

following the specified portions of the ASB described previously.

We estimate that this proposed AD would affect 200 helicopters of U.S. registry, and would take about 2 work hours per helicopter to determine the manufacture and invoice date of the wires and to replace the wires at an average labor rate of \$65 per work hour. The manufacturer states in its ASB that they will provide the wire. Based on these figures, the total cost impact of the proposed AD on U.S. operators would be \$26,000, assuming the manufacturer provides the wiring at no cost.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. Additionally, this proposed AD 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.

For the reasons discussed above, I certify that the 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. 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.

We prepared a draft economic evaluation of the estimated costs to comply with this proposed AD. See the DMS to examine the draft economic evaluation.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

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 a new airworthiness directive to read as follows:

Bell Helicopter Textron: Docket No. FAA-2005-22806; Directorate Identifier 2005-SW-04-AD.

Applicability: Model 206B helicopters modified with Aeronautical Accessories, Inc. (AAI) Supplemental Type Certificate (STC) No. SH8435SW or SH8419SW, with energy attenuating seat installation wire (wire), part number (P/N) 157-13000-39, 157-13000-40, or 157-43000-61, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a seat to attenuate energy during an emergency landing resulting in occupant injury, accomplish the following:

(a) Within 60 days, determine the manufacture date or invoice date of the wire.

(1) Before further flight, replace wire, P/N 157-13000-39 and 157-13000-40, with airworthy wire if the manufacture date is within the range of dates from September 1, 2001 through September 30, 2004, inclusive, or if the manufacture date cannot be determined and the AAI invoice is not dated before September 1, 2001. To replace the wire, follow the Accomplishment Instructions, section I, paragraphs 1 through 11, of Aeronautical Accessories, Inc. Alert Service Bulletin ASB No. AA-04107, Revision B, dated April 8, 2005 (ASB).

(2) Before further flight, replace wire, P/N 157-43000-61, with airworthy wire if the manufacture date is within the range of dates from September 1, 2002, through September 30, 2004, inclusive, or if the manufacture date cannot be determined and the AAI invoice is not dated before September 1, 2002. To replace the wire, follow the Accomplishment Instructions, section I, paragraphs 1 through 11, of the ASB.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Rotorcraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

Issued in Fort Worth, Texas, on October 21, 2005.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05-21541 Filed 10-27-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[DOT Docket No. NHTSA-2005-22242]

RIN 2127-AJ57

Federal Motor Vehicle Safety Standards; Cargo Carrying Capacity

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Extension of comment period for a notice of proposed rulemaking (NPRM).

SUMMARY: This document extends the comment period on a notice of proposed rulemaking (NPRM) published on August 31, 2005 (70 FR 51707) that addresses motor home and travel trailer overloading by proposing to amend the Federal motor vehicle safety standard (FMVSS) on tire selection and rims for motor vehicles other than passenger cars. We also proposed a related amendment to our safety standard for tire selection and rims for light vehicles. The comment due date was October 31, 2005.

In a submission dated October 14, 2005, a coalition of trade associations representing vehicle manufacturers and dealers asked NHTSA for an extension of this due date. This document grants that request and extends the comment due date for the NPRM to November 30, 2005.

DATES: The due date for comments on DOT Docket No. NHTSA-2005-22242 is extended to November 30, 2005.

ADDRESSES: You may submit your comments in writing to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC, 20590. Alternatively, you may submit your comments electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to view instructions for filing your comments electronically. Regardless of how you submit your comments, you should mention the docket number of this document.

You may call the Docket at 202-366-9324. You may visit the Docket from 10

a.m. to 5 p.m., Monday through Friday, except for Federal holidays.

FOR FURTHER INFORMATION CONTACT: For non-legal issues, you may call Mr. William D. Evans, Office of Crash Avoidance Standards at (202) 366-2272. His FAX number is (202) 366-7002.

For legal issues, you may call Ms. Dorothy Nakama, Office of the Chief Counsel at (202) 366-2992. Her FAX number is (202) 366-3820.

You may send mail to both of these officials at National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On August 31, 2005 (70 FR 51707), NHTSA published a notice of proposed rulemaking to amend Federal Motor Vehicle Safety Standards Nos. 120 *Tire selection and rims for motor vehicles other than passenger cars*, and 110, *Tire selection and rims*. We proposed to require manufacturers of motor homes and travel trailers over 4,536 kilograms (10,000 pounds) GVWR to provide information to consumers in a label that is intended to inform the consumer about the vehicle's cargo carrying capacity (CCC). This information would be helpful both at the time the consumer is making a purchase decision and also as the consumer uses his or her vehicle. We also proposed to require that the size of tires on the same motor homes and travel trailers be the same as the size of the tires listed on the tire information label required by FMVSS No. 120.

We proposed to limit our CCC label to motor homes and travel trailers with a GVWR greater than 4,536 kilograms (10,000 pounds) as these are the vehicles that have large open interior areas that consumers fill with cargo. We noted that Recreational vehicles (RV) with GVWRs equal to or less than 4,536 kilograms (10,000 pounds) will be required to have less detailed CCC information as a result of an amendment to FMVSS No. 110, which took effect on September 1, 2005. It should be noted that on September 1, 2005, FMVSS No. 120 was changed to apply to vehicles with a GVWR greater than 4,536 kilograms (10,000 pounds) and FMVSS No. 110 was changed to apply to vehicles with a GVWR equal to or less than 4,536 kilograms (10,000 pounds).

It is our belief that the proposed rule complements the efforts of the recreational vehicle industry to provide consumers with information in order to help reduce overloading in motor homes and travel trailers.

In addition, we stated our belief that the proposed rule would provide regulatory relief for dealers from a

labeling requirement in FMVSS No. 110. The standard's requirement may currently require dealers that add even small amounts of weight to re-label the vehicles. Under the proposed amendment, dealers that add weight in excess of 0.5 percent of the vehicles' gross vehicle weight ratings would be required to disclose this extra weight on labels affixed to the vehicles. Dealers could add lesser amounts of weight without needing to change or add labels.

The NPRM announced a comment due date of October 31, 2005.

In a joint letter dated October 14, 2005, the National Truck and Equipment Dealers Association, the National Automobile Dealers Association, the National Association of Trailer Manufacturers, the National Marine Manufacturers Association, the Recreational Vehicle Dealers Association, the Tire Industries Association, the Service Station Dealers of America and Allied Trades, the Specialty Equipment Market Association, the National Trailer Dealers Association, the Automotive Service Association, and the Automotive Aftermarket Industry Association asked for an extension of time to comment on the NPRM. The stated rationale was that additional time was necessary "to allow for appropriate, well-reasoned comments addressing an array of practical technical issues associated with the cargo carrying capacity proposal."

After considering the rationale explaining the need for extra time to consider the NPRM as well as that these groups are primarily small businesses and the parties most directly affected by the proposal, NHTSA has decided that it is in the public interest to grant the submitters' request. Therefore, NHTSA grants until November 30, 2005, submission of public comments on the NPRM of August 31, 2005.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

Issued on: October 24, 2005.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 05-21500 Filed 10-27-05; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 660

[I.D. 102105A]

RIN 0648-AT11

Fisheries Off West Coast States and in the Western Pacific; Coastal Pelagic Species Fishery; Amendment 11

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice of availability of an amendment to a fishery management plan; request for comments.

SUMMARY: NMFS announces that the Pacific Fishery Management Council (Council) has submitted Amendment 11 to the Coastal Pelagic Species Fishery Management Plan (FMP) for Secretarial review. Amendment 11 would change the framework for the annual apportionment of the Pacific sardine harvest guideline along the U.S. Pacific coast. The purpose of Amendment 11 is to achieve optimal utilization of the Pacific sardine resource and equitable allocation of the harvest opportunity for Pacific sardine.

DATES: Comments on Amendment 11 must be received on or before December 27, 2005.

ADDRESSES: You may submit comments on the NOA identified by I.D. 102105A by any of the following methods:

- E-mail: 0648-AT11.SWR@noaa.gov. Include I.D. 102105 in the subject line of the message.

- Federal e-Rulemaking portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

- Mail: Rodney R. McInnis, Regional Administrator, Southwest Region, NMFS, 501 West Ocean Boulevard, Suite 4200, Long Beach, CA 90802.

- Fax: (562)980-4047

Copies of Amendment 11, which includes an Environmental Assessment/Initial Regulatory Flexibility Analysis/Regulatory Impact Review, are available from Donald O. McIssac, Executive Director, Pacific Fishery Management Council, 7700 NE Ambassador Place, Suite 200, Portland, Oregon 97220-1384.

FOR FURTHER INFORMATION CONTACT: Joshua B. Lindsay, Sustainable Fisheries Division, NMFS, at 562-980-4034 or Mike Burner, Pacific Fishery Management Council, at 503-820-2280.

SUPPLEMENTARY INFORMATION: The Magnuson-Stevens Fishery