

(2) If any signs of fuel leakage or relative movement between the nuts and hinge fitting are found, prior to further flight, resecure the MLG hinge fitting to auxiliary spar in accordance with actions 3.8 through 3.15 of British Aerospace MSB No. 7/5.

(b) Upon accumulating 4,000 landings or within the next 50 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 400 landings, inspect the MLG hinge support angles for cracks in accordance with the following, as applicable:

(1) For the HP137 Mk1 and Jetstream series 200 airplanes: British Aerospace MSB 7/8, which incorporates the following effective pages:

Pages	Revision level	Date
2, 5, 6, 7, and 8.	Revision 2 ..	January 6, 1983.
1, 3, and 4	Revision 3 ..	May 23, 1988.

(2) For the Jetstream Model 3101 airplanes: Jetstream Alert Service Bulletin (ASB) 32-A-JA 850127, which incorporates the following effective pages:

Pages	Revision level	Date
5 through 14	Original Issue.	April 17, 1985.
1 through 4	Revision 2 ..	November 11, 1994.

(c) Install improved design MLG fittings, part number (P/N) 1379133B1 and 1379133B2 (Modification 5218). Perform this installation at the compliance time (presented in paragraphs (c)(1) and (c)(2) of this AD) which occurs first. Accomplish this installation in accordance with Jetstream Service Bulletin (SB) 57-JM 5218, which incorporates the following effective pages:

Pages	Revision level	Date
3, 5, 6, 7, 8, 9, 11, 12, 17, 18, 19, 21, 22, 23, 24, 27, 28, 29, 30, and 31.	Revision 1 ..	September 29, 1987.
25 and 26 ...	Revision 2 ..	August 24, 1988.
10 and 20 ...	Revision 3 ..	January 29, 1990.
1, 2, 4, 13, 14, 15, and 16.	Revision 4 ..	October 31, 1990.

(1) Prior to further flight after finding any crack during an inspection required by paragraph (b) of this AD; or

(2) Upon accumulating 20,000 landings or within the next 50 landings after the effective date of this AD (whichever occurs later).

(d) Incorporating Modification 5218 as required by paragraph (c) of this AD

terminates the repetitive inspection requirement of this AD (paragraphs (a) and (b) of this AD).

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division. Alternative methods of compliance approved in accordance with AD 82-20-04 R1 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) This amendment supersedes AD 82-20-04 R1, Amendment 39-4468.

Issued in Kansas City, Missouri, on March 10, 1997.

Michael Gallagher,

Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-6716 Filed 3-17-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 97-ANE-03]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. TSCP700-4B and -5 Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly AirResearch and Garrett) TSCP700-4B and -5 Series Auxiliary Power Units, that currently

requires restretching the first stage low pressure compressor (LPC) tie rods, or replacing affected disks at or before 8,000 cycles since new (CSN). This action would eliminate the option of restretching the tie rods, and would require removing from service affected disks, replacing them with serviceable parts, and establishing a life limit of 8,000 CSN for affected disks. This proposal is prompted by a report of a first stage LPC disk rim separation due to low cycle fatigue on an APU that had its tie rods restretched in accordance with the current AD. The actions specified by the proposed AD are intended to prevent first stage LPC disk rim separation due to low cycle fatigue, which could result in an uncontained APU failure and damage to the aircraft. **DATES:** Comments must be received by May 19, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-03, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5245; fax (310) 627-5210.

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 should 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 97-ANE-03." 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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-03, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On October 31, 1988, the Federal Aviation Administration (FAA) issued airworthiness directive AD 88-24-07, Amendment 39-6062 (53 FR 46439, November 17, 1988), applicable to AlliedSignal Inc. (formerly AirResearch and Garrett) TSCP700-4B and -5 series auxiliary power units (APUs), to require restretching the tie rods, or replacing affected disks at or before 8,000 cycles since new (CSN). That action was prompted by reports of compressor tie rod separation in the event of disk rim separation. That condition, if not corrected, could result in compressor tie rod separation in the event of disk rim separation, which could result in an uncontained APU failure and damage to the aircraft.

Since the issuance of that AD, the FAA has received a report that a first stage LPC disk, installed on an APU with restretched tie rods in accordance with AD 88-24-07, experienced an uncontained disk rim separation at 9,408 CSN and caused aircraft damage. The FAA has therefore determined that it is necessary to eliminate the tie rod restretching option and institute the life limit of 8,000 CSN for all affected disks.

The FAA has reviewed and approved the technical contents of AlliedSignal Service Bulletin (SB) No. TSCP700-49-7266, dated June 16, 1996, that describes procedures for calculating when to remove from service affected disks, and describes procedures for removing from service affected disks, and replacing them with serviceable parts.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 88-24-07 to eliminate the option of restretching the tie rods, and require removing from service affected disks in accordance with a schedule derived from calculations in the SB, replacing affected disks with serviceable parts, and establishing a life limit of 8,000 CSN for affected disks.

The FAA estimates that 100 APUs installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take no additional work hours per APU to accomplish the proposed actions if the actions are accomplished during APU overhaul, 8 work hours to accomplish the proposed actions if the actions are not accomplished during APU overhaul, and that the average labor rate is \$60 per work hour. Based on these figures, and that the work would not be performed during overhaul, the total cost impact of the proposed AD on U.S. operators is estimated to be \$48,000.

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 39-6062 (53 FR 46439, November 17, 1988) and by adding a new airworthiness directive to read as follows:

AlliedSignal Inc.: Docket No. 97-ANE-03.
Supersedes AD 88-24-07, Amendment 39-6062.

Applicability: AlliedSignal Inc. (formerly AirResearch and Garrett) TSCP700-4B and -5 auxiliary power units (APUs), with first stage low pressure compressor (LPC) disks, Part Number (P/N) 3606429-1, installed on but not limited to Airbus A300 series, and McDonnell Douglas DC-10 and KC-10 (military) series aircraft.

Note 1: This airworthiness directive (AD) applies to each APU 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 APUs 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 (e) 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 first stage LPC disk rim separation due to low cycle fatigue, which could result in an uncontained APU failure and damage to the aircraft, accomplish the following:

(a) Remove from service first stage LPC disks, P/N 3606429-1, in accordance with the schedule derived from calculations in paragraph C.(3) of AlliedSignal Service Bulletin (SB) No. TSCP700-49-7266, dated June 16, 1996, and the removal procedures described in the Accomplishment Instructions of that SB, and replace with serviceable parts.

(b) Except as provided in paragraph (a), this AD establishes a life limit of 8,000 cycles

since new (CSN) for first stage LPC disks, P/N 3606429-1.

(c) The definition of a disk cycle may be found in the applicable AlliedSignal Inc. APU Component Maintenance Manual.

(d) Except as provided in paragraph (e) of this AD, no alternative replacement times may be approved for first stage LPC disks, P/N 3606429-1.

(e) 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, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles 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 Los Angeles Aircraft Certification Office.

(f) 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 February 25, 1997.

James C. Jones,

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

[FR Doc. 97-6745 Filed 3-17-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 914

[SPATS No. IN-138-FOR; Amendment No. 95-3 II]

Indiana Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

ACTION: Proposed rule; correction.

SUMMARY: OSM is correcting errors in the SUPPLEMENTARY INFORMATION section, under *II. Description of the Proposed Amendment*, for a proposed rule announcing receipt of a proposed amendment to the Indiana regulatory program that was published on Tuesday, February 18, 1997 (62 FR 7192).

FOR FURTHER INFORMATION CONTACT: Charles F. McDaniel, Acting Director, Indianapolis Field Office, Telephone: (317) 226-6700.

SUPPLEMENTARY INFORMATION:

II. Description of the Proposed Amendment

On page 7192 of the February 18, 1997, Federal Register, the following corrections are made:

1. In the second column, under 2. 310 IAC 12-3-131 *Small Operator Assistance; Eligibility for Assistance*, beginning in the fourth line, the words "by redesignating subsections (20(A))" should read "by redesignating subsections (2)(B) as (2)(A)".

2. In the third column, under 4. 310 IAC 12-3-132.5 *Small Operator Assistance; Application Approval and Notice*, the two paragraphs under this heading were included in the discussion of this proposed regulation revision in error. The following information should have been included in the discussion:

Indiana proposes to clarify the application approval and notice requirements for its small operator assistance program.

3. In the third column, under 5. 310 IAC 12-3-133 *Small Operator Assistance; Program Services and Data Requirements*, the following two paragraphs should have been included in the discussion of this proposed regulation revision following the existing text:

Indiana proposes to add new subsection (c) to allow data collection and analysis to proceed concurrently with the development of mining and reclamation plans by the operator.

Indiana proposes to add new subsection (d) to require that data collected under its small operator assistance program be made available to the public and that the program administrator develop procedures for interstate coordination and exchange of data.

Dated: March 10, 1997.

Brent Wahlquist,

Regional Director, Mid-Continent Regional Coordinating Center.

[FR Doc. 97-6753 Filed 3-17-97; 8:45 am]

BILLING CODE 4310-05-M

30 CFR Part 946

[VA-104-FOR]

Virginia Abandoned Mine Land Reclamation Program

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

ACTION: Proposed rule; reopening of comment period.

SUMMARY: OSM is opening the public comment period on a proposed

amendment to the Virginia Abandoned Mine Land Reclamation (AMLR) Program (hereinafter referred to as the Virginia Program) under the surface Mining Control and Reclamation Act of 1977 (SMCRA), 30 U.S.C. 1201 et seq., as amended. In response to comments from OSM and others, the State revised and resubmitted the AMLR plan amendment. The proposed amendment is intended to streamline Virginia's total AMLR plan to be consistent with the Federal regulations.

DATES: Written comments must be received on or before 4:00 p.m. on April 2, 1997.

ADDRESSES: Written comments should be mailed or hand-delivered to Mr. Robert A. Penn, Director, Big Stone Gap Field Office at the first address listed below.

Copies of the Virginia program, the proposed AMLR plan amendment (including revisions and supplementary submittals), and all written comments received in response to the proposed amendment will be available for public review at the addresses listed below during normal business hours, Monday through Friday, excluding holidays:

Office of Surface Mining Reclamation and Enforcement, Big Stone Gap Field Office, Powell Valley Square Shopping Center, 1941 Neeley Road, Suite 201, Compartment 116, Big Stone Gap, Virginia 24219, Telephone: (540) 523-4303.

Virginia Division of Mined Land Reclamation, P.O. Drawer 900, Big Stone Gap, Virginia 24219, Telephone: (703) 523-8100.

Each requester may receive, free of charge, one copy of the proposed amendment by contacting the OSM Big Stone Gap Field Office.

FOR FURTHER INFORMATION CONTACT: Mr. Robert A. Penn, Director, Big Stone Gap Field Office, Telephone: (540) 523-4303.

SUPPLEMENTARY INFORMATION:

I. Background on the Virginia Program

On December 15, 1981, the Secretary of the Interior conditionally approved the Virginia program. Background on the Virginia program, including the Secretary's findings, the disposition of comments, and the conditions of approval can be found in the December 15, 1981 Federal Register (46 FR 61085-61115). Subsequent actions concerning the conditions of approval and AMLR program amendments are identified at 300 CFR 946.20 and 946.25.