

numbers (P/Ns) 62774-62774-401, 62774-402, 62774-403, 62774-404, 62774-405, 62774-406, 62774-407 and 62774-408, installed on but not limited to Boeing 777-200 and -300 series airplanes.

Note 1: This airworthiness directive (AD) applies to each slide/raft 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 slide/rafts 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 failure of the slide to properly inflate, which could result in the inability to evacuate the passenger cabin in the event of an aircraft emergency, accomplish the following:

Repacking

(a) For slide/rafts listed by serial number (S/N) in Air Cruisers Company Service Bulletin (SB) 777-107-25-06, dated February 19, 1999, accomplish the following:

(1) For slide/rafts currently installed on aircraft, repack within 2 months after the effective date of this AD, in accordance with the procedures described in Air Cruisers Company SB 777-107-25-06, dated February 19, 1999.

(2) For uninstalled slide/rafts, prior to installation repack in accordance with the procedures described in Air Cruisers Company SB 777-107-25-06, dated February 19, 1999.

Folding

(b) Fold slides whenever the slide/rafts are removed from the airplane during scheduled aircraft maintenance, in accordance with Air Cruisers Company folding procedure P-12054 and P-12064, Revision E, dated October 14, 1998.

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, New York Aircraft Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

Ferry Flights

(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 Burlington, Massachusetts, on November 3, 1999.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-29332 Filed 11-8-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-259-AD]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR-42 and ATR-72 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM); rescission.

SUMMARY: This document proposes to rescind an existing airworthiness directive (AD), applicable to all Aerospatiale Model ATR-42 and ATR-72 series airplanes, that currently requires revising the Airplane Flight Manual (AFM) to add specific flightcrew instructions to be followed in the event of failure of the first generator, which could lead to the loss of main battery power and result in the loss of all electrical power, except the emergency battery supply, during flight. Since the issuance of that AD, the FAA has received further information indicating that the incident that prompted that AD was an isolated case.

DATES: Comments must be received by December 9, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-259-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.

Information pertaining to this proposed rule may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA,

Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

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 notice may be changed in light of the comments received.

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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-259-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. 98-NM-259-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On April 20, 1998, the FAA issued AD 98-09-16, amendment 39-10497 (63 FR 20064, April 23, 1998), applicable to all Aerospatiale Model ATR-42 and ATR-72 series airplanes, to require revising the Airplane Flight Manual (AFM) to add specific flightcrew instructions to be followed in the event of failure of one or both of the direct current (DC) generators. That action was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in that AD are intended to prevent failure of the second of two DC generators after the failure of the first generator. Such

failures, if not corrected, could lead to the loss of main battery power and result in the loss of all electrical power, except the emergency battery supply, during flight.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has advised the FAA that the unsafe condition identified in French airworthiness directives AD T98-148-076(B) and AD T98-149-038(B), both dated March 20, 1998, was an isolated case. The DGAC advised that further investigation, a design review of the DC electrical system, and bench testing results indicate that the reset of the first failed generator did not contribute to the loss of the second generator. The DGAC concludes that there is no reason to prohibit reset of a failed generator, and concludes that the incident that prompted need for mandatory action was an isolated case. Consequently, the DGAC has issued French airworthiness directives 98-148-076(B) R1 and 98-149-038(B) R1, both dated July 15, 1998, which provide cancellation notice of the French airworthiness directives that required the AFM revision.

FAA's Conclusions

Since receipt and review of the DGAC information, the FAA has determined that it is unnecessary to require the AFM revisions required by AD 98-09-16.

This proposed action would rescind AD 98-09-16. Rescission of AD 98-09-16 would constitute only such action, and, if this proposal is followed by a final action, it would not preclude the agency from issuing another notice in the future, nor would it commit the agency to any course of action in the future.

Cost Impact

The FAA estimates that 145 airplanes of U.S. registry are affected by AD 98-09-16. The actions that are currently required by that AD 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 \$8,700, or \$60 per airplane. However, the adoption of this proposed rescission would eliminate those costs.

Removal of the AFM revision required by AD 98-09-16 would 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 removal of

the AFM revision is estimated to be \$8,700, or \$60 per airplane.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 39-10497.

AEROSPATIALE: Docket 98-NM-259-AD. Rescinds AD 98-09-16, Amendment 39-10497.

Applicability: All Model ATR-42 and ATR-72 series airplanes; certificated in any category.

Issued in Renton, Washington, on November 3, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-29331 Filed 11-8-99; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 600, 606, 607, 610, 630, 640, and 660

[Docket Nos. 98N-0581, 98N-0607, and 98N-0815]

Blood Safety Initiative: Extension of Comment Period on Proposed Rules and Announcement of Public Meeting

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; announcement of public meeting.

SUMMARY: The Food and Drug Administration (FDA) is announcing a public meeting and is extending to December 22, 1999, the comment period on two proposed rules entitled "Requirements for Testing Human Blood Donors for Evidence of Infection Due to Communicable Disease Agents," and "General Requirements for Blood, Blood Components, and Blood Derivatives; Notification of Deferred Donors." FDA is also extending to December 22, 1999, the comment period on the advance notice of proposed rulemaking (ANPRM) entitled "Plasma Derivatives and other Blood-Derived Products; Requirements for Tracking and Notification." The purpose of the meeting is to provide a public forum for gathering information and views regarding the proposed rules and the ANPRM. The comment periods are being extended to provide time for the submission of comments that may result from the issues discussed at the public meeting.

DATES: The public meeting will be held on Monday, November 22, 1999, from 8:30 a.m. to 12 noon. Submit written comments for "Requirements for Testing Human Blood Donors for Evidence of Infection Due to Communicable Disease Agents," "General Requirements for Blood, Blood Components, and Blood Derivatives; Notification of Deferred Donors," and "Plasma Derivatives and other Blood-Derived Products; Requirements for Tracking and Notification" by December 22, 1999.

ADDRESSES: The public meeting will be held at the National Institutes of Health