

(2) 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane.

(4) AMOCs approved previously in accordance with AD 2001-14-22, are approved as AMOCs for the corresponding provisions of paragraphs (f) and (j) of this AD.

Issued in Renton, Washington, on February 28, 2006.

**Kalene C. Yanamura,**

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

[FR Doc. E6-3263 Filed 3-7-06; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2006-24103; Directorate Identifier 2005-NM-241-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Airbus Model A300 B4-600R Series Airplanes, A300 C4-605R Variant F Airplanes, A300 F4-600R Series Airplanes, and Model A310-300 Series Airplanes**

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

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

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus transport category airplanes. This proposed AD would require replacing the existing vent float valve with a new improved vent float valve. This proposed AD results from reports of failure of the vent float valve in the left-hand outboard section of the trimmable horizontal stabilizer. We are proposing this AD to prevent, in the event of a lightning strike to the horizontal stabilizer, sparking of metal parts and debris from detached and damaged float valves, or a buildup of static electricity, which could result in ignition of fuel vapors and consequent fire or explosion.

**DATES:** We must receive comments on this proposed AD by April 7, 2006.

**ADDRESSES:** Use one of the following addresses to submit comments on this proposed AD.

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

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, room PL-401, Washington, DC 20590.

- Fax: (202) 493-2251.

- 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.

Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for service information identified in this proposed AD.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

We invite you to submit any relevant written data, views, or arguments regarding this proposed AD. Send your comments to an address listed in the **ADDRESSES** section. Include the docket number "FAA-2006-24103; Directorate Identifier 2005-NM-241-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light 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 with FAA personnel concerning this proposed AD. Using the search function of that web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://dms.dot.gov>.

#### **Examining the Docket**

You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the Docket Management System receives them.

#### **Discussion**

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified us that an unsafe condition may exist on certain Airbus Model A300 B4-600R series airplanes, A300 C4-605R Variant F airplanes, A300 F4-600R series airplanes, and Model A310-300 series airplanes. The DGAC advises that it has received reports of in-service failures of the vent float valve in the trim tank. The vent float valve is located in the left-hand outboard section of the trimmable horizontal stabilizer at Functional Item Number (FIN) position 280454. In the event of a lightning strike to the horizontal stabilizer, sparking of metal parts and debris from detached and damaged float valves, or a buildup of static electricity, could result in ignition of fuel vapors and consequent fire or explosion.

#### **Relevant Service Information**

Airbus has issued Service Bulletins A310-28-2155 (for Model A310-300 series airplanes) and A300-28-6081 (for A300 B4-600R series airplanes, A300 C4-605R Variant F airplanes, and A300 F4-600R series airplanes). Both service bulletins are dated February 16, 2005. The service bulletins describe procedures for replacing the existing vent float valve with a new improved vent float valve. Accomplishing the actions specified in the service information is intended to adequately address the unsafe condition. The DGAC mandated the service information and issued French airworthiness directive F-2005-148, dated August 17, 2005, to ensure the continued airworthiness of these airplanes in France.

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

These airplane models are manufactured in France and are 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, the DGAC has kept the FAA informed of the situation described above. We have examined the DGAC's findings, evaluated all pertinent information, and determined that we need to issue an AD for airplanes of these type designs that are certificated for operation in the United States.

Therefore, we are proposing this AD, which would require accomplishing the actions specified in the service information described previously.

#### **Difference Between the French Airworthiness Directive and This Proposed AD**

The applicability of French airworthiness directive F-2005-148 excludes airplanes on which Airbus Service Bulletin Airbus Service Bulletin A300-28-6081 (for Model A300 B4-605R and B4-622R airplanes, A300 C4-605R Variant F airplanes, and A300 F4-605R and F4-622R airplanes) or A310-28-2155 (for Model A310-304, -322, -324, and -325 airplanes) were accomplished in-service. Both service bulletins are dated February 16, 2005. However, we have not excluded those airplanes in the applicability of this proposed AD; rather, this proposed AD includes a requirement to accomplish the actions specified in that service bulletin. This requirement would ensure that the actions specified in the service bulletin and required by this proposed AD are accomplished on all affected airplanes. Operators must continue to operate the airplane in the configuration required by this proposed AD unless an alternative method of compliance is approved. This difference has been coordinated with the DGAC.

#### **Costs of Compliance**

This proposed AD would affect about 179 airplanes of U.S. registry. The proposed actions would take about 4 work hours per airplane, at an average labor rate of \$65 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. Based on these figures, the estimated cost of the proposed AD for U.S. operators is \$46,540, or \$260 per airplane.

#### **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 have 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 that the 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. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

#### **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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

**Airbus:** Docket No. FAA-2006-24103; Directorate Identifier 2005-NM-241-AD.

#### **Comments Due Date**

(a) The FAA must receive comments on this AD action by April 7, 2006.

#### **Affected ADs**

(b) None.

#### **Applicability**

(c) This AD applies to Airbus Model A300 B4-605R and B4-622R airplanes, A300 C4-605R Variant F airplanes, A300 F4-605R and F4-622R airplanes, and Model A310-304, -322, -324, and -325 airplanes; certificated in any category, except those airplanes on which Airbus Modification 12897 has been accomplished in production.

#### **Unsafe Condition**

(d) This AD results from reports of broken vent float valve in the left-hand outboard section of the trimmable horizontal stabilizer. We are issuing this AD to prevent, in the event of a lightning strike to the horizontal stabilizer, sparking of metal parts and debris from detached and damaged float valves, or a buildup of static electricity, which could result in ignition of fuel vapors and consequent fire or explosion.

#### **Compliance**

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

#### **Action Heading**

(f) Within 36 months after the effective date of this AD: Replace Intertechnique vent float valve, Part Number (P/N) L87-13-001, in the trim tank with P/N L87-13-003; in accordance with Airbus Service Bulletin A300-28-6081 (for Model A300 B4-605R and B4-622R airplanes, A300 C4-605R Variant F airplanes, and A300 F4-605R and F4-622R airplanes) or A310-28-2155 (for Model A310-304, -322, -324, and -325 airplanes). Both service bulletins are dated February 16, 2005.

#### **Alternative Methods of Compliance (AMOCs)**

(g)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) 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.

#### **Parts Installation**

(h) As of the effective date of this AD, no person may install a vent float valve, P/N L87-13-001, on any airplane.

#### **Related Information**

(i) French airworthiness directive F-2005-148, dated August 17, 2005, also addresses the subject of this AD.

Issued in Renton, Washington, on February 28, 2006.

**Kalene C. Yanamura,**

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

[FR Doc. E6-3264 Filed 3-7-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Part 40

[Docket Nos. RM06-8-000 and AD05-7-000]

#### Long-Term Firm Transmission Rights in Organized Electricity Markets; Long-Term Transmission Rights in Markets Operated by Regional Transmission Organizations and Independent System Operators; Notice of Extension of Time

March 2, 2006.

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

**ACTION:** Notice of proposed rulemaking; extension of comment period.

**SUMMARY:** On February 2, 2006, the Commission issued a Notice of Proposed Rulemaking which proposed to amend its regulations to require transmission organizations that are public utilities with organized electricity markets to make available long-term firm transmission rights that satisfy certain guidelines established in this proceeding. 71 FR 6693 (Feb. 9, 2006). The Commission is extending the date for filing reply comments on the proposed rule at the request of the American Public Power Association, the National Rural Electric Cooperative Association and the Transmission Access Policy Study Group.

**DATES:** The comment period for the proposed rule published at 71 FR 6693, February 9, 2006, is extended to April 3, 2006.

**FOR FURTHER INFORMATION CONTACT:** Jeffery S. Dennis (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426. (202) 502-6027.

**SUPPLEMENTARY INFORMATION:** On February 27, 2006, the American Public Power Association (APPA), the National Rural Electric Cooperative Association (NRECA), and the Transmission Access Policy Study Group (TAPS) filed a joint motion for an extension of time to file reply comments in response to the Commission's Notice of Proposed Rulemaking (NOPR) issued February 2,

2006, in the above-docketed proceeding, *Long-Term Firm Transmission in Organized Electricity Markets*, 114 FERC ¶ 61,097 (2006). The motion states that due to the complexity of the issues addressed in the NOPR and the substantive number of initial comments that were filed in this docket, additional time is needed to prepare reply comments.

Upon consideration, notice is hereby given that an extension of time for filing reply comments is granted to and including April 3, 2006, as requested by APPA, NRECA and TAPS.

The Commission will publish a separate notice in the **Federal Register** announcing the extension of time to file reply comments in this proceeding.

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

[FR Doc. E6-3286 Filed 3-7-06; 8:45 am]

**BILLING CODE 6717-01-P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

#### 43 CFR Part 3100

#### Minerals Management Service

#### 30 CFR Part 203

[WO-310-06-1310-PP]

RIN 1004-AD82

#### Enhanced Oil and Natural Gas Production Through Carbon Dioxide Injection

**AGENCY:** Bureau of Land Management, Minerals Management Service, Interior.

**ACTION:** Advance notice of proposed rulemaking.

**SUMMARY:** The Bureau of Land Management (BLM) and the Minerals Management Service (MMS) request comments and suggestions to assist in preparing a proposed rule governing carbon dioxide injection for increased production and recovery of oil and natural gas. The rule would provide for royalty relief incentives to promote the capture, transportation, and injection of produced carbon dioxide (CO<sub>2</sub>), natural CO<sub>2</sub>, and other appropriate gases or other matter for injection/sequestration into oil and gas fields, to promote oil and natural gas production from the Outer Continental Shelf (OCS) and onshore Federal leases. We encourage members of the public to provide comments and suggestions to help clarify and define the requirements for enhanced oil and natural gas recovery

production incentives as described in the Energy Policy Act of 2005.

**DATES:** We will accept comments and suggestions on the advance notice of proposed rulemaking until April 7, 2006.

**ADDRESSES:** You may submit comments by any of the following methods listed below. Federal rulemaking portal: <http://www.regulations.gov> (Follow the instructions for submitting comments.) Internet e-mail: [comments\\_washington@blm.gov](mailto:comments_washington@blm.gov). (Include "Attn: AD82") Mail: Director (630), Bureau of Land Management, Administrative Record, Room 401-LS, Eastern States Office, 7450 Boston Boulevard, Springfield, Virginia 22153. Personal or messenger delivery: Room 401, 1620 L Street, NW., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** For onshore, Thomas J. Zelenka at (202) 452-0334 and for offshore, Marshall Rose at (703) 787-1536, as to the substance of the advance notice, or Ted Hudson at (202) 452-5042, as to procedural matters. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8330, 24 hours a day, seven days a week, to contact the above individuals.

#### SUPPLEMENTARY INFORMATION:

- I. Public Comment Procedures
- II. Background
- III. Description of Information Requested

#### I. Public Comment Procedures

##### A. How Do I Comment on the Advance Notice of Proposed Rulemaking?

Your written comments should:

- Be specific;
- Explain the reason for your comments and suggestions; and
- Be about the issues outlined in the notice.

Comments and recommendations that will be most useful and likely to influence decisions on the content of the proposed rule are:

- Those supported by quantitative information or studies, and
- Those that include citations to and analyses of any applicable laws and regulations.

We are particularly interested in receiving comments and suggestions about the topics listed under Section III. Description of Information Requested.

If you wish to comment, you may submit your comments by any one of several methods, in each case referring to "1004-AD82".

- You may mail comments to Director (630), Bureau of Land Management, Administrative Record, Room 401 LS,