

determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, the proposed AD would require replacement of certain HP fuel pumps with improved pumps at the earliest of the following: 160 hours time in service (TIS) after the effective date of this AD, the next shop visit after the effective date of this AD, or the next HP fuel pump removal after the effective date of this AD. Compliance times were determined in accordance with CAA recommendations and R-R risk analysis. The actions would be required to be accomplished in accordance with the SBs described previously.

There are approximately 280 engines of the affected design in the worldwide fleet. The FAA estimates that 104 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$18,000 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,896,960.

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 adding the following new airworthiness directive:

Rolls-Royce plc: Docket No. 98-ANE-01-AD.

Applicability: Rolls-Royce, plc (R-R) Viper Models Mk.521, and Mk.522 turbojet engines, with high pressure (HP) fuel pumps, part numbers (P/Ns) MGBB.167, MGBB.137, or MGBB.168, installed. These engines are installed on but not limited to Raytheon (formerly British Aerospace, Hawker Siddeley) Model DH.125 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 HP fuel pump failures, which can result in inflight engine shutdowns and the possibility of dual engine events, accomplish the following:

(a) Remove from service affected HP fuel pumps, and replace with serviceable, improved HP fuel pumps, at the earliest of the following: 160 hours time in service (TIS) after the effective date of this AD, the next shop visit after the effective date of this AD, or the next HP fuel pump removal after the effective date of this AD, as follows:

(1) For HP fuel pumps installed on R-R Viper Mk.521 engines, replace HP fuel pumps, P/N MGBB.167, with improved, serviceable fuel pumps, P/N MGBB.182, in accordance with R-R SB No. 73-A118, Revision 1, dated February 1996.

(2) For HP fuel pumps installed on R-R Viper Mk.522 engines, replace HP fuel pumps, P/Ns MGBB.137 or MGBB.168, with

improved, serviceable fuel pumps, P/N MGBB.183, in accordance with R-R SB No. 73-A115, Revision 1, dated February 1996.

(b) For the purpose of this AD, a shop visit is defined as the induction of an engine into the shop for any reason.

(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, Engine 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, Engine 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 Engine Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on April 2, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-9581 Filed 4-10-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG-115795-97]

RIN 1545-AV39

General Rules for Making and Maintaining Qualified Electing Fund Elections; Hearing Cancellation

AGENCY: Internal Revenue Service, Treasury.

ACTION: Cancellation of notice of public hearing on proposed rulemaking.

SUMMARY: This document provides notice of cancellation of a public hearing on proposed regulations that provide guidance to a passive foreign investment company (PFIC) shareholder that makes the election under section 1295 to treat the PFIC as a qualified electing fund (QEF).

DATES: The public hearing originally scheduled for April 16, 1998, beginning at 10 a.m. is cancelled.

FOR FURTHER INFORMATION CONTACT: Evangelista C. Lee of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622-7190 (not a toll-free number).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is proposed

amendments to the Income Tax Regulations under sections 1291, 1293, 1295 and 1297 of the Internal Revenue Code. A notice of proposed rulemaking by cross-reference to temporary regulations and notice of public hearing appearing in the **Federal Register** on Friday, January 2, 1998, (63 FR 39), announced that a public hearing would be held on Thursday, April 16, 1998, beginning at 10 a.m., in room 3313, Internal Revenue Building, 1111 Constitution Avenue, NW, Washington, DC 20224.

The public hearing scheduled for Thursday, April 16, 1998, is cancelled.

Cynthia E. Grigsby,

Chief, Regulations Unit, Assistant Chief Counsel (Corporate).

[FR Doc. 98-9569 Filed 4-10-98; 8:45 am]

BILLING CODE 4830-01-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 1

[MD Docket No. 98-36; FCC 98-40]

Assessment and Collection of Regulatory Fees For Fiscal Year 1998

AGENCY: Federal Communications Commission.

ACTION: Proposed Rule; correction.

SUMMARY: This document corrects the numbering of numerous footnotes in a proposed rule published in the **Federal Register** of April 2, 1998, regarding assessment and collection of regulatory fees for fiscal year 1998.

FOR FURTHER INFORMATION CONTACT: Terry Johnson, Office of Managing Director at (202) 418-0445.

Correction

In FR Doc. 98-8459, 63 FR 16188, April 2, 1998, beginning on page 16198 renumber footnotes 51A through 122 to read 52 through 134.

Dated: April 7, 1998.

Magalie Roman Salas,

Secretary.

[FR Doc. 98-9579 Filed 4-10-98; 8:45 am]

BILLING CODE 6712-01-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 575

[Docket No. NHTSA-98-3381, Notice 1]

RIN 2127-AG53

Consumer Information Regulations; Utility Vehicle Label

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify the existing warning label required in multipurpose passenger vehicles (other than those which are passenger car derivatives) with a wheelbase of 110 inches or less advising drivers that the handling and maneuvering characteristics of these vehicles require special driving practices. The proposed replacement label uses bright colors, graphics, and short bulleted text messages, rather than the current text-only format. NHTSA believes these amendments make the information more understandable to consumers and increase the chance that the labels can affect driver behavior to reduce rollovers. The notice also requests comment on changes to the location requirements for the label and the corresponding owner's manual requirement.

DATES: *Comment Date:* Comments must be received by June 12, 1998.

Proposed Effective Date: If adopted, the proposed amendments would become effective 180 days following publication of the final rule.

ADDRESSES: Comments should refer to the docket and notice number of this notice and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. (Docket Room hours are 10 a.m.-5 p.m., Monday through Friday.)

FOR FURTHER INFORMATION CONTACT: The following persons at the National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590:

For labeling issues: Mary Versailles, Office of Planning and Consumer Programs, NPS-31, telephone (202) 366-2057, facsimile (202) 366-4329.

For general rollover issues: Gayle Dalrymple, Office of Crash Avoidance Standards, NPS-20, telephone (202) 366-5559, facsimile (202) 366-4329.

For legal issues: Steve Wood, Office of Chief Counsel, NCC-20, telephone (202) 366-2992, facsimile (202) 366-3820.

SUPPLEMENTARY INFORMATION:

I. The Rollover Crash Problem¹

Rollover crashes are a serious motor vehicle safety problem, accounting for 29 percent of all light duty vehicle fatalities.² From 1991 through 1994, an average of 8,857 occupants of light duty vehicles died in rollover crashes annually.³ These fatal rollover crashes occurred with all types of vehicles; the greatest number occurred in small passenger cars, followed by small pickup trucks.

The focus of public attention, however, has been on sport utility vehicles because this type of vehicle is involved in rollover-related occupant deaths more often (on a per-vehicle basis) than other vehicle types. Sport utility vehicles experience 98 rollover fatalities for every million vehicles registered,⁴ more than twice the rate of all vehicle types combined—47 deaths per million registered vehicles (although small pickup trucks have a similar fatal rollover rate—93 deaths per million registered vehicles).

This does not mean, however, that sport utility vehicles are unsafe. The overall fatality rate (considering front, rear, side and rollover crashes) for sport utility vehicles is 163 fatalities per million registered vehicles, compared to 169 for all light duty vehicles combined. Small pickup trucks have the highest overall fatality rate, at 217 fatalities per million registered vehicles, followed by small cars, at 200.

II. Existing Utility Vehicle Rollover Warning Label

NHTSA currently requires multipurpose passenger vehicles (MPVs) (other than those which are passenger car derivatives) with a wheelbase of 110 inches or less (utility vehicles) to have a label advising drivers that the handling and maneuvering characteristics of these vehicles require special driving practices (49 CFR 575.105). The label must be permanently affixed in a location in the vehicle which is "prominent and visible

¹ A complete summary of the statistics used in this section can be found in the document titled "Status Report for Rollover Prevention and Injury Mitigation, May 1996," in Docket 91-68-N05.

² Light duty vehicles are passenger cars, pickup trucks, vans, and sport utility vehicles with a gross vehicle weight rating of 10,000 pounds or less. Vans and sport utility vehicles are both considered multipurpose passenger vehicles for purposes of NHTSA regulations.

³ 1991-1994 average from Fatality Analysis Reporting System (FARS).

⁴ Fatality rates given are averages of 1991-1994 rates, using fatality data from FARS and vehicle registration data from R.L. Polk and Company, which was limited to the 14 most recent model years at the time of the Status Report.