

the requirements of proper segregation, in order to preclude a possible ignition source in the vicinity of the fuel tanks, as required by SFAR (Special Federal Aviation Regulation) 88 regulations."

The MCAI requires replacing the fuel LCU 1 and LCU 2; reworking the LCU 1 and LCU 2 supports; and segregating, replacing, and reworking some harnesses.

#### Actions and Compliance

(f) Within 48 months or 5,000 flight hours after the effective date of this AD, whichever occurs first, unless already done, do the following actions: Replace LCU 1 and LCU 2 by new ones bearing P/N (part number) 367-340-001, rework the LCU 1 and LCU 2 supports, rework and segregate electrical harnesses W102S and W102P, replace harnesses W164 and W221, and route electrical harnesses W1614 and W1620 segregating W1614, according to the detailed instructions and procedures described in EMBRAER Service Bulletin 145LEG-28-0020, dated February 18, 2005.

#### FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, ATTN: Dan Rodina, Aerospace Engineer, 1601 Lind Avenue, SW., Renton, Washington 98057-3356, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### Related Information

(h) Refer to MCAI Brazilian Airworthiness Directive 2006-09-05, effective October 18, 2006; and EMBRAER Service Bulletin 145LEG-28-0020, dated February 18, 2005, for related information.

Issued in Renton, Washington, on March 1, 2007.

**Ali Bahrami,**  
*Manager, Transport Airplane Directorate,  
Aircraft Certification Service.*  
[FR Doc. E7-4128 Filed 3-7-07; 8:45 am]  
**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2007-26973; Directorate Identifier 2007-CE-002-AD]

**RIN 2120-AA64**

### Airworthiness Directives; REIMS AVIATION S.A. Model F406 Airplanes

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

\* \* \* important corrosion found on the ailerons bearings. This condition, if left uncorrected, could result in the loss of the roll control on the airplane.

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** We must receive comments on this proposed AD by April 9, 2007.

**ADDRESSES:** You may send comments by any of the following methods:

- *DOT Docket Web site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Fax:* (202) 493-2251.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### FOR FURTHER INFORMATION CONTACT:

Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090.

#### SUPPLEMENTARY INFORMATION:

#### Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This proposed AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The proposed AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

#### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2007-26973; Directorate Identifier 2007-CE-002-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each

substantive verbal contact we receive about this proposed AD.

#### Discussion

The Direction générale de l'aviation civile, which is the aviation authority for France, has issued AD No F-2005-177, dated November 9, 2005 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

\* \* \* important corrosion found on the ailerons bearings. This condition, if left uncorrected, could result in the loss of the roll control on the airplane.

The MCAI requires:

Within the next 100 flight hours or 3 months after the effective date of this AD, whichever occurs first:

- Inspect the ailerons brackets and perform the lubrication of the ailerons bearings in accordance with the accomplishment instructions of the REIMS AVIATION INDUSTRIES Service Bulletin No. F406-59.
- Update the AMM Chapter 5-10-01 by inserting the Temporary Revision No 6 and amend consequently the operator maintenance program.

You may obtain further information by examining the MCAI in the AD docket.

#### Relevant Service Information

REIMS AVIATION S.A. has issued REIMS AVIATION INDUSTRIES Service Bulletin No F406-59, dated October 24, 2005. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

#### FAA's Determination and Requirements of the Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

#### Differences Between This Proposed AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ

substantively from the information provided in the MCAI and related service information.

We might also have proposed different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are highlighted in a NOTE within the proposed AD.

#### Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 7 products of U.S. registry. We also estimate that it would take about 3 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is \$80 per work-hour. Required parts would cost about \$100 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these costs. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here.

Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$2,380, or \$340 per product.

In addition, we estimate that any necessary follow-on actions would take about 3 work-hours and require parts costing \$100, for a cost of \$340 per product. We have no way of determining the number of products that may need these actions.

#### 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.

#### Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. 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 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. 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 regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

#### 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 FAA proposes to amend 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. The FAA amends § 39.13 by adding the following new AD:

**REIMS AVIATION S.A.: Docket No. FAA-2007-26973; Directorate Identifier 2007-CE-002-AD.**

#### Comments Due Date

- (a) We must receive comments by April 9, 2007.

#### Affected ADs

- (b) None.

#### Applicability

- (c) This AD applies to Model F406 airplanes, serial numbers F406-0001 through F406-0092, certificated in any category.

#### Subject

- (d) Air Transport Association of America (ATA) Code 57: Wings.

#### Reason

- (e) The mandatory continuing airworthiness information (MCAI) states: \* \* \* important corrosion found on the ailerons bearings. This condition, if left uncorrected, could result in the loss of the roll control on the airplane.

**Actions and Compliance**

(f) Unless already done, do the following actions:

(1) Within the next 100 flight hours or 3 months, whichever occurs first, after the effective date of this AD, and thereafter repetitively during a period not to exceed 12 months, inspect the aileron brackets and bearings and perform the lubrication of the aileron bearings in accordance with REIMS AVIATION INDUSTRIES Service Bulletin No. F406-59, dated October 24, 2005.

(2) If corrosion is found during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the damaged parts in accordance with REIMS AVIATION INDUSTRIES Service Bulletin No. F406-59, dated October 24, 2005.

**Note 1:** We established the repetitive inspection times of this AD so that they may coincide with annual inspections.

**Note 2:** We encourage you to put Reims temporary revision No. 6 into the maintenance program of the F406 airplane (chapter 5 of the maintenance manual).

**FAA AD Differences**

**Note 3:** This AD differs from the MCAI and/or service information as follows: We added repetitive inspection requirements in this proposed AD to coincide with the maintenance requirement in the service bulletin.

**Other FAA AD Provisions**

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(h) Refer to Direction générale de l'aviation civile AD No F-2005-177, dated November 9, 2005; and REIMS AVIATION INDUSTRIES Service Bulletin No F406-59, dated October 24, 2005, for related information.

Issued in Kansas City, Missouri, on March 1, 2007.

**Kim Smith,**

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

[FR Doc. E7-4131 Filed 3-7-07; 8:45 am]

**BILLING CODE 4910-13-P**

(202) 502-8517, E-mail: [stuart.fischer@ferc.gov](mailto:stuart.fischer@ferc.gov).

**SUPPLEMENTARY INFORMATION:****Notice Extending Comment and Reply Comment Period**

On February 27, 2007, the American Gas Association, the American Public Power Association, the Edison Electric Institute, the Electric Power Supply Association, the Interstate Natural Gas Association of America, the Large Public Power Council, and the National Rural Electric Cooperative Association, filed jointly for an extension of time to file comments and reply comments in response to the Commission's Notice of Proposed Rulemaking issued January 18, 2007 in the above-captioned proceeding. Standards of Conduct for Transmission Providers, 118 FERC ¶ 61,031, 72 FR 3958 (Jan. 29, 2007), FERC Stats. & Regs. ¶ 32,611 (2007).

Upon consideration, the date for filing comments in this proceeding is extended to and including March 30, 2007 and the date for filing reply comments is extended to and including April 30, 2007.

**Magalie R. Salas,**  
*Secretary.*

[FR Doc. E7-4117 Filed 3-7-07; 8:45 am]

**BILLING CODE 6717-01-P**

**DEPARTMENT OF ENERGY****Federal Energy Regulatory Commission****18 CFR Part 358**

**[Docket No. RM07-1-000]**

**Standards of Conduct for Transmission Providers; Notice of Extension of Time**

February 28, 2007.

**AGENCY:** Federal Energy Regulatory Commission; DOE.

**ACTION:** Notice of Proposed Rulemaking; extension of comment period.

**SUMMARY:** On February 28, 2007, the Commission issued a notice of proposed rulemaking proposing permanent regulations regarding the standards of conduct consistent with the decision of the United States Court of Appeals of the District of Columbia in *National Fuel Gas Supply Corporation v. FERC*, 468 F.3d 831 (2006), regarding natural gas pipelines. The Commission is extending the comment period on the Notice of Proposed Rulemaking at the request of the American Gas Association, the American Public Power Association, the Edison Electric Institute, the Electric Power Supply Association, the Interstate Natural Gas Association of America, the Large Public Power Council and the Natural Rural Electric Cooperative Association.

**DATES:** Comments must be filed on or before March 30, 2007. Reply comments must be filed on or before April 30, 2007.

**FOR FURTHER INFORMATION CONTACT:**

Eric Ciccaretti, Office of Enforcement, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Telephone: (202) 502-8493, E-mail: [eric.ciccaretti@ferc.gov](mailto:eric.ciccaretti@ferc.gov).

Deme Anas, Office of Enforcement, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Telephone: (202) 502-8178, E-mail: [demetra.anas@ferc.gov](mailto:demetra.anas@ferc.gov).

Stuart Fischer, Office of Enforcement, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Telephone:

**DEPARTMENT OF THE INTERIOR****Office of Surface Mining Reclamation and Enforcement****30 CFR Part 920**

**[MD-055-FOR]**

**Maryland Regulatory Program**

**AGENCY:** Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

**ACTION:** Proposed rule; public comment period and opportunity for public hearing on proposed amendments.

**SUMMARY:** We are announcing receipt of a proposed amendment to the Maryland regulatory program (the Maryland program) under the Surface Mining Control and Reclamation Act of 1977 (SMCRA or the Act). The program amendment consists of changes to the Maryland Annotated Code (MAC) to increase the end of month balance cap of the Bond Supplement Reserve (Reserve) within the Bituminous Coal Open-Pit Mining Reclamation Fund. Maryland submitted these proposed amendments on its own initiative to improve the ability of the Maryland Department of the Environment to