

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 DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, 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 described previously.

#### Cost Impact

The FAA estimates that 142 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per airplane to accomplish the proposed replacement and associated modifications, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$470 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$100,820, or \$710 per airplane.

The cost impact figure discussed above is 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 proposed AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

#### Regulatory Impact

The regulations proposed herein would 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 proposal would not have federalism implications under Executive Order 13132.

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:

**Airbus Industrie:** Docket 2001–NM–348–AD.

*Applicability:* Model A300 B4–600, B4–600R, and F4–600R (collectively called A300–600) series airplanes; and Model A310 series airplanes; certificated in any category; except those on which Airbus Service Bulletin A300–34–6132 or A310–34–2157, both dated May 17, 2001 (Airbus Industrie Modification 12100 or 12291), has been accomplished.

**Note 1:** This AD applies to each airplane 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 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 ensure that the flightcrew has adequate flight information by preventing temporary loss of data from the primary flight and navigation displays, accomplish the following:

#### Replacement and Modification

(a) Within 3 years after the effective date of this AD, replace all symbol generator units (SGUs), part number (P/N) 9612660319, in the electronic flight instrument system, with new, improved SGUs, P/N 9612660321, and modify associated equipment and wiring, according to Airbus Service Bulletin A300–34–6132 (for Model A300–600 series airplanes) or A310–34–2157 (for Model A310 series airplanes), both dated May 17, 2001, as applicable.

#### 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, 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 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

(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.

**Note 3:** The subject of this AD is addressed in French airworthiness directive 2001–467(B), dated October 3, 2001.

Issued in Renton, Washington, on March 27, 2002.

**Kalene C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 02–7995 Filed 4–2–02; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001–CE–45–AD]

**RIN 2120–AA64**

**Airworthiness Directives; Univair Aircraft Corporation Alon A–2 and A2–A, ERCO 415–C, 415–CD, 415–D, E, and G, Forney F–1 and F–1A, and Mooney M10 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to all Univair Aircraft Corporation (Univair) Alon A-2 and A2-A, ERCO 415-C, 415-CD, 415-D, E, and G, Forney F-1 and F-1A, and Mooney M10 airplanes. This proposed AD would require you to repetitively inspect the wing center section for evidence of corrosion by installing inspection openings or by the use of a scope and light source, *e.g.*, fiberscope borescope or an endoscope, that meets specified criteria. This proposed AD would also require you to repair or replace any parts where corrosion or corrosion damage was found, install cover plates where inspection openings were made, and send inspection results to Federal Aviation Administration (FAA). This proposed AD is the result of several reports of corrosion being found throughout the wing center section structure. The actions specified by this proposed AD are intended to detect and correct corrosion in the wing center section which could result in failure of the wing center section structure during flight. Such failure could lead to loss of control of the airplane.

**DATES:** The FAA must receive any comments on this proposed rule on or before June 3, 2002.

**ADDRESSES:** Submit comments to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-CE-45-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send comments electronically to the following address: 9-ACE-7-Docket@faa.gov. Comments sent electronically must contain "Docket No. 2001-CE-45-AD" in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII text.

You may get service information that applies to this proposed AD from Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011, telephone: (303) 375-8882; facsimile: (303) 375-8888. You may also view this information at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 East 68th Avenue, Room 214, Denver, Colorado 80249-6361;

telephone: (303) 342-1086; facsimile: (303) 342-1088.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

##### *How Do I Comment on This Proposed AD?*

The FAA invites comments on this proposed rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments to the address specified under the caption **ADDRESSES**. We will consider all comments received on or before the closing date. We may amend this proposed rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of this proposed AD action and determining whether we need to take additional rulemaking action.

##### *Are There Any Specific Portions of This Proposed AD I Should Pay Attention To?*

The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of this proposed rule that might suggest a need to modify the rule. You may view all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each contact we have with the public that concerns the substantive parts of this proposed AD.

##### *How Can I Be Sure FAA Receives My Comment?*

If you want FAA to acknowledge the receipt of your mailed comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2001-CE-45-AD." We will date stamp and mail the postcard back to you.

##### **Discussion**

##### *What Events Have Caused This Proposed AD?*

The FAA has received several reports of severe corrosion being found throughout the wing center section of the affected model airplanes. We have determined that the original design configuration of these airplanes does not provide adequate means for routine visual inspection of the wing center section wing walkway boxes. The inability to inspect this area has resulted in corrosion being undetected on these airplanes.

##### *What Are the Consequences if the Condition Is Not Corrected?*

If not detected and corrected, the wing center section structure could fail during flight. Such failure could lead to loss of control of the airplane.

##### *Is There Service Information That Applies to This Subject?*

Univair has issued Univair Aircraft Corporation Service Bulletin No. 31, date January 29, 2002.

##### *What Are the Provisions of This Service Information?*

The service bulletin includes procedures for:

- installing inspection openings and cover plate assemblies;
- repetitively inspecting for corrosion and corrosion damage using the inspection openings or a specified scope and light source, *e.g.*, fiberscope borescope or an endoscope; and
- repairing or replacing any parts where corrosion or corrosion damage was found.

##### **The FAA's Determination and an Explanation of the Provisions of This Proposed AD**

##### *What Has FAA Decided?*

After examining the circumstances and reviewing all available information related to the incidents described above, we have determined that:

- the unsafe condition referenced in this document exists or could develop on other Univair Alon A-2 and A2-A, ERCO 415-C, 415-CD, 415-D, E, and G, Forney F-1 and F-1A, and Mooney M10 airplanes of the same type design;
- the actions specified in the previously-referenced service information should be accomplished on the affected airplanes; and
- AD action should be taken in order to correct this unsafe condition.

##### *What Would This Proposed AD Require?*

This proposed AD would require you to incorporate the actions in the previously-referenced service bulletin and report any damage found to FAA.

##### **Cost Impact**

##### *How Many Airplanes Would This Proposed AD Impact?*

We estimate that this proposed AD affects 2,600 airplanes in the U.S. registry.

*What Would be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Airplanes?*

We estimate the following costs to accomplish the proposed installation of the inspection openings:

Labor cost	Parts cost	Total cost per airplane
10 workhours $\times$ \$60 per hour = \$600 .....	\$175	\$775

We estimate the following costs to accomplish the proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours $\times$ \$60 per hour = \$120.	\$450 for purchase of a borescope or an endoscope, if applicable.	\$120 or \$570 .....	\$120 $\times$ 2,600 = \$312,000 or \$570 $\times$ 2,600 = \$1,482,000.

The FAA has no method of determining the number of repetitive inspections each owner/operator would incur over the life of each of the affected airplanes so the cost impact is based on the initial inspection.

The FAA has no method of determining the number of repairs or replacements each owner/operator would incur over the life of each of the affected airplanes based on the results of the proposed inspections. We have no way of determining the number of airplanes that may need such repair. The extent of damage may vary on each airplane.

#### **Compliance Time of This Proposed AD**

*What Would be the Compliance Time of This Proposed AD?*

The compliance time of this proposed AD is "within the next 12 calendar months after the effective date of this AD and thereafter at intervals not to exceed 12 calendar months or 100 hours time-in-service (TIS), whichever occurs first".

*Why Is the Proposed Compliance Time Presented in Calendar Time Instead of Hours Time-in-Service (TIS)?*

The unsafe condition specified by this proposed AD is caused by corrosion. Corrosion can occur regardless of whether the airplane is in operation or is in storage. Therefore, to assure that the unsafe condition specified in this proposed AD does not go undetected for a long period of time, the compliance is presented in calendar time instead of hours TIS.

#### **Regulatory Impact**

*Would This Proposed AD Impact Various Entities?*

The regulations proposed herein would 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 proposed rule would not have federalism implications under Executive Order 13132.

*Would This Proposed AD Involve a Significant Rule or Regulatory Action?*

For the reasons discussed above, I certify that this proposed 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) 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 has been placed 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, under 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. FAA amends § 39.13 by adding a new airworthiness directive (AD) to read as follows:

**Univair Aircraft Corporation:** Docket No. 2001-CE-45-AD

(a) *What airplanes are affected by this AD?*  
This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
Alon A-2 and A2-A .....	All
ERCO 415-C, 415-CD, 415-D, E, and G.	All
Forney F-1 and F-1A .....	All
Mooney M10 .....	All

(b) *Who must comply with this AD?*

Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?*  
The actions specified by this AD are intended to detect and correct corrosion in the wing center section which could result in failure of the wing center section structure during flight. Such failure could lead to loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
<p>(1) Inspect the wing center section for corrosion or corrosion damage by accomplishing one of the following methods:</p> <p>(i) Install inspection openings to gain access to the wing walkway box structure and inspect the wing center structure for corrosion or corrosion damage; or</p> <p>(ii) Use a scope and light source, e.g., fiberscope borescope or an endoscope (as specified in Appendix 1 of this AD) to inspect the wing center structure for corrosion or corrosion damage.</p> <p>(2) If corrosion or corrosion damage is found during any inspection required in paragraph (d)(1) of this AD, repair or replace components of the wing center section</p> <p>(3) If inspection openings were installed in accordance with paragraph (d)(1)(i) of this AD, install cover plate assemblies.</p> <p>(4) If any damage is found during any inspection required by this AD, submit a Malfunction or Defect Report (M or D), FAA Form 8010-4, to the FAA.</p> <p>(i) Include the airplane model and serial number, the extent of the damage (location and type), and the total number of hours TIS on the damaged wing.</p> <p>(ii) You may submit M or D reports electronically by accessing the FAA AFS-600 web page at <a href="http://av-info.faa.gov/isdr/">http://av-info.faa.gov/isdr/</a>. You will lose access to the report once electronically submitted. We recommend you print two copies prior to submitting the report. Forward one copy to the Denver Aircraft Certification Office (ACO) and keep the one copy for your records. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.</p>	<p>Within the next 12 calendar months after the effective date of this AD and thereafter at intervals not to exceed 12 calendar months or 100 hours time-in-service (TIS), whichever occurs first .</p> <p>Prior to further flight after any inspection in which the corrosion or corrosion damage is found .</p> <p>Prior to further flight after each inspection or repair required in paragraphs (d)(1) and (d)(2) of this AD .</p> <p>Within 10 days after the inspection in which the corrosion or damage was found or within 10 days after the effective date of this AD, whichever occurs later .</p>	<p>In accordance with the Procedures section of Univair Aircraft Corporation Service Bulletin No. 31, dated January 29, 2002, and Advisory Circular 43-4A, Corrosion Control for Aircraft.</p> <p>In accordance with the Procedures section of Univair Aircraft Corporation Service Bulletin No. 31, dated January 29, 2002, the applicable maintenance manual, and Advisory Circular 43-4A, Corrosion Control for Aircraft.</p> <p>In accordance with the Procedures section of Univair Aircraft Corporation Service Bulletin No. 31, dated January 29, 2002. Send the report to Roger Caldwell, FAA, at the address in paragraph (f) of this AD. You may also file electronically as discussed in this AD.</p>

**Note 1:** We have determined that Olympus OSF Endoscope (sigmoidoscope) with a Fujinon FIL-150 light source is acceptable for this inspection. Other scopes and light sources meeting the minimum characteristics stated in Appendix 1 of this AD are also acceptable.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Denver Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Denver ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 East 68th Avenue, Room 214, Denver, Colorado 80249-6361; telephone: (303) 342-1086; facsimile: (303) 342-1088.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD from Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011, telephone: (303) 375-8882; facsimile: (303) 375-8888. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

#### Appendix 1 to Docket No. 2001-CE-45-AD

Minimum characteristic requirements for the scope and light source, e.g., fiberscope borescope or endoscope.

(1) Must be a remote high intensity light source of 150 Watts halogen or better.

(2) The optical system must be of a quality such that it remains constantly in focus from about 4 millimeters (0.16 inch) to infinity.

(3) When the tip is approximately 4 millimeters from the inspected surface, a magnification of about 10X must be achieved.

(4) The image guide and protective sheath length must be at least 2 feet for more, and the distal tip diameter must be 0.450 inch or larger.

(5) There must be control handles for four-way tip articulation of the last 4 to 5 inches for a minimum of 100 degrees for each direction.

Issued in Kansas City, Missouri, on March 27, 2002.

**James E. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 02-7996 Filed 4-2-02; 8:45 am]

**BILLING CODE 4910-13-P**

## FEDERAL TRADE COMMISSION

### 16 CFR Part 310

#### Telemarketing Sales Rule; Notice of 15-Day Extension in Comment Period

**AGENCY:** Federal Trade Commission.

**ACTION:** Notice of proposed rulemaking; extension of comment period.

**SUMMARY:** The Federal Trade Commission ("the Commission" or "FTC") has extended the comment period by which comments must be submitted concerning the proposed changes to its Telemarketing Sales Rule ("the Rule" or "TSR"). This document informs prospective commenters of the change and sets a new date of April 15, 2002, for the end of the comment period.<sup>1</sup>

**DATES:** Written comments will be received until the close of business on April 15, 2002.

**ADDRESSES:** Six paper copies of each paper and/or written comment should be submitted to the Office of the Secretary, Federal Trade Commission, Room 159, 600 Pennsylvania Avenue, NW., Washington, DC 20580. If possible, comments should also be submitted in electronic form. To encourage prompt and efficient review and dissemination of the comments to the public, all comments should also be submitted, if possible, in electronic form, on either a 5¼ or a 3½ inch computer disk, with a label on the disk stating the name of the commenter and the name and version of the word processing program used to create the document. (Programs based on DOS are preferred. Files from other operating systems should be submitted in ASCII text format to be accepted.) Individual members of the public filing comments need not submit multiple copies or comments in electronic form. Alternatively, the Commission will accept papers and

comments submitted to the following email address: [tsr@ftc.gov](mailto:tsr@ftc.gov), provided the content of any papers or comments submitted by email is organized in sequentially numbered paragraphs. All submissions should be identified as "Telemarketing Sales Rule Review—Comment. FTC File No. R411001."

Papers and written comments will be available for public inspection in accordance with the Freedom of Information Act, 5 U.S.C. 552, and Commission Regulations, 16 CFR 4.9, on normal business days between the hours of 8:30 a.m. and 5 p.m. in Room 130, Federal Trade Commission, 600 Pennsylvania Avenue, NW., Washington, DC 20580. The Commission will make this notice and, to the extent possible, all papers or comments received in response to this notice available to the public through the Internet at the following address: [www.ftc.gov](http://www.ftc.gov).

**FOR FURTHER INFORMATION CONTACT:**

Catherine Harrington-McBride (202) 326-2452, email [cmcbride@ftc.gov](mailto:cmcbride@ftc.gov); Karen Leonard (202) 326-3597, email [kleonard@ftc.gov](mailto:kleonard@ftc.gov); or Carole Danielson (202) 326-3115, email [cdanielson@ftc.gov](mailto:cdanielson@ftc.gov), Division of Marketing Practices, Bureau of Consumer Protection, Federal Trade Commission, 600 Pennsylvania Avenue, NW., Washington, DC 20580.

**SUPPLEMENTARY INFORMATION:** On January 30, 2002, the Commission published a request for comment on proposed changes to its Telemarketing Sales Rule.<sup>2</sup> The Telemarketing and Consumer Fraud and Abuse Prevention Act ("the Telemarketing Act" or "the Act") directed the Commission to promulgate rules to protect consumers from deceptive telemarketing practices and other abusive telemarketing activities. In response to this directive, the Commission adopted the TSR, which requires telemarketers to make specific disclosures of material information; prohibits misrepresentations; sets limits on the times telemarketers may call consumers; prohibits calls to a consumer who has asked not to be called again; and sets payment restrictions for the sale of certain goods and services. The comment period for proposed changes to the TSR is currently scheduled to close on March 29, 2002.

Several stakeholders that participated in the original rulemaking proceeding, in the rule review public workshop, and in the public forum focusing on the Rule's do-not-call provision have expressed concern that there will not be

sufficient time before March 29 to complete their responses to the Commission's Request for Comment on the proposed amendments. They have asked that the comment period be extended to enable them to complete their data collection. The Commission is mindful of the need to deal with this matter expeditiously. However, the Commission also is aware that the issues raised are complex and believes that the enhancement of the record that will be achieved by extending the comment period far outweighs any harm that might be caused by the delay.

Therefore, the Commission has decided to extend the comment period to April 15, 2002. This extension will provide sufficient time for commenters to prepare useful comments. This extension will not affect the date of the public forum to discuss the proposed changes to the TSR's provisions, but the Commission has determined to also extend the date by which applications to participate in the forum must be received. Accordingly, the public forum will be held, as originally scheduled, on June 5-7, 2002, and notification of interest in participating in the forum must be submitted in writing, but separate from public comments, on or before April 15, 2002, to Carole I. Danielson, Division of Marketing Practices, Federal Trade Commission, 600 Pennsylvania Avenue, NW., Washington, DC 20580.

#### List of Subjects in 16 CFR Part 310

Telemarketing, Trade practices.

**Authority:** 15 U.S.C. 1601-1608.

By direction of the Commission.

**Donald S. Clark,**

*Secretary.*

[FR Doc. 02-8016 Filed 4-2-02; 8:45 am]

**BILLING CODE 6750-01-M**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 70

[Petition IV-2000-1; FRL-7167-5]

#### Clean Air Act Operating Permit Program; Petition for Objection to State Operating Permit for Kerr-McGee Chemicals, LLC; Mobile County, AL

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of final order on petition to object to a state operating permit.

**SUMMARY:** This document announces that the EPA Administrator has denied a petition to object to a state operating permit issued by the Alabama

<sup>1</sup> This document was received at the Office of the Federal Register on March 29, 2002.

<sup>2</sup> 67 FR 4492 (January 30, 2002).