 54 Model 767 series airplanes of U.S. registry would be affected by this proposed AD. It would take approximately 6 work hours per engine to accomplish the proposed replacement, at an average labor rate of $60 per work hour. Required parts would cost approximately $3,956 per engine. Based on these figures, the cost impact of the proposed AD on U.S. operators of Model 747–400 series airplanes (4 engines per airplane) is estimated to be $673,296, or $17,264 per airplane. The cost impact of the proposed AD on U.S. operators of Model 767 series airplanes (2 engines per airplane) is estimated to be $466,128, or $8,632 per airplane.

The cost impact figures discussed above are 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.

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:

Boeing: Docket 99–NM–114–AD.

Applicability: Model 747–400 series airplanes powered by Pratt & Whitney PW4000 series engines, as listed in Boeing Service Bulletin 747–78A2165, Revision 1, dated May 13, 1999; and Model 767 series airplanes powered by Pratt & Whitney PW4000 series engines, as listed in Boeing Alert Service Bulletin 767–78A0080, dated February 25, 1999; 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 (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 failure of the thrust reverser deactivation pins, which could result in deployment of the thrust reverser in flight and consequent reduced controllability of the airplane, accomplish the following:

Replacement

(a) Within 24 months after the effective date of this AD, replace the existing deactivation pin, pin bushing in the aft cascade mounting ring, and insert flange on each thrust reverser half, with new, improved components, in accordance with Boeing Service Bulletin 747–78A2165, Revision 1, dated May 13, 1999 (for Model 747–400 series airplanes); or Boeing Alert Service Bulletin 767–78A0080, dated February 25, 1999 (for Model 767 series airplanes); as applicable.

Note 2: The new, improved insert flange and pin bushing does not preclude use of a deactivation pin having P/N 315T1604–2 or –5. However, use of deactivation pins having P/N 315T1604–2 or –5 may not prevent the thrust reversers from deploying in event of a full powered deployment. Therefore, thrust reversers modified per this AD require installation of the new, longer deactivation pins having P/N 315T1604–6, as specified in the applicable service bulletin.

Note 3: Replacements accomplished prior to the effective date of this AD in accordance with Boeing Alert Service Bulletin 747–78A2165, dated February 25, 1999, are considered acceptable for compliance with the applicable action specified in this amendment.

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, 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 4: 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

(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 September 9, 1999.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–24091 Filed 9–14–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–31–AD]

RIN 2120–AA64

Airworthiness Directives; British Aerospace Model BAC 1–11 200 and 400 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 British Aerospace Model BAC 1–11 200 and 400 series airplanes. This proposal would require replacing the thrust reverser control unit selector valve with a new or modified valve and inspecting for proper rigging of the thrust reverser cable drums and thrust reverser control unit selector valve detent, and corrective actions, if necessary. This proposal also would require revising the Airplane Flight Manual to provide the flight crew with procedures to address uncontrolled operation of the thrust reverser system. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to provide the flight crew with procedures in the event of uncommanded deployment of the thrust reverser, and to prevent uncommanded deployment of the thrust reverser in flight or on the ground, which could result in reduced controllability of the airplane.

DATES: Comments must be received by October 15, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–31–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.

The service information referenced in the proposed rule may be obtained from British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; 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 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 99–NM–31–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. 99–NM–31–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on all British Aerospace Model BAC 1–11 200 and 400 series airplanes. The CAA advises that two uncommanded thrust reverser deployments on the ground have been reported. The cause of the deployments was control cable failure. The control cable in both incidents had been incorrectly routed over a guard pin and had worn through. Also, during investigations of the thrust reverser rigging, instances have been found where the thrust reverser selector valve detent was not rigged properly and was not in the forward idle position. Misrigging of the thrust reverser control pulleys or the thrust reverser selector valve detent could result in uncommanded deployment of the thrust reverser in flight or on the ground, which could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

British Aerospace has issued Alert Service Bulletin 76–A–PM6043, Issue No. 1, dated September 18, 1998, which describes procedures for inspecting the thrust reverser cable drums and pulleys for proper rigging, and adjustment, if necessary.

British Aerospace also has issued Service Bulletin 78–PM6047, Issue No. 1, dated November 27, 1998, which describes procedures for replacing the thrust reverser control unit selector valve with a new or modified selector valve.

British Aerospace also has issued BAC 1–11 Airplane Flight Manual (AFM) Advance Amendment Bulletins No. 12 and No. 16, both dated August 19, 1997, which describe procedures for revising the Emergency and Abnormal Procedure Sections of the British Aerospace BAC 1–11 AFM to provide the flight crew with procedures in the event of thrust reverser uncommanded deployment in flight and when the thrust reverser is indicated to be in the unlocked position during flight.

Rolls-Royce Spey Aero Engine has issued Service Bulletin Sp78–131, dated September 1998, which describes procedures for inspecting the thrust reverser control unit selector valve detent for proper rigging, and adjustment, if necessary.

Accomplishment of the actions specified in the service bulletins and advance amendment bulletins is intended to adequately address the identified unsafe condition. The CAA classified these service bulletins as mandatory and issued British airworthiness directives 002–09–08 and 005–11–98 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

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 accomplishment of the actions specified in the service bulletins and advance amendment bulletins described previously.

Differences Between Proposed Rule and the Foreign Airworthiness Directive

The proposed AD would differ from the parallel British airworthiness directives in that it would require incorporation of BAC–1–11 AFM Advance Amendment Bulletins No. 12 and No. 16 dated August 19, 1997 into the AFM. The British airworthiness directives do not provide for such a requirement. The FAA has determined that, because of the safety implications, it is necessary to revise the AFM to provide emergency procedures to address uncommanded operation of the thrust reverser system.

Cost Impact

The FAA estimates that 16 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 6 work hours per airplane to accomplish the proposed inspections, and at average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspections proposed by this AD on U.S. operators is estimated to be $5,760, or $360 per airplane.

It would take approximately 1 work hour per airplane to accomplish the proposed replacement, and an average labor rate of $60 per work hour. Required parts would cost approximately $16,000 per airplane. Based on these figures, the cost impact of the replacement proposed by this AD on U.S. operators is estimated to be $256,960, or $16,060 per airplane.

It would take approximately 1 work hour per airplane to accomplish the proposed AFM revision, and at average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be $960, or $60 per airplane.

The cost impact figures discussed above are 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.

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:

British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Docket 99–NM–31–AD.

Applicability: All Model BAC 1–11 200 and 400 series airplanes, 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 (e) 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 provide the flight crew with procedures in the event of uncommanded deployment of the thrust reverser and to prevent uncommanded deployment of the thrust reverser in flight or on the ground, which could result in reduced controllability of the airplane, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform an inspection for proper rigging of the thrust reverser cable drums, in accordance with British Aerospace Alert Service Bulletin 76–A–PM6043, Issue No. 1, dated September 18, 1998. If any drum is found to be improperly rigged, prior to further flight, accomplish the adjustments specified in paragraph 3, ''Adjustments,'' of the service bulletin.

(b) Prior to further flight after accomplishing the inspection required by paragraph (a) of this AD, perform an inspection for proper rigging of the thrust reverser selector valve detent, in accordance with Rolls-Royce Spey Service Bulletin Sp78–131, dated September 1998. If any discrepancy is found, prior to further flight, accomplish the adjustments specified in paragraph 3, ''Adjustments,'' of the service bulletin.

(c) Within 30 days after the effective date of this AD, revise the Emergency and Abnormal Procedures Sections of the FAA-approved Airplane Flight Manual (AFM) by inserting British Aerospace Advance Amendment Bulletins No. 12 and No. 16, both dated August 19, 1997, into the applicable sections of the AFM.

(d) Within 12 months after the effective date of this AD, replace the thrust reverser control unit selector valve with a new or modified selector valve in accordance with British Aerospace Service Bulletin 78–PM6047, Revision 1, dated November 27, 1998.

Alternative Methods of Compliance

(e) 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, International Branch, ANM–116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

Special Flight Permits

(f) 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 airplane to a location where the requirements of this AD can be accomplished.

Note 3: The subject of this AD is addressed in British airworthiness directives 002–09–98 and 005–11–98.

Issued in Renton, Washington, on September 9, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–24090 Filed 9–14–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG–106004–98]

RIN 1545–AW71

Guidance Under Section 355(d); Recognition of Gain on Certain Distributions of Stock or Securities; Hearing Cancellation

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Cancellation of notice of public hearing on proposed rulemaking.

SUMMARY: This document provides notice of cancellation of a public hearing on proposed regulations relating to recognition of gain on certain distributions of stock or securities of a controlled corporation, which would affect corporations and their shareholders.

DATES: The public hearing originally scheduled for Tuesday, September 21, 1999, at 10 a.m., is canceled.

FOR FURTHER INFORMATION CONTACT: Guy Traynor of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622–7180 (not a toll-free number).

SUPPLEMENTARY INFORMATION: A notice of proposed rulemaking and/or notice of public hearing that appeared in the **Federal Register** on May 3, 1999, (64 FR 23554), announced that a public hearing was scheduled for September 21, 1999, at 10 a.m., room 2615, Internal Revenue Building, 1111 Constitution Avenue, NW., Washington, DC 20224. The subject of the public hearing is proposed regulations under section 355 of the Internal Revenue Code. The public comment period for these proposed regulations expired on August 2, 1999.

The notice of proposed rulemaking and/or notice of public hearing, instructed those interested in testifying at the public hearing to submit a request to speak and an outline of the topics to be addressed. As of September 3, 1999, no one has requested to speak. Therefore, the public hearing scheduled for September 21, 1999, is canceled.

Cynthia E. Grigsby,

Chief, Regulations Unit, Assistant Chief Counsel (Corporate).

[FR Doc. 99–23988 Filed 9–14–99; 8:45 am]

BILLING CODE 4830–01–P

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Part 206

RIN 1010–AC59

Workshop on Valuation of Federal Geothermal Resources

AGENCY: Minerals Management Service, Interior.

ACTION: Notice of public workshop.

SUMMARY: The Minerals Management Service (MMS) will hold a public workshop on valuing Federal geothermal resources in preparation for proposing amendments to its current royalty valuation rules. The purpose of the workshop is to provide an open forum for discussion of methods to value geothermal resources that are not subject to sales transactions (that is, the ''no sales'' resources). MMS announced its intent to amend the current valuation rules in the **Federal Register** on August 19, 1999 (Advance Notice of Proposed Rulemaking, 64 FR 45213).

DATES: The workshop will be held on October 7, 1999, beginning at 8:30 a.m. and ending by 5:00 p.m., Pacific Time.

ADDRESSES: The workshop will be held at the Holiday Inn Capitol Plaza, 300 J Street, Sacramento, California 95814; telephone (916) 446–0100.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Brook, Royalty Valuation Division, Minerals Management Service, P.O. Box 25165, MS 3152, Denver, Colorado 80225–0165; telephone (303) 275–7250; or e-mail charles.brook@mms.gov.

SUPPLEMENTARY INFORMATION: The workshop is open to the public to discuss alternative methods of valuing, for royalty purposes, those Federal geothermal resources that are not subject to sales transactions, the so-called ''no sales'' resources. The workshop is being held in conjunction with MMS's advance notice of proposed rulemaking, which was published in the **Federal Register** on August 19, 1999 (64 FR 45213), announcing our intent to amend the current Federal geothermal valuation regulations in 30 CFR part 206.

We are specifically seeking dialogue on alternatives to the netback procedure currently used to value ''no sales'' electrical generation resources. In the **Federal Register** notice, we offered three alternatives as a starting point for discussion: (1) Modification of the existing netback valuation procedure, (2) a ''rate-of-return'' method, and (3) a ''percentage-of-revenue'' method. In addition to these alternatives, we would like to explore other, new and different valuation methods offered by attendees during the course of the workshop. We are also asking for comments on options to the ''alternative fuel'' method used to value the ''no sales'' direct utilization resources. Alternative valuation methods should derive a value for the resource that reflects its market value and should be easy to apply and readily verifiable.

We encourage a workshop atmosphere where attendees can openly discuss alternative valuation methods. Please bring any written descriptions of alternative methods to share with MMS and other workshop attendees. Because space is limited, attendees should make reservations with Charles Brook at (303) 275–7250 or Shelia Dean at (303) 275–7201. We will post minutes of the workshop on the Internet at http://www.rmp.mms.gov.

Dated: September 8, 1999.

R. Dale Fazio,

Acting Associate Director for Royalty Management.

[FR Doc. 99–24075 Filed 9–14–99; 8:45 am]

BILLING CODE 4310–MR–P

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 914

[SPATS No. IN–146–FOR; State Program Amendment No. 98–3]

Indiana Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement, Interior.

ACTION: Proposed rule; public comment period and opportunity for public hearing.

SUMMARY: The Office of Surface Mining Reclamation and Enforcement (OSM) is announcing receipt of a proposed amendment to the Indiana regulatory program (Indiana program) under the Surface Mining Control and Reclamation Act of 1977 (SMCRA). Indiana proposes to add a new section to its rules. The new section requires coal mine operators to submit an annual