

Promotion Branch, FV, AMS, USDA, Room 2535-S, Stop 0244, Washington, DC 20250-0244; telephone (888) 720-9917 (toll free); or facsimile (202) 205-2800.

SUPPLEMENTARY INFORMATION: A proposed rule was issued on May 26, 2000, and published in the **Federal Register** [65 FR 35298, June 2, 2000]. The proposed rule invited comments on adding a public member to the National Peanut Board (Board), allowing producers in minor peanut-producing states to conduct nominations by mail ballot, making changes related to the addition of the public member, and eliminating obsolete language. The Board is currently composed of 10 peanut producers and their alternates as required by the Peanut Promotion, Research, and Information (Order). The proposed rule specified that comments must be received by August 1, 2000.

The U.S. Department of Agriculture (USDA) received requests from seven peanut producer organizations, and five Members of Congress to extend the comment period for 60 days. The organizations stated that the peanut industry is in the middle of the growing season and needs time to organize grower meetings in order to give their members the opportunity to discuss the positives and negatives of adding a public member to the Board. The congressional comments supported the organizations' request for an additional 60 days to submit comments. In addition, the Board submitted a comment on the proposed rule.

USDA also is concerned about the peanut industry and other interested persons having adequate time to review the proposed rule. Taking into account the requests received for additional time to comment, it is USDA's view that reopening the comment period for 30 days will allow peanut producers, producer organizations, and other interested persons adequate time to develop comments on the proposed rule and submit them. Further, the original comment period was for 60 days. The additional 30 days provides the industry a total of 90 days to comment on the proposal.

Accordingly, the period in which to file written comments is reopened until September 20, 2000.

Authority: 7 U.S.C. 7401-7425.

Dated: August 15, 2000.

Robert C. Keeney,
Deputy Administrator, Fruit and Vegetable Programs.

[FR Doc. 00-21217 Filed 8-18-00; 8:45 am]

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DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

9 CFR Parts 1 and 2

[Docket No. 00-005-2]

Animal Welfare; Definitions for and Reporting of Pain and Distress

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Notice of extension of comment period.

SUMMARY: We are extending the comment period for our request for comments concerning several changes we are considering making to the Animal Welfare regulations to promote the humane treatment of live animals used in research, testing, and teaching and to improve the quality of information we report to Congress concerning animal pain and distress. This action will allow interested persons additional time to prepare and submit comments.

DATES: We invite you to comment on Docket No. 00-005-1. We will consider all comments that we receive by November 7, 2000.

ADDRESSES: Please send your comment and three copies to: Docket No. 00-005-1, Regulatory Analysis and Development, PPD, APHIS, Suite 3C03, 4700 River Road, Unit 118, Riverdale, MD 20737-1238.

Please state that your comment refers to Docket No. 00-005-1.

You may read any comments that we receive on this docket in our reading room. The reading room is located in room 1141 of the USDA South Building, 14th Street and Independence Avenue, SW., Washington, DC. Normal reading room hours are 8 a.m. to 4:30 p.m., Monday through Friday, except holidays. To be sure someone is there to help you, please call (202) 690-2817 before coming.

APHIS documents published in the **Federal Register**, and related information, including the names of organizations and individuals who have commented on APHIS dockets, are available on the Internet at <http://www.aphis.usda.gov/ppd/rad/webrepor.html>.

FOR FURTHER INFORMATION CONTACT: Dr. Jodie Kulpa, Staff Veterinarian, AC, APHIS, 4700 River Road Unit 84, Riverdale, MD 20737-1234; (301) 734-7833.

SUPPLEMENTARY INFORMATION:

Background

On July 10, 2000, we published in the **Federal Register** (65 FR 42304-42305, Docket No. 00-005-1) a request for comments on several changes we are considering making to the Animal Welfare regulations to promote the humane treatment of live animals used in research, testing, and teaching and to improve the quality of information we report to Congress concerning animal pain and distress. Specifically, we are considering adding a definition for the term "distress" and replacing or modifying the system we use to classify animal pain and distress.

Comments in response to our request for comments were required to be received on or before September 8, 2000. In response to requests from the public, we are extending the comment period on Docket No. 00-005-1 for an additional 60 days. This action will allow interested persons additional time to prepare and submit comments.

Authority: 7 U.S.C. 2131-2159; 7 CFR 2.22, 2.80, and 371.7.

Done in Washington, DC, this 15th day of August 2000.

Bobby R. Acord,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 00-21173 Filed 8-18-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-43-AD]

RIN 2120-AA64

Airworthiness Directives; Dowty Aerospace Propellers Model R381/6-123-F/5 Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to revise an existing airworthiness directive (AD) that is applicable to Dowty Aerospace Propellers Model R381/6-123-F/5 propellers. That action currently requires initial and repetitive visual and ultrasonic inspections of propeller blades for cracks across the camber face, and, if blades are found cracked, replacement with serviceable blades. This proposed revision would increase the time-in-service (TIS) intervals between required visual and ultrasonic inspections. This proposal is prompted by an engineering analysis of

field service data and certification testing that indicate that the repetitive inspection interval can be safely increased. The actions specified in this proposed revision are intended to prevent propeller blade cracks and propagation, which could result in propeller blade separation and possible aircraft loss of control.

DATES: Comments must be received by September 20, 2000.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-NE-43-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Dowty Aerospace Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL29QN, England; telephone: 44 1452 716000, fax: 44 1452 716001. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7158, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted 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-NE-43-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-NE-43-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On August 25, 1999, the FAA issued 99-NE-43-AD, Amendment 39-11284, (64 FR 47661, September 1, 1999), applicable to Dowty Aerospace Propellers Model R381/6-123-F/5 propellers to require initial and repetitive visual and ultrasonic inspections of propeller blades for cracks across the camber face, and, if blades are found cracked, replacement with serviceable blades. That action was prompted by a report of a crack that had developed on a deiced propeller blade assembly across the camber face at a blade station of approximately 13.5" up from the base of the blade cuff. That condition, if not corrected, could result in propeller blade cracks and propagation, which could result in propeller blade separation and possible aircraft loss of control. The FAA received no comments to the current AD, issued as a final rule, request for comments.

Since that AD was issued an engineering analysis of field service data and certification testing indicate that the repetitive inspection interval can be safely increased. As a result, the manufacturer has revised Dowty Service Bulletin No. S2000-61-75 (Rev. 3, dated September 30, 1999), to increase the repetitive visual inspection interval from 50 to 300 hours time in service (TIS) since last inspection and repetitive visual and ultrasonic inspections of propeller blades for cracks from 200 to 600 hours TIS.

Since an unsafe condition has been identified that is likely to exist or develop on other Dowty Aerospace Propellers Model R381/6-123-F/5 propellers of the same type design, the proposed AD would revise AD 99-18-18 to increase the TIS intervals between

required visual and ultrasonic inspections.

Regulatory Impact

The proposed revision would not increase the economic burden on US operators as set out in the economic analysis published for the current AD.

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.

The FAA has determined that this regulation is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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.

The Proposed 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 39-11284 (64 FR 47661, September 1, 1999), and by adding a new airworthiness directive (AD), to read as follows:

Dowty Aerospace Propellers: Docket 99-NE-43-AD. Revises AD 99-18-18, Amendment 39-11284.

Applicability: Dowty Aerospace Propellers Model R381/6-123-F/5 propellers, installed on but not limited to SAAB 2000 series airplanes.

Note 1: This airworthiness directive (AD) applies to each propeller 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 propellers 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 (c) 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 propeller blade cracks and propagation, which could result in propeller blade separation and possible aircraft loss of control, accomplish the following:

Visual Inspections

(a) Perform initial and repetitive visual inspections of propeller blades for cracks across the camber face in accordance with the Accomplishment Instructions of Dowty Aerospace Propellers Service Bulletin (SB) No. S2000-61-75, Revision 3, dated September 30, 1999, as follows:

(1) Initially, conduct a visual inspection within 50 hours time-in-service (TIS) after the effective date of the original AD.

(2) Thereafter, inspect at intervals not to exceed 300 hours TIS since last inspection.

(3) Replace cracked propeller blades prior to further flight with serviceable blades.

Ultrasonic Inspections

(b) Perform initial and repetitive ultrasonic inspections of propeller blades for cracks across the camber face in accordance with the Accomplishment Instructions of Dowty Aerospace Propellers SB No. S2000-61-75, Revision 3, dated September 30, 1999, as follows:

(1) Initially inspect within 200 hours TIS after the effective date of the original AD.

(2) Thereafter, inspect at intervals not to exceed 600 hours TIS since last inspection.

(3) Replace cracked propeller blades prior to further flight with serviceable blades.

Alternative Method of Compliance

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

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

Special Flight Permits

(d) 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 aircraft to a location where the inspection requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on August 14, 2000.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 00-21167 Filed 8-18-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 139

[Docket No. FAA-2000-7479; Notice No. 00-05]

RIN 2120-AG96

Certification of Airports; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; correction.

SUMMARY: This document makes corrections to the proposed rule published in the **Federal Register** on June 21, 2000 (65 FR 38639), which proposes to revise the current airport certification regulation and to establish certification requirements for airports serving scheduled air carrier operations in aircraft with 10-30 seats.

FOR FURTHER INFORMATION CONTACT: Linda Bruce, 202-267-8553, or E-mail: linda.bruce@faa.gov.

SUPPLEMENTARY INFORMATION:

Correction

In proposed rule FR Doc. 00-14524, published on June 21, 2000 (65 FR 38636), make the following corrections:

1. On page 38654, in the second column, fifth full paragraph, line one, correct "Similar to proposed § 139.317(1)" to read "Similar to proposed § 139.317(k)."

2. On page 38673, in the second column, correct § 139.111 by revising paragraphs (s), (b), and (c) to read as follows:

§ 139.111 Exemptions.

(a) An applicant or a certificate holder may petition the Administrator under 14 CFR 11, General Rulemaking Procedures, of this chapter for an exemption from any requirement of this part.

(b) Under 49 U.S.C. 44706(c), the Administrator may exempt an applicant or a certificate holder that enplanes annually less than one-quarter of 1 percent of the total number of passengers enplaned at all air carrier airports from all, or part, of the aircraft rescue and firefighting equipment requirements of this part, on the grounds that compliance with those requirements is, or would be,

unreasonably costly, burdensome, or impractical. An applicant for, or holder of, an airport operating certificate filing for such an exemption shall use the format prescribed under § 139.321.

(c) Each petition filed under section must be submitted in duplicate to the—

(1) Regional Airports Division Manager; and

(2) U.S. Department of Transportation's Docket Management System, per 14 CFR 11.

3. On page 38677, in the first and second columns correct § 139.137 by removing paragraph (f); and by redesignating paragraphs (g) through (1) as (f) through (k); and by revising newly designated paragraph (f)(3) to read as follows:

§ 139.317 Aircraft rescue and firefighting: Equipment and agents.

* * * * *

(f) * * *

(3) Notwithstanding the requirements of paragraph (f) of this section, any certificate holder whose aircraft rescue and firefighting vehicles are not equipped with turrets or do not have the discharge capacity required in this section, but otherwise met the requirements of this part on December 31, 1987, need not comply with paragraph (f) of this section for a particular vehicle until that vehicle is replaced or rehabilitated.

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Issued in Washington, DC on August 14, 2000.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

[FR Doc. 00-20947 Filed 8-18-00; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[MA078-01-7211a; A-1-FRL-6854-9]

Approval and Promulgation of Air Quality Implementation Plans; Massachusetts; Revisions to Stage II Vapor Recovery Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA is proposing to approve a State Implementation Plan (SIP) revision submitted by the Commonwealth of Massachusetts. This submittal contains a revised Stage II vapor recovery regulation. The intended effect of this action is to propose approval of Massachusetts' revised