

11. Section 502.10 is revised to read as follows:

§ 502.10 Photographs by visitors or for news, advertising, or commercial purposes.

Photographs may be taken by visitors or for news purposes without prior permission. Photographs for advertising and commercial purposes may be taken at BARC only with the prior written approval of the Director, Beltsville Area.

12. Section 502.11 is revised to read as follows:

§ 502.11 Pets.

Pets, except assistance trained animals, brought upon BARC property must be kept on a leash and have proper vaccinations. Pets that are the property of employees residing on BARC must be up to date on their vaccinations, in accordance with State or local laws, and be kept on a leash or similarly restrained. The abandonment of unwanted animals on BARC grounds is prohibited.

13. Section 502.12 is amended by revising paragraphs (a) through (c) to read as follows:

§ 502.12 Vehicular and pedestrian traffic.

(a) Drivers of all vehicles whether or not motorized in or on BARC property shall drive in a careful and safe manner at all times and shall comply with the signals and directions of the security staff and all posted traffic signs;

(b) The blocking of entrances, driveways, walks, loading platforms, or fire hydrants in or on BARC property is prohibited;

(c) Except in emergencies, parking in or on BARC property in other than designated areas is not allowed without a permit. Parking without authority, parking in unauthorized locations or in locations reserved for other persons, or contrary to the direction of posted signs is prohibited. This section may be supplemented from time to time, by the issuance and posting of specific traffic directives as may be required, and when so issued and posted such directives shall have the same force and effect as if made a part hereof.

* * * * *

§ 502.13 [Removed]

§§ 502.14 through 502.17 [Redesignated as § 502.13 through 502.16]

14. Section 502.13 is removed and §§ 502.14 through 502.17 are redesignated as §§ 502.13 through 502.16 and newly redesignated § 502.13 is revised to read as follows:

§ 502.13 Weapons and explosives.

No person while in or on BARC property shall carry firearms, other

dangerous or deadly weapons, or explosives, either openly or concealed, except as officially authorized for official purposes.

15. Newly designated § 502.14 is revised to read as follows:

§ 502.14 Nondiscrimination.

There shall be no discrimination by segregation or otherwise against any person or persons because of race, religion, color, sex, age, disability or national origin, in furnishing, or by refusing to furnish to such person or persons the use of any facility of a public nature, including all services, privileges, accommodations, and activities provided thereby on BARC property.

16. Newly designated § 502.15 is revised to read as follows:

§ 502.15 Exceptions.

The Administrator, Agricultural Research Service, may in individual cases, make prior, written exceptions to the rules and regulations in this part, if a determination is made that the exception is not adverse to the public interest.

Done at Washington DC, this 18th day of September 1996.

Floyd P. Horn,

Administrator, Agricultural Research Service.

[FR Doc. 96-25006 Filed 9-30-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-129-AD; Amendment 39-9677; AD 96-13-09]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information in an existing airworthiness directive (AD), applicable to all Jetstream 4101 airplanes, that currently requires a review of maintenance records to determine the time-in-service of the bearings in the starter/generators of both engines. It also establishes a new time-in-service limit for the bearings, and requires replacement of the starter/generator unit with a serviceable unit, if necessary. The actions specified in that AD are intended to prevent failure of the bearings of the starter/generator, which

could cause severe vibrations and resultant in-flight shutdown of one or both engines. This amendment clarifies the requirements of the current AD by specifying the name of the manufacturer of the starter/generator units that are affected by the requirements of this AD.

DATES: Effective July 15, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of July 15, 1996 (61 FR 33647, June 28, 1996).

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: On June 17, 1996, the FAA issued AD 96-13-09, amendment 39-9677 (61 FR 33647, June 28, 1996), which is applicable to all Jetstream Model 4101 airplanes. That AD requires a review of maintenance records to determine the time-in-service of the bearings in the starter/generators of both engines. It also establishes a new time-in-service limit for the bearings, and requires replacement of the starter/generator unit with a serviceable unit, if necessary. That AD was prompted by reports of controlled in-flight engine shutdowns resulting from severe vibration caused by the failure of the bearings in the direct current (DC) starter/generator unit. The actions specified in that AD are intended to prevent such failure of the bearings of the starter/generator, which could cause severe vibrations and resultant in-flight shutdown of one or both engines.

Actions Since Issuance of AD 96-13-09

Since the issuance of that AD, the FAA has been advised that there may be confusion on the part of operators as to which specific make and model of starter/generator units are susceptible to the bearing problem and should be subject to the requirements of the AD. Additionally, operators of airplanes other than Jetstream Model 4101 airplanes may be confused as to whether starter/generator units installed on those airplanes are also susceptible to the bearing problem. Such confusion arises because the name of the manufacturer of the affected units was not specified in AD 96-13-09.

The FAA notes that there are several manufacturers of starter/generator units, but only those manufactured by Lucas Aerospace Power Systems for Jetstream Model 4101 airplanes are installed on the affected airplanes and are subject to

the AD. Lucas Aerospace Power Systems starter/generator units installed on other makes and models of airplanes are not affected by this AD. Likewise, other makes and models of starter/generator units installed on airplanes other than the Model 4101 are not affected by this AD.

In light of the possible confusion that may have been created relative to this point, the FAA finds that AD 96-13-09 should be clarified to specify the name of the manufacturer of the affected starter/generator units.

In all other respects, however, the AD is correct and adequate as issued.

Action Taken by FAA

Action is taken herein to clarify AD 96-13-09 by identifying the name of the manufacturer of the subject starter/generators, and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains July 15, 1996.

Since this action only clarifies a current requirement, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 correctly adding the following new airworthiness directive:

96-13-09 Jetstream Aircraft Limited: Amendment 39-9677. Docket 96-NM-129-AD.

Applicability: All Model 4101 airplanes, certificated in any category.

Note 1: This AD applies to each airplane 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

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 (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 severe vibration of one or both engines, which could cause in-flight engine shutdown, accomplish the following:

(a) Within 7 days after the effective date of this AD, review the airplane maintenance records to determine the hours time-in-service (TIS) accumulated on the bearings in the Lucas Aerospace Power Systems starter/generator units of both engines, in accordance with Jetstream Alert Service Bulletin J41-A24-036, dated February 26, 1996.

(1) If the bearings on both of the starter/generator units have accumulated 300 or more hours TIS: Prior to further flight, replace at least one of the starter/generator units with a unit having bearings with less than 300 hours TIS, in accordance with the alert service bulletin.

(2) If the bearings on one or both starter/generator units have bearings with less than 300 hours TIS: Prior to the accumulation of 300 hours TIS on the bearings on both starter/generator units, remove at least one of the units and replace it with a unit having bearings with less than 300 hours TIS, in accordance with the alert service bulletin.

(b) As a continuing requirement thereafter: Prior to the accumulation of 300 hours TIS on the bearings on both of the Lucas Aerospace Power Systems starter/generator units on the airplane, remove at least one of those units and replace it with a unit having bearings with less than 300 hours TIS, in accordance with Jetstream Alert Service Bulletin J41-A24-036, dated February 26, 1996.

(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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

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

(e) The actions shall be done in accordance with Jetstream Alert Service Bulletin J41-A24-036, dated February 26, 1996. This

incorporation by reference was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of July 15, 1996 (61 FR 33647, June 28, 1996). Copies may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 15, 1996.

Issued in Renton, Washington, on September 24, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-25039 Filed 9-30-96; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 216

[Docket No. 960917260-6260-01; I.D. 090596B]

RIN 0648-XX67

Taking and Importing of Marine Mammals; Small Takes of Marine Mammals Incidental to Specified Activities

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule; technical amendment.

SUMMARY: NMFS issues this technical amendment to remove expired regulations governing the small take of marine mammals incidental to conducting specified activities in the marine environment. This technical amendment is intended to provide the public with uniform, updated and streamlined regulations. This action is consistent with the President's Regulatory Reform Initiative.

EFFECTIVE DATE: September 24, 1996.

FOR FURTHER INFORMATION CONTACT: Kenneth R. Hollingshead, NMFS, Office of Protected Resources, NMFS (telephone 301-713-2055).

SUPPLEMENTARY INFORMATION:

On August 21, 1991 (56 FR 41628), NMFS published final regulations effective from September 23, 1991, through September 23, 1996, to