

2000, and announced that DOE would hold two public hearings on the proposal. On December 15, 1999, DOE published a notice announcing the dates, times and locations for two public hearings on the proposed rule (64 FR 69963). This notice announces a 14-day extension of the public comment period to February 28, 2000, cancellation of the public hearings previously scheduled for January 18 and 19, 2000, and new dates, times and locations for the public hearings.

**DATES:** Written comments must be received by February 28, 2000. DOE will consider comments after February 28, 2000, to the extent practicable. DOE requests one copy of the written comments. Public hearings have been rescheduled for the following dates and locations:

1. February 2, 2000, from 11:00 a.m. to 2 p.m. and 6 p.m. to 10 p.m.
2. February 3, 2000, from 11:00 a.m. to 2 p.m. and 6 p.m. to 10 p.m.

**ADDRESSES:** Written comments should be addressed to Dr. William J. Boyle or Dr. Jane Summerson, U.S. Department of Energy, Yucca Mountain Site Characterization Office, P.O. Box 30307, North Las Vegas, Nevada 89036-0307, or provided by electronic mail to [10CFR963@notes.ymmp.gov](mailto:10CFR963@notes.ymmp.gov), or by Facsimile at 1-800-967-0739. The public hearings will be held at the following locations:

1. February 2, 2000, Terrible's Lakeside Casino, 5870 South Homestead Road, Pahrump, Nevada 89048.
2. February 3, 2000, St. Tropez-All Suite Hotel, 455 East Harmon Avenue, Las Vegas, Nevada 89109.

**FOR FURTHER INFORMATION CONTACT:** Dr. William J. Boyle or Dr. Jane Summerson, U.S. Department of Energy, Yucca Mountain Site Characterization Office, P.O. Box 30307, North Las Vegas, Nevada 89036-0307, Telephone 1-800-967-3477.

**SUPPLEMENTARY INFORMATION:** To schedule a time to provide oral comments during the hearings, please call Dr. Summerson at 1-800-967-3477. Persons wishing to provide oral comments who have not registered in advance may register at the hearings.

Issued in Washington, D.C. on January 12, 2000.

**Ivan Itkin,**

*Director, Office of Civilian Radioactive Waste Management.*

[FR Doc. 00-1071 Filed 1-13-00; 8:45 am]

**BILLING CODE 6450-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-321-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Bombardier Model DHC-8-100 Series Airplanes**

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

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

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Bombardier Model DHC-8-100 series airplanes. This proposal would require changing the power supply for the thunderstorm lights from the left secondary bus to the left essential bus. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent a failure of the thunderstorm lights in the cockpit after loss of all generated electrical power. This condition could result in the cockpit instruments not being visible to the flight crew during certain emergency procedures, and consequent reduced controllability of the airplane.

**DATES:** Comments must be received by February 14, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-321-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington, or the New York Aircraft Certification Office.

**FOR FURTHER INFORMATION CONTACT:** Luciano Castracane, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York

11581; telephone (516) 256-7535; fax (516) 568-2716.

#### **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 99-NM-321-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. 99-NM-321-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on certain Bombardier Model DHC-8-100 series airplanes. The thunderstorm lights on these airplanes are supplied with electrical power from the left secondary bus. TCCA advises that the loss of all generated power under this condition would result in no cockpit instrument lighting. Loss of electrical power, if not corrected, could result in the cockpit instruments not being visible to the flight crew during certain emergency procedures, and consequent reduced controllability of the airplane.

## Explanation of Relevant Service Information

Bombardier has issued Service Bulletin S.B. 8–24–69, Revision ‘A’, dated June 11, 1999, which describes procedures for changing the power supply for the thunderstorm lights in the cockpit from the left secondary bus to the left essential bus.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. TCCA classified this service bulletin as mandatory and issued Canadian airworthiness directive CF–99–21, dated July 22, 1999, in order to assure the continued airworthiness of these airplanes in Canada.

## FAA’s Conclusions

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, TCCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCCA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

## Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously.

## Cost Impact

The FAA estimates that 9 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 3 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$306 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,374, or \$486 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

## 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 adding the following new airworthiness directive:

**Bombardier, Inc.** (Formerly de Havilland, Inc.): Docket 99–NM–321–AD.

*Applicability:* Model DHC–8–100 series airplanes, serial numbers 003 through 020 inclusive; certificated in any category; except those on which Modification 8/0198 has been installed.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (b) 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 a failure of the thunderstorm lights in the cockpit after loss of all generated electrical power, which could result in the cockpit instruments not being visible to the flight crew during certain emergency procedures, and consequent reduced controllability of the airplane, accomplish the following:

## Modification

(a) Within 6 months after the effective date of this AD, accomplish Bombardier Modification 8/0198 (including changing the power supply for the thunderstorm lights from the left secondary bus to the left essential bus) in accordance with Bombardier Service Bulletin S.B. 8–24–69, Revision “A”, dated June 11, 1999.

## Alternative Methods of Compliance

(b) 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 (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

## Special Flight Permits

(c) 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.

**Note 3:** The subject of this AD is addressed in Canadian airworthiness directive CF–99–21, dated July 22, 1999.

Issued in Renton, Washington, on January 10, 2000.

**Donald L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 00–949 Filed 1–13–00; 8:45 am]

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