products to the end user. Each of these process steps consumes energy in the form of diesel or fuel oil, natural gas, or grid electricity. The data are used to estimate an intensity parameter for each fuel type, which is equal to the total amount of that fuel needed to produce one unit of the final product. The FFC energy and emissions factors are defined as a function of these parameters, using a formula that is described in detail in: *''A Mathematical Analysis of Full Fuel Cycle Energy Use''; [http://www.sciencedirect.com/science/article/pii/S0360544211006803]* [1] Energy, Volume 37, Issue 1, January 2012, Pages 698–708;

By using the FFC multipliers derived from NEMS, DOE would be able to ensure that the assumptions and inputs used in FFC analyses are consistent with the assumptions and inputs used to estimate primary energy savings and emissions impacts. In addition, this approach would make it easier for DOE to update the multipliers with each new edition of the AEO. The GREET model, in contrast, uses a representation of the energy production system to develop its own internal projections, which inevitably will differ some from those in the AEO.

Based on this assessment, DOE is proposing to use this NEMS-based approach to estimating the FFC energy and emission impacts of alternative energy conservation standards levels in energy conservation standards rulemakings that reach the notice of proposed rulemaking (NOPR) stage after August 17, 2012. Rulemakings that do not reach the NOPR stage before August 17, 2012 will continue to use the estimates of primary energy and emission impacts described in the notices of proposed rulemaking. DOE has not used the GREET model to estimate FFC energy and emission impacts in any past or current rulemakings but has started to use the NEMS-based approach to estimating these impacts in several energy conservation standards preliminary analyses.

II. Public Participation

DOE invites all interested parties to submit comments on this issue in writing at any time. In addition, interested parties will have an opportunity to review and comment on the specific methodologies employed by DOE to calculate FFC energy and emission impacts in NOPRs. See the **ADDRESSES** section of this notice for more information on how to submit a comment.

III. Procedural Issues and Regulatory Review

A. Review Under the National Environmental Policy Act 1969

DOE has determined that this policy amendment falls into a class of actions that are categorically excluded from review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and DOE's implementing regulations at 10 CFR part 1021. Specifically, this policy amendment describes methods for data analysis and how DOE plans to incorporate such data analysis into future energy conservation standards. For this reason, and because the policy amendment does not establish an energy conservation standard or take any action that might have an impact on the environment, it is covered by the Categorical Exclusion A9 under 10 CFR part 1021, subpart D. Accordingly, neither an environmental assessment nor an environmental impact statement is required.

B. Review Under the Information Quality Bulletin for Peer Review

In consultation with the Office of Science and Technology Policy (OSTP), OMB issued on December 16, 2004, its ''Final Information Quality Bulletin for Peer Review'' (the Bulletin). 70 FR 2664 (Jan. 14, 2005). The Bulletin establishes that certain scientific information shall be peer reviewed by qualified specialists before it is disseminated by the Federal government, including influential scientific information related to agency regulatory actions. The purpose of the Bulletin is to enhance the quality and credibility of the government's scientific information. Under the Bulletin, NEMS is ''influential scientific information,'' which the Bulletin defines as ''scientific information that the agency reasonably can determine will have or does have a clear and substantial impact on important public policies or private sector decisions.'' 70 FR 2664, 2667 (Jan. 14, 2005). The NEMS model, which is in the public domain, has been reviewed through its development and applications over the past 18 years.

IV. Approval of the Office of the Assistant Secretary

The Assistant Secretary of DOE's Office of Energy Efficiency and Renewable Energy has approved publication of this final policy.

Issued in Washington, DC, on August 9, 2012.

Kathleen B. Hogan,

Deputy Assistant Secretary for Energy Efficiency, Energy Efficiency and Renewable Energy.

[FR Doc. 2012–20122 Filed 8–16–12; 8:45 am]

BILLING CODE 6450–01–P

[1] Coughlin, Katie (2012). A Mathematical Analysis of Full Fuel Cycle Energy Use. Energy, Volume 37, Issue 1, January 2012, Pages 698–708.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0423; Directorate Identifier 2011–NM–095–AD; Amendment 39–17156; AD 2012–16–09]

RIN 2120–AA64

Airworthiness Directives; Embraer S.A. Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding two existing airworthiness directives (AD) for all Embraer S.A. Model ERJ 170 and ERJ 190 airplanes. Those ADs currently require revising the airplane flight manual (AFM) to introduce limitations for the use of auxiliary power unit (APU) bleed and to prohibit dispatch with a failed air management system (AMS) controller card. This new AD requires replacing the AMS controller processor module with one containing new software, and a new AFM revision. This AD was prompted by reports of the possible loss of automatic activation of the engine inlet ice protection system. We are issuing this AD to prevent the possibility of a right-hand (RH) engine compressor stall after the APU becomes the active bleed source for the left side, which may result in an engine failure; and to prevent the intermittent communication failure between the AMS controller cards and both secondary power distribution assemblies (SPDAs), which could lead to the loss of automatic activation of the engine inlet ice protection system when flying in icing conditions, which could result in ice accretion in the engine inlet and subsequent dual engine failure.

DATES: This AD becomes effective September 21, 2012.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 21, 2012.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD

as of September 9, 2010 (75 FR 52238, August 25, 2010).

ADDRESSES: You may examine the AD docket on the Internet at *http://www.regulations.gov* or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Cindy Ashforth, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: 425–227–2768; fax: 425–227–1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on May 1, 2012 (77 FR 25644), and proposed to supersede AD 2010–07–04, Amendment 39–16248 (75 FR 14333, March 25, 2010); and AD 2010–18–01, Amendment 39–16414 (75 FR 52238, August 25, 2010). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

> This [Agência Nacional de Aviação Civil (ANAC)] AD results from the possibility of loss of automatic activation of the engine inlet ice protection system when flying in ice condition. Even though the failure is announced by the caution messages ''A–I Eng 1 Fail'' [and] ''A–I Eng 2 Fail'', if the engines inlet ice protection system is not manually activated, ice may accrete in the engine inlet and causes engine to shut down.
>
> Also there is the possibility of right hand (RH) engine compressor to stall after the Auxiliary Power Unit (APU) becomes the active bleed source for the left side, following left hand (LH) engine failure, under a condition where both engines are close to idle, the APU is running, and the APU bleed button is pushed in (automatic position).

The required actions include replacing the AMS controller processor module with one containing new software and revising the Limitations section of the AFM. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We considered the comment received. The Air Line Pilots Association, International (ALPA) stated that it fully supports the NPRM (77 FR 25644, May 1, 2012).

Explanation of Change Made to the AD

We have revised this AD to identify the legal name of the manufacturer as published in the most recent type certificate data sheet for the affected airplane models.

Conclusion

We reviewed the available data, considered the comment received, and determined that air safety and the public interest require adopting the AD with the change described previously—and minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (77 FR 25644, May 1, 2012) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (77 FR 25644, May 1, 2012).

Costs of Compliance

We estimate that this AD will affect about 253 products of U.S. registry.

The actions that are required by AD 2010–07–04, Amendment 39–16248 (75 FR 14333, March 25, 2010); and AD 2010–18–01, Amendment 39–16414 (75 FR 52238, August 25, 2010); and that are retained in this AD take about 1 work-hour per product, at an average labor rate of $85 per work-hour. Based on these figures, the estimated cost of the currently required actions is $85 per product.

We estimate that it will take about 1 work-hour per product to comply with the new basic requirements of this AD. The average labor rate is $85 per work-hour. Required parts will cost about $35 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 parts. 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 this AD to the U.S. operators to be $30,360, or $120 per product.

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 AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify that this AD:

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);

3. Will not affect intrastate aviation in Alaska; and

4. 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 AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket on the Internet at *http://www.regulations.gov*; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM (77 FR 25644, May 1, 2012), the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 removing airworthiness directive AD 2010–07–04, Amendment 39–16248 (75 FR 14333, March 25, 2010); and AD 2010–18–01, Amendment 39–16414 (75 FR 52238, August 25, 2010); and adding the following new AD:

2012–16–09 Embraer S.A.: Amendment 39–17156. Docket No. FAA–2012–0423; Directorate Identifier 2011–NM–095–AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 21, 2012.

(b) Affected ADs

This AD supersedes AD 2010–07–04, Amendment 39–16248 (75 FR 14333, March 25, 2010); and AD 2010–18–01, Amendment 39–16414 (75 FR 52238, August 25, 2010).

(c) Applicability

This AD applies to Embraer S.A. Model ERJ 170–100 LR, –100 STD, –100 SE., and –100 SU airplanes; Model ERJ 170–200 LR, –200 SU, and –200 STD airplanes; Model ERJ 190–100 STD, –100 LR, –100 ECJ, and –100 IGW airplanes; and Model ERJ 190–200 STD, –200 LR, and –200 IGW airplanes; certificated in any category; all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 21: Air Conditioning.

(e) Reason

This AD was prompted by reports of the possible loss of automatic activation of the engine inlet ice protection system. We are issuing this AD to prevent the possibility of a right-hand (RH) engine compressor stall after the auxiliary power unit (APU) becomes the active bleed source for the left side, which may result in an engine failure; and to prevent the intermittent communication failure between the air management system (AMS) controller cards and both secondary power distribution assemblies (SPDAs), which could lead to the loss of automatic activation of the engine inlet ice protection system when flying in icing conditions, which could result in ice accretion in the engine inlet and subsequent dual engine failure.

(f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Retained Revision for Certain Airplanes

This paragraph restates the requirements of paragraph (g) of AD 2010–07–04, Amendment 39–16248 (75 FR 14333, March 25, 2010). For airplanes equipped with AMS controller cards having part number (P/N) 1001050–1–YYY or 1001050–2–YYY containing software version Black Label 08 or lower installed: Within 10 days after April 9, 2010 (the effective date of AD 2010–07–04), revise the Limitations section of the AFM to include the following statement. This may be done by inserting a copy of this AD in the AFM. Doing the actions required by paragraph (i) of this AD terminates the requirements of this paragraph.

Dispatch with the message 'RECIRC SMK DET FAIL' displayed on the ground is prohibited unless troubleshooting action confirms the message has not been triggered due to a failure of an AMS controller card.

Note 1 to paragraph (g) of this AD: When a statement identical to that in paragraph (g) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(h) Retained AFM Revision for All Airplanes

This paragraph restates the requirements of paragraph (g) of AD 2010–18–01, Amendment 39–16414 (75 FR 52238, August 25, 2010). For all airplanes: Within 14 days after September 9, 2010 (the effective date of AD 2010–18–01), revise the Limitations section of the applicable AFM to include the information in EMBRAER Operational Bulletin 170–001/09, Revision 1, dated February 10, 2010, as specified in the operational bulletin. This operational bulletin introduces limitations for the use of APU bleed. Doing the actions required by paragraph (i) of this AD terminates the requirements of this paragraph.

Note 2 to paragraph (h) of this AD: This may be done by inserting a copy of EMBRAER Operational Bulletin 170–001/09, Revision 1, dated February 10, 2010, into the AFM. When this operational bulletin has been included in general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in the operational bulletin, and the operational bulletin can be removed.

(i) New Requirement of This AD: Load Software or Replace AMS Controller Module

Within 3,300 flight hours after the effective date of this AD: Replace existing Hamilton Sundstrand AMS controller processor modules (slots 18 and 25) P/N 1001050–1–YYY, 1001050–2–YYY, 1001050–3–YYY, or 1001050–4–YYY, with a new or serviceable AMS controller processor module containing software version Black Label—11, or later approved version of the software, in accordance with the Accomplishment Instructions of Embraer Service Bulletin 170–21–0049, dated November 29, 2010 (for Model ERJ 170 airplanes); Embraer Service Bulletin 190–21–0035, dated November 29, 2010 (for Model ERJ 190 airplanes); or Embraer Service Bulletin 190LIN–21–0016, dated February 23, 2011 (for Model ERJ 190–100 ECJ airplanes).

(j) Definition

For the purposes of this AD, ''later-approved version of the software,'' is defined as software having design approval holder (DAH) design changes that have been approved after the publication of Embraer Service Bulletin 170–21–0049, dated November 29, 2010 (for Model ERJ 170 airplanes); Embraer Service Bulletin 190–21–0035, dated November 29, 2010 (for Model ERJ 190 airplanes); and Embraer Service Bulletin 190LIN–21–0016, dated February 23, 2011 (for Model ERJ 190–100 ECJ airplanes).

(k) New Requirement of This AD: Revise Limitations Section of AFM

After doing the actions required by paragraph (i) of this AD, before further flight, revise the Limitations section of the applicable AFM by removing the limitation required by paragraph (g) of this AD and the revision required by paragraph (h) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Cindy Ashforth, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: 425–227–2768; fax: 425–227–1149. Information may be emailed to: *9-ANM-116-AMOC-REQUESTS@faa.gov.* Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(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.

(m) Related Information

Refer to MCAI Brazilian ADs 2011–05–01 and AD 2011–05–02, both dated May 9, 2011, and the service information specified in paragraphs (m)(1), (m)(2), (m)(3) and (m)(4) of this AD, for related information.

(1) EMBRAER Operational Bulletin 170–001/09, Revision 1, dated February 10, 2010.

(2) Embraer Service Bulletin 170–21–0049, dated November 29, 2010.

(3) Embraer Service Bulletin 190–21–0035, dated November 29, 2010.

(4) Embraer Service Bulletin 190LIN–21–0016, dated February 23, 2011.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this

paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on September 21, 2012.

(i) Embraer Service Bulletin 170–21–0049, dated November 29, 2010.

(ii) Embraer Service Bulletin 190–21–0035, dated November 29, 2010.

(iii) Embraer Service Bulletin 190LIN–21–0016, dated February 23, 2011.

(4) The following service information was approved for IBR on September 9, 2010 (75 FR 52238, August 25, 2010).

(i) EMBRAER Operational Bulletin 170–001/09, Revision 1, dated February 10, 2010.

(ii) Reserved.

(5) For service information identified in this AD, contact Embraer S.A., Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170—Putim—12227–901 São Jose dos Campos—SP—BRASIL; telephone +55 12 3927–5852 or +55 12 3309–0732; fax +55 12 3927–7546; email *distrib@embraer.com.br*; Internet *http://www.flyembraer.com.*

(6) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(7) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202–741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on July 31, 2012.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–19396 Filed 8–16–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0659; Directorate Identifier 2011–SW–061–AD; Amendment 39–17101; AD 2012–12–21]

RIN 2120–AA64

Airworthiness Directives; Eurocopter Deutschland GmbH Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register.** That AD applies to Eurocopter Deutschland GmbH Model MBB–BK 117 C–2 helicopters. A page reference of the rotorcraft flight manual in the Required Actions section, paragraph (e)(1)(i), is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This correction is effective August 17, 2012. The effective date for AD 2012–12–21 remains July 10, 2012. The last date for submitting comments to the final rule; request for comments remains August 24, 2012.

ADDRESSES: You may examine the AD docket on the Internet at *http://www.regulations.gov;* or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800–647–5527) is U.S. Department of Transportation, Docket Operations Office, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: George Schwab, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222–5110, email: *george.schwab@faa.gov.*

SUPPLEMENTARY INFORMATION: Airworthiness Directive 2012–12–21, Amendment 39–17101 (77 FR 37777, June 25, 2012), currently includes the following paragraph (e)(1)(i) in the Required Actions section:

''(i) ''Emergency and Malfunction Procedures'': pages 3–3 and 3–4, and''

As published, the reference to page 3–4 is incorrect. The correct reference is to page 3–3a.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the *Federal Register.*

Correction of Regulatory Text

§ 39.13 [Corrected]

In the **Federal Register** of June 25, 2012, on page 37779 in the second column, paragraph (e)(1)(i) of AD 2012–12–21 is corrected to read as follows:

* * * * *

(i) ''Emergency and Malfunction Procedures'': pages 3–3 and 3–3a, and

* * * * *

Issued in Fort Worth, Texas, on August 9, 2012.

Kim Smith,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2012–20177 Filed 8–16–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0291; Directorate Identifier 2011–NM–168–AD; Amendment 39–17158; AD 2012–16–11]

RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Airbus Model A318–112 and –121 airplanes; Model A319–111, –112, –115, –132, and –133 airplanes; Model A320–214, –232, and –233 airplanes; and Model A321–211, –212, –213, and –231 airplanes. This AD was prompted by reports that some nuts installed on the wing, including on primary structural elements, were found cracked. This AD requires inspecting to determine if certain nuts are installed or cracked, and replacing the affected nuts if necessary. We are issuing this AD to detect and correct missing and cracked nuts, which could result in the structural integrity of the airplane wings being impaired.

DATES: This AD becomes effective September 21, 2012.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 21, 2012.

ADDRESSES: You may examine the AD docket on the Internet at *http://www.regulations.gov* or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone (425) 227–1405; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: