

approximately 19 work hours per engine to perform the proposed actions, and that the average labor rate is \$65 per work hour. Required parts would cost approximately \$6,644 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$1,087,302.

#### 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. Would 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. 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

Under the authority delegated to me by the Administrator, the Federal Aviation Administration 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 FAA amends § 39.13 by adding the following new airworthiness directive:

**General Electric Corporation:** Docket No. FAA-2005-22055; Directorate Identifier 2005-NE-31-AD.

#### Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by November 23, 2005.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to General Electric Company Model CF6-80C2D1F turbofan engines. These engines are installed on, but not limited to, McDonnell Douglas Corporation MD-11 airplanes.

#### Unsafe Condition

(d) This AD results from 13 reports of released thrust reverser hardware. We are issuing this AD to prevent release of the thrust reverser cascade on landing, which could result in runway debris and a possible hazard to other aircraft.

#### 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.

#### Modifying the Latching System of the Fan Reverser

(f) At the next normally scheduled maintenance period or within 1,200 flight hours time-in-service (TIS) after the effective date of this AD, whichever occurs first, modify the latching system of the fan reverser. Use the Accomplishment Instructions of Middle River Aircraft Systems (MRAS) service bulletins (SBs) CF6-80C2 S/B 78-1068, Revision 2, or CF6-80C2 S/B 78-1077, Revision 1, both dated May 16, 2005 to modify the latch assembly.

#### Replacing the L-Shaped Support Brackets

(g) At the next normally scheduled maintenance period or within 6,000 flight hours TIS after the effective date of this AD, whichever occurs first, replace the existing L-shaped support brackets of the upper and lower ends of the upper latch operating cable with improved T-shaped support brackets. Use the Accomplishment Instructions of MRAS SB CF6-80C2 S/B 78-1078, Revision

1, dated May 16, 2005 to replace the support brackets.

#### Installing the Improved Upper Latch of the Fan Reverser

(h) At the next normally scheduled maintenance period or within 6,000 flight hours TIS after the effective date of this AD, whichever occurs first, install the improved upper latch of the fan reverser. Use the Accomplishment Instructions of MRAS SB CF6-80C2 S/B 78-1088, Revision 5, dated May 16, 2005 to install the upper latch.

#### Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

#### Related Information

(j) None.

Issued in Burlington, Massachusetts, on October 13, 2005.

**Francis A. Favara,**

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

[FR Doc. 05-21174 Filed 10-21-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF LABOR

### Office of Labor-Management Standards

#### 29 CFR Part 404

RIN 1215-AB49

#### Labor Organization Officer and Employee Reports

**AGENCY:** Office of Labor-Management Standards, Employment Standards Administration, United States Department of Labor.

**ACTION:** Proposed rule; extension of comment period.

**SUMMARY:** This document extends the period for comments on the proposed rule published on August 29, 2005. The proposed rule would revise the financial reports (Form LM-30) required to be filed by union officers and employees under the Labor-Management Reporting and Disclosure Act of 1959, as amended (LMRDA). The comment period, which was to expire on October 28, 2005, is extended ninety days to January 26, 2006.

**DATES:** Comments on the proposed rule published on August 29, 2005 (70 FR 51166) must be received on or before January 26, 2006.

**ADDRESSES:** You may submit comments, identified by RIN 1215-AB49, by any of the following methods:

*E-mail:* OLMS-REG-1215-AB49@dol.gov

**FAX:** (202) 693-1340. To assure access to the FAX equipment, only comments of five or fewer pages will be accepted via FAX transmittal, unless arrangements are made prior to faxing, by calling the number below and scheduling a time for FAX receipt by the Office of Labor-Management Standards (OLMS).

**Mail:** Mailed comments should be sent to Kay Oshel, Director of the Office of Policy, Reports and Disclosure Office of Labor-Management Standards, U.S. Department of Labor, 200 Constitution Avenue NW., Room N 5605, Washington, DC 20210. Because the Department continues to experience delays in U.S. mail delivery due to the ongoing concerns involving toxic contamination, you should take this into consideration when preparing to meet the deadline for submitting comments.

OLMS recommends that you confirm receipt of your comment by contacting (202) 693-0123 (this is not a toll-free number). Individuals with hearing impairments may call (800) 877-8339 (TTY/TDD).

Comments will be available for public inspection during normal business hours at the above address.

**FOR FURTHER INFORMATION CONTACT:** Kay H. Oshel, Director of the Office of Policy, Reports and Disclosure, at: Kay H. Oshel, U.S. Department of Labor, Employment Standards Administration, Office of Labor-Management Standards, 200 Constitution Avenue NW., Room N-5605, Washington, DC 20210, [olms-public@dol.gov](mailto:olms-public@dol.gov), (202) 693-1233 (this is not a toll-free number), (800) 877-8339 (TTY/TDD), E-mail: [OLMS-REG-1215-AB49@dol.gov](mailto:OLMS-REG-1215-AB49@dol.gov).

**SUPPLEMENTARY INFORMATION:** In the **Federal Register** of August 29, 2005 (70 FR 51166), the Department published a notice of proposed rulemaking that would revise the forms that officers and employees of labor organizations are required to file under the LMRDA.

Interested persons were invited to submit comments on or before October 28, 2005, 60 days after the publication of the notice. Based on separate requests by the American Federation of Labor and Congress of Industrial Organizations and the United Brotherhood of Carpenters and Joiners of America for additional time to prepare comments, the Department has decided to extend the comment period for an additional ninety days.

The proposed rule, including revisions to the Form LM-30 and its instructions, is available on the Web site maintained by OLMS at <http://www.olms.dol.gov>. (Anyone who is unable to access this information on the

Internet can obtain the information by contacting the Employment Standards Administration at 200 Constitution Avenue, NW., Room N-5605, Washington, DC 20210, at [olms-mail@dol-esa.gov](mailto:olms-mail@dol-esa.gov), or at (202) 693-0122 (this is not a toll-free number). Individuals with hearing impairments may call 1-800-877-8339 (TTY/TDD).

Signed at Washington, DC, this 19 day of October, 2005.

**Victoria A. Lipnic,**

*Assistant Secretary for Employment Standards.*

**Don Todd,**

*Deputy Assistant Secretary for Labor-Management Programs.*

[FR Doc. 05-21274 Filed 10-21-05; 8:45 am]

**BILLING CODE 4510-CP-P**

## DEPARTMENT OF DEFENSE

### Corps of Engineers, Department of the Army

#### 33 CFR Part 207

**RIN 0710-AA63**

#### Navigation Regulations

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of proposed rulemaking and request for comments.

**SUMMARY:** The Corps is proposing to amend the regulations for lockage operations at Bonneville Lock and Dam and amend the regulations which establish the restricted areas at Little Goose Lock and Dam. The Corps is making corrections and adjustments to the lockage control, signals, and permissible dimensions of vessels for Bonneville Lock and Dam. These changes correct language for the new replacement lock. For the Little Goose Lock and Dam the Corps is making adjustments in the upstream channel restricted area boundary to provide a recreational craft corridor along the north shoreline. This will provide better boat ramp access in support of the small craft portage route and reduce interference between fisherman and the boat ramp.

**DATES:** Comments must be submitted on or before December 8, 2005.

**ADDRESSES:** Written comments should be sent to the U.S. Army Corps of Engineers, ATTN: CECW-NWD, 441 G Street NW., Washington, DC 20314-1000. Comments may also be faxed to (202) 761-5096 or e-mail to: [Ken.C.Hall@usace.army.mil](mailto:Ken.C.Hall@usace.army.mil).

**FOR FURTHER INFORMATION CONTACT:** Mr. Ken Hall, Program Manager, CECW-

NWD at (202) 761-4717, or Brian Schmidtke, (503) 808-4333 for Bonneville Lock and Dam or Ms. Ann Glassley at (509) 527-7115 for Little Goose Lock and Dam.

**SUPPLEMENTARY INFORMATION:** Pursuant to its authorities in section 4, 7, and 28 of the Rivers and Harbors Act of 1917 (40 Stat. 266; 33 U.S.C. 1) and Chapter XIX of the Army Appropriations Act of 1919 (40 Stat. 892; 33 U.S.C. 3), the Corps proposes to amend the regulations in 33 CFR part 207.718. The Corps is proposing to amend the regulations in 33 CFR part 207.718 (b), (d)(3), (e), (f)(1), (j) and (w)(7). Paragraph (b) changes the description of the limits of the approach channels at Bonneville Lock and Dam. Paragraph (d)(3) deletes the Bonneville Lock and Dam specific exception referring to vessels entering under an amber light. This provides consistent entering and exiting signals for the entire Columbia/Snake lock and dam system. Paragraph (e) had several changes. The new paragraph deletes the Bonneville specific exception on useable chamber size. The new paragraph adds text detailing the Bonneville Lock and Dam staff gauges, sill elevations, and how to compute depth over the sill, since Bonneville's staff gauges are different from all other Columbia/Snake lock and dams that directly read depth over the sill. The new paragraph replaces a sentence referring to vessel draft so it refers to depth over the sill and not staff gauge readings. This change makes the sentence correct for all Columbia/Snake locks including Bonneville. The new paragraph corrects the minimum depth over the sill at Bonneville Lock and Dam at 19 feet. The new paragraph deletes three sentences concerning rearrangement of tows specifically at Bonneville Lock and Dam, and the new paragraph deletes one sentence concerning inundation of the downstream guide wall at Bonneville Lock and Dam. Paragraph (f)(1) corrects grammar by changing the last word from "sections" to "section." Paragraph (j) includes grammatical changes and corrects and details the location of the downstream mooring facility at Bonneville Lock and Dam. This new paragraph also deletes reference to vessels being allowed to lay-to against the upstream guide wall at Bonneville Lock and Dam. Paragraph (w)(7) revises the upstream restricted area of Little Goose Lock and Dam to allow less interference between fisherman and the boat ramp on the north river bank as more small craft portaging is expected coinciding with the Lewis and Clark bicentennial. The regulation governing