

provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

#### Special Flight Permits

(d) 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.

Issued in Renton, Washington, on March 11, 2002.

**Kalene C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 02-6332 Filed 3-15-02; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-36-AD]

RIN 2120-AA64

#### Airworthiness Directives; McDonnell Douglas Model DC-9-10, -30, and -40 Series Airplanes and C-9 Airplanes

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

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

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9-10, -30, and -40 series airplanes and C-9 airplanes, that currently requires an inspection to detect chafing of the wiring of the attendants' work light of the aft cabin, and repair of chafed wiring. That AD also requires modification and reidentification of the attendants' work light assemblies of the aft cabin. This action would require revising the applicability of the existing AD to add certain airplanes and to remove certain other airplanes. The actions specified by the proposed AD are intended to prevent chafing of the ground wire against the positive contact of the lamp of the attendants' work light of the aft cabin, and consequent arcing or arcing damage to the wiring of the attendants' work light and transformer of the aft cabin. Such arcing or arcing damage could result in short circuits

and consequent smoke and fire in the aft cabin area. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by May 2, 2002.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-36-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-nprmcomment@faa.gov](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2002-NM-36-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

**FOR FURTHER INFORMATION CONTACT:** Elvin Wheeler, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5344; fax (562) 627-5210.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.

- For each issue, state what specific change to the proposed AD is being requested.

- Include justification (e.g., reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2002-NM-36-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-36-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

On November 28, 2001, the FAA issued AD 2001-24-15, amendment 39-12532 (66 FR 64133, December 12, 2001), applicable to certain McDonnell Douglas Model DC-9-10, -30, and -40 series airplanes and C-9 airplanes, to require an inspection to detect chafing of the wiring of the attendants' work light of the aft cabin, and repair of chafed wiring. That AD also requires modification and reidentification of the attendants' work light assemblies of the aft cabin. The requirements of that AD are intended to prevent chafing of the ground wire against the positive contact of the lamp of the attendants' work light of the aft cabin, and consequent arcing or arcing damage to the wiring of the attendants' work light and transformer of the aft cabin. Such arcing or arcing damage could result in short circuits and consequent smoke and fire in the aft cabin area.

### Explanation of Relevant Service Information

Since the issuance of that AD, the FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin DC9-33A058, Revision 03, dated November 21, 2001. Revision 03 revises the effectivity of the service bulletin by adding certain airplanes and removing certain other airplanes. No additional work is required by Revision 03 for airplanes previously modified by prior issues of the service bulletin.

### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 2001-24-15 to revise the applicability of the AD and to continue to require an inspection to detect chafing of the wiring of the attendants' work light of the aft cabin, and repair of chafed wiring. The proposed AD also would continue to require modification and reidentification of the attendants' work light assemblies of the aft cabin.

### Cost Impact

There are approximately 176 Model DC-9-10, -30, and -40 series airplanes and C-9 airplanes of the affected design in the worldwide fleet. The FAA estimates that 278 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 2001-24-15 take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$16,680, or \$60 per airplane.

This proposed AD does not add any new actions or requirements, and only revises the applicability of the AD by adding certain airplanes and removing certain other airplanes. Therefore, the estimated cost impact for this proposed AD is unchanged from the existing AD.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this 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 removing amendment 39-12532 (66 FR 64133, December 12, 2001), and by adding a new airworthiness directive (AD), to read as follows:

**McDonnell Douglas:** Docket 2002-NM-36-AD. Supersedes AD 2001-24-15, Amendment 39-12532.

**Applicability:** Model DC-9-10, -30, and -40 series airplanes and C-9 airplanes, equipped with an attendants' work light in the aft cabin; certificated in any category; as listed in McDonnell Douglas Alert Service Bulletin DC9-33A058, Revision 03, dated November 21, 2001, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, 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 (c) 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 prevent arcing or arcing damage to the wiring of the attendants' work light of the aft cabin due to chafing of the ground wire against the positive contact of the lamp of the attendants' work light and transformer of the aft cabin, which could result in short circuits and consequent smoke and fire in the aft cabin area, accomplish the following:

**Note 2:** Paragraph (a) of this AD merely restates the requirements of paragraph (a) AD 2001-24-15, amendment 39-12532. As allowed by the phrase, "unless accomplished previously," if those requirements of AD 2001-24-15 have already been accomplished, this AD does not require that those actions be repeated.

### Restatement of AD 2001-24-15

(a) For airplanes listed in McDonnell Douglas Alert Service Bulletin DC9-33A058, Revision 02, dated January 27, 2000: Within 1 year after January 16, 2002 (the effective date of AD 2001-24-15, amendment 39-12532), do the actions specified in paragraphs (a)(1) and (a)(2) of this AD, per McDonnell Douglas Alert Service Bulletin DC9-33A058, Revision 02, dated January 27, 2000.

(1) Do a general visual inspection to detect chafing of the wiring of the attendants' work light of the aft cabin. If any chafing is detected, before further flight, repair chafed wiring per the service bulletin.

**Note 3:** For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(2) Modify and reidentify the attendants' work light assemblies of the aft cabin.

### New Requirements of This AD

(b) For airplanes as listed in McDonnell Douglas Alert Service Bulletin DC9-33A058, Revision 03, dated November 21, 2001: Within 1 year after the effective date of this AD, do the actions specified in paragraphs (b)(1) and (b)(2) of this AD, per McDonnell Douglas Alert Service Bulletin DC9-33A058, Revision 03, dated November 21, 2002.

(1) Do a general visual inspection to detect chafing of the wiring of the attendants' work light of the aft cabin. If any chafing is detected, before further flight, repair chafed wiring per the service bulletin.

(2) Modify and reidentify the attendants' work light assemblies of the aft cabin.

**Note 4:** Inspections, repairs, modifications, and reidentifications done before the effective date of this AD per McDonnell Douglas Service Bulletin DC9-33-058, dated June 5, 1973; Revision 1, dated November 26, 1975; or Revision 02, dated January 27, 2000; are considered acceptable for compliance with the requirements of this AD.

#### Alternative Methods of Compliance

(c) 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, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

#### Special Flight Permits

(d) 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.

Issued in Renton, Washington, on March 11, 2002.

**Ali Bahrami,**

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

[FR Doc. 02-6331 Filed 3-15-02; 8:45 am]

**BILLING CODE 4910-13-U**

---

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Chapter I

[Docket No. RM02-7-000]

#### Accounting and Reporting of Asset Retirement Obligations

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

**ACTION:** Notice of Informal Technical Conference.

**SUMMARY:** The Federal Energy Regulatory Commission (Commission) intends to hold a staff technical conference on May 7 and 8, 2002, at 9:00 A.M. in the Commission's offices, 888 First Street, NE., Washington, DC, to address the financial accounting and reporting implications related to asset

retirement obligations associated with the retirement of tangible long-lived assets.

**DATES:** The staff technical conference will be held at 9 a.m. on May 7 and May 8, 2002. Persons who wish to participate in the conference should, no later than March 25, 2002, notify Raymond Reid by telephone at (202) 219-2928, or by facsimile at (202) 219-2632, or by E-Mail: [raymond.reid@ferc.gov](mailto:raymond.reid@ferc.gov) or Mark Klose by telephone at (202) 219-2595, or by facsimile at (202) 219-2632, or by E-mail: [mark.klose@ferc.gov](mailto:mark.klose@ferc.gov).

**ADDRESSES:** The informal technical conference will be held at the Commission's offices, 888 First Street, NE., Washington, DC 20426.

**FOR FURTHER INFORMATION CONTACT:** Mark Klose (Technical Issues), Office of Executive Director, Division of Regulatory Accounting Policy, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Phone (202) 219-2595; Fax: (202) 219-2632; E-Mail: [mark.klose@ferc.gov](mailto:mark.klose@ferc.gov).

Raymond Reid (Technical Issues), Office of Executive Director, Division of Regulatory Accounting Policy, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Phone (202) 219-2928; Fax: (202) 219-2632; E-Mail: [raymond.reid@ferc.gov](mailto:raymond.reid@ferc.gov).

Julia Lake (Legal Issues), Office of General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. Phone (202) 208-2019; E-Mail: [julia.lake@ferc.gov](mailto:julia.lake@ferc.gov).

**SUPPLEMENTARY INFORMATION:** In addition to publishing the full text of this document in the **Federal Register**, it is available for inspection in the Commission's Public Reference Room at 888 First Street, NE., Room 2A, Washington, DC 20426, during regular business hours and is posted on both the Commission's Issuance Posting System (CIPS) and the Records and Information Management Systems (RIMS), and may be viewed and printed remotely via the Internet through Commission's Home Page (<http://www.ferc.gov>).

#### Notice of Informal Technical Conference

March 8, 2002.

Take notice the Commission staff will hold an informal technical conference to discuss the financial accounting and reporting implications related to asset retirement obligations associated with the retirement of tangible long-lived assets. The conference will be held on Tuesday, May 7, 2002, and Wednesday, May 8, 2002, at 9:00 A.M. in a room to

be designated at the offices of the Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC. The conference is being convened to enlist the participation of interested parties including among others, the Association of Oil Pipe Lines, Edison Electric Institute, Interstate Natural Gas Association of America, National Association of Regulatory Utility Commissioners, in the development of accounts and reporting requirements for tangible long-lived assets.

Participants may be assigned to a panel in order to establish a logical order of presentation and to facilitate an informal exchange of views. The informal technical conference is intended to be structured so that participants can discuss the financial accounting, and reporting implications related to obligations associated with the retirement of tangible long-lived assets and related matters. The goal of the conference is to identify how recognition of asset retirement obligations may affect the Commission's existing accounting and rate regulations.

Persons who wish to participate in the conference should, no later than March 25, 2002, notify Raymond Reid by telephone at (202) 219-2928, or by facsimile at (202) 219-2632, or by E-Mail: [raymond.reid@ferc.gov](mailto:raymond.reid@ferc.gov) or Mark Klose by telephone at (202) 219-2595, or by facsimile at (202) 219-2632, or by E-Mail: [mark.klose@ferc.gov](mailto:mark.klose@ferc.gov).

After reviewing the requests to participate, the Commission staff will issue a subsequent notice in the **Federal Register** specifying the time, and place and a proposed agenda. For additional information, interested persons may contact Raymond Reid by telephone at (202) 219-2928 (or by e-mail [raymond.reid@ferc.gov](mailto:raymond.reid@ferc.gov)) or Mark Klose by telephone at (202) 219-2595 (or by e-mail [mark.klose@ferc.gov](mailto:mark.klose@ferc.gov)).

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

[FR Doc. 02-6240 Filed 3-15-02; 8:45 am]

**BILLING CODE 6717-01-P**

---

## DEPARTMENT OF THE TREASURY

### Customs Service

#### 19 CFR Parts 24 and 111

**RIN 1515-AC81**

#### User Fees

**AGENCY:** Customs Service, Department of the Treasury

**ACTION:** Notice of proposed rulemaking.