

controllability of the airplane, accomplish the following:

Inspections

(a) Within 3 days after the effective date of this AD, perform a detailed visual inspection of the area around the three hydraulic accumulators for signs of leakage, in accordance with Dornier Alert Service Bulletin ASB-328J-29-006, dated August 31, 2000.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination 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 good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) If no leakage is found: Before further flight, retorque the affected nuts in accordance with the service bulletin and repeat the inspection at least every 5 days thereafter until the requirements of paragraph (b) of this AD have been accomplished.

(2) If leakage is found: Before further flight, perform the modification as specified by paragraph (b) of this AD.

Terminating Modification

(b) Except as required by paragraph (a)(2) of this AD, within 30 days after the effective date of this AD, install an additional locking device to secure the nuts in all three hydraulic accumulators, in accordance with Dornier Alert Service Bulletin ASB-328J-29-006, dated August 31, 2000. Accomplishment of this modification terminates the repetitive inspections required by paragraph (a) of this AD.

Spare Parts

(c) As of the effective date of this AD, no person shall install a hydraulic accumulator tee fitting, part number NAS1764K040404, on any airplane.

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

Note 3: 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

(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) The actions shall be done in accordance with Dornier Alert Service Bulletin ASB-328J-29-006, dated August 31, 2000. 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 FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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.

Note 4: The subject of this AD is addressed in German airworthiness directive 2000-314, dated September 14, 2000.

Effective Date

(g) This amendment becomes effective on January 17, 2001.

Issued in Renton, Washington, on December 22, 2000.

John J. Hickey,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-34-AD; Amendment 39-12053; AD 2000-03-19]

RIN 2120-AA64

Airworthiness Directives; Industrie Aeronautiche e Meccaniche Model Piaggio P-180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; Removal.

SUMMARY: This amendment removes Airworthiness Directive (AD) 2000-03-19, which currently applies to all Industrie Aeronautiche e Meccaniche (I.A.M.) Model Piaggio P-180 airplanes that are equipped with pneumatic deicing boots. AD 2000-03-19 requires revising the Airplane Flight Manual (AFM) to include requirements for activating the airframe pneumatic deicing boots. Since FAA issued AD 2000-03-19, I.A.M. has shown the language currently included in the AFM and the airplane configuration are satisfactory to address the conditions identified in AD 2000-03-19. Therefore, this action removes AD 2000-03-19.

EFFECTIVE DATE: This removal is effective January 2, 2001.

FOR FURTHER INFORMATION CONTACT: Larry Werth, Airworthiness Directive

Coordinator, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4147; facsimile: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Discussion

Has FAA taken any action to this point? Reports of in-flight incidents and an accident (on airplanes other than I.A.M. Piaggio Model P-180 airplanes), that occurred in icing conditions where the airframe pneumatic deicing boots were not activated, caused FAA to issue AD 2000-03-19, Amendment 39-11578 (65 FR 7717, February 16, 2000). This AD currently requires revising the Airplane Flight Manual (AFM) to include requirements for activating the airframe pneumatic deicing boots on all I.A.M. Model Piaggio P-180 airplanes that are equipped with pneumatic deicing boots.

The actions of AD 2000-03-19 are intended to assure that flightcrews have the information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice build-up. Without this information, flightcrews could experience reduced control of the aircraft because of adverse aerodynamic effects of ice adhering to the airplane before the first deicing cycle.

After issuing AD 2000-03-19, I.A.M. asserted that the wording within the AFM (without the revision) and the configuration of the airplane deice system provide for safe operation of the affected airplanes. Therefore, I.A.M. requests FAA remove the final rule because the AD requirements are redundant. The FAA has since evaluated all information related to the subject matter of AD 2000-03-19 and has determined the actions included in AD 2000-03-19 are redundant and not necessary.

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to remove AD 2000-03-19. This proposal was published in the **Federal Register** as a Notice of proposed rulemaking (NPRM); removal of final rule on October 19, 2000 (65 FR 62650).

Was the public invited to comment? Interested persons were afforded an opportunity to participate in the making of the action. No comments were received on the proposed rule.

FAA's Determination

What is FAA's Final Determination on this Issue? Based on the above information, FAA has determined there is no need for AD 2000-03-19 and that it should be removed.

This action removes AD 2000-03-19. Removal of AD 2000-03-19 will not preclude FAA from issuing another action in the future, nor will it commit us to any course of action in the future.

Regulatory Impact

Does this action involve a significant rule or regulatory action? Since this action only removes an AD, it is not an AD and, therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Removal

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. FAA amends § 39.13 by removing Airworthiness Directive (AD) 2000-03-19, Amendment 39-11578 (65 FR 7717, February 16, 2000).

Issued in Kansas City, Missouri, on December 19, 2000.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-32935 Filed 12-29-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 66

[USCG 2000-7466]

RIN 2115-AF98

Allowing Alternatives to Incandescent Light in Private Aids to Navigation

AGENCY: Coast Guard, DOT.

ACTION: Direct final rule; withdrawal.

SUMMARY: On October 4, 2000, the Coast Guard published a direct final rule that notified the public of the Coast Guard's intent to remove the requirement to use only tungsten-incandescent lighting for private aids to navigation. This would

have enabled private industry and owners of private aids to navigation to take advantage of recent changes in lighting technology—specifically, to use lanterns based on light-emitting diodes (LEDs). Because we received an adverse comment objecting to this rule, we withdraw the rule.

DATES: The direct final rule published at 65 FR 59124 on October 4, 2000, is withdrawn; the withdrawal is made as of January 3, 2001.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-2000-7466 and are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this direct final rule, call Dan Andrusiak, G-OPN-2, U.S. Coast Guard, telephone 202-267-0327. For questions on viewing material in the docket, call Dorothy Beard, Chief of Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:

Discussion of Comment

On October 4, 2000, the Coast Guard published [65 FR 59124] a direct final rule. We received one comment, which expressed the following issues of concern: Absent standards for the performance of LEDs, the reliability of private aids to navigation might decrease; absent such standards, the color of many "white" LEDs might not conform to current standards; the rule does not provide for a backup source, such as a lampchanger; and the rule does not address the degradation of output over time. The comment indicated that, unless the rule resolves these issues, the performance and reliability of private aids to navigation might suffer.

A comment counts as adverse if it challenges a rule's underlying premise or approach, or explains why the rule would be ineffective or unacceptable, or otherwise inappropriate, without a change. This comment counts as adverse.

The Coast Guard has decided to withdraw the rule at this time so it can consider the issues raised by the adverse comment and can consider ways to resolve these issues.

Dated: December 26, 2000.

Terry M. Cross,

U.S. Coast Guard, Assistant Commandant for Operations.

[FR Doc. 00-33456 Filed 12-28-00; 10:26 am]

BILLING CODE 4910-15-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[VA 5056; FRL-6922-6]

Approval and Promulgation of Air Quality Implementation Plans; Virginia; Approval of VOC and NO_x RACT Determinations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is approving State Implementation Plan (SIP) revisions submitted by the Commonwealth of Virginia. The revisions impose reasonably available control technology (RACT) on 16 major sources of volatile organic compounds (VOCs) and/or nitrogen oxides (NO_x) located in the Virginia portion of the Metropolitan Washington, D.C. ozone nonattainment area. The intent of this action is to approve the Commonwealth's SIP revision requests in accordance with the Clean Air Act.

EFFECTIVE DATE: This final rule is effective on February 1, 2001.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air Protection Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103.

FOR FURTHER INFORMATION CONTACT: Ray Chalmers, at (215) 814-2061, or by e-mail at chalmers.ray@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Pursuant to sections 182 and 184 of the Clean Air Act (CAA), States are required to implement RACT for major sources of VOCs and/or NO_x which are: (1) Located in those areas which have not attained the National Ambient Air Quality Standard for ozone (ozone nonattainment areas) which are classified in 40 CFR Part 81 as having moderate or above nonattainment problems, or (2) located in the Ozone Transport Region (OTR), which was established by section 184 of the CAA. A source is defined as major if its VOC and/or NO_x emissions exceed specified