

| Pages | Revision level | Date |
|-------------------------|----------------|--------------------|
| 1 and 4 | Revision 2 | November 12, 1992. |
| 2, 3, and 5 through 26. | Revision 1 | May 18, 1992. |

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from 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, 20041-6029. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9985) becomes effective on May 23, 1997.

Issued in Kansas City, Missouri, on March 26, 1997.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-8248 Filed 3-31-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-ANE-36; Amendment 39-9955; AD 97-05-11]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. ALF502 and LF507 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to AlliedSignal Inc. ALF502R series turbofan engines, that currently requires initial and repetitive inspections of the oil system chip detectors and oil filter bypass valve, and optional installation of an improved oil filter bypass valve, to ensure the integrity of the reduction gear system and overspeed protection system. The optional installation of the improved oil filter bypass valve provides terminating action for the oil bypass valve spring compression test requirements of the current AD. This amendment requires more stringent oil system inspection requirements and expands the applicable engine models to include ALF502L and LF507 series turbofan

engines. This amendment is prompted by power turbine (PT) shaft separations on engines that had been inspected in accordance with the current AD. The actions specified by this AD are intended to prevent No. 4 and 5 duplex bearing failure, which can result in a Stage 4 low pressure turbine (LPT) rotor failure, an uncontained engine failure, and damage to the aircraft.

DATES: Effective April 16, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of April 16, 1997. Comments for inclusion in the Rules Docket must be received on or before June 2, 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. 96-ANE-36, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@dot.faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD 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, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Raymond Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5262; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On July 17, 1987, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 87-06-52 R1, Amendment 39-5688 (52 FR 31979, August 25, 1987), applicable to AlliedSignal Inc. (formerly Avco Lycoming Textron) ALF502R series turbofan engines, to require initial and repetitive inspections of the oil system chip detectors and oil filter bypass valve, and optional installation of an improved oil filter bypass valve, to ensure the integrity of the reduction gear system and overspeed protection system. The optional installation of the improved oil filter bypass valve provides terminating action for the repetitive oil filter bypass valve spring compression test requirements of the AD 87-06-52 R1, Amendment 39-5688. That action was prompted by reports of power turbine (PT) overspeed and uncontained PT blade failure resulting from reduction gear system decouple and inaccurate PT overspeed signal generation. That condition, if not corrected, could result in No. 4 and 5 duplex bearing failure, which can result in a Stage 4 low pressure turbine (LPT) rotor failure, an uncontained engine failure, and damage to the aircraft.

Since the issuance of that AD, the FAA has received reports of four additional failures of the Stage 4 low pressure turbine (LPT) rotor on AlliedSignal Inc. ALF502 series turbofan engines. The LPT failures were caused by failure of the No. 4 and 5 duplex bearing, causing bearing seizure and LPT shaft separation between the two bearings forward of the Stage 4 LPT rotor. In one incident the Stage 4 LPT shaft separation caused an uncontained rotor failure.

The FAA has reviewed and approved the technical contents of the following AlliedSignal Inc. Service Bulletins (SBs): No. ALF502L 79-0171, Revision 1, dated November 27, 1996; No. LF507-1F 79-5, Revision 1, dated November 27, 1996; No. LF507-1H 79-5, Revision 1, dated November 27, 1996; and No. ALF502R 79-9, Revision 1, dated November 27, 1996. These SBs describe procedures for oil system inspection. In addition, the FAA has reviewed and approved the technical contents of Textron Lycoming SB No. ALF 502R-79-0162 R2, dated September 8, 1987, to ensure that portions of the accomplishment instructions paragraph of this SB continue to provide the terminating action for the oil filter bypass valve compression spring test, which is required by AD 87-06-52 R1, Amendment 39-5688. Also, the FAA

has reviewed and approved the technical contents of Avco Lycoming Textron SB No. ALF 502R-72-0160, Revision 2, dated May 26, 1987, and Revision 1, dated March 23, 1987, that describe procedures for chip detector inspections. Finally, the FAA has reviewed and approved the technical contents of Avco Lycoming Textron SB No. ALF 502R-79-0162, Revision 1, dated May 26, 1987, and Original, dated March 23, 1987, that describe procedures of inspection of the oil filter bypass valve.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 87-06-52 R1 to require more stringent oil system inspection requirements, including inspection of the full flow chip detector, oil filter impeding bypass button, oil acid number, oil color, and oil quantity. The actions are required to be accomplished in accordance with the SBs described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that

summarizes each FAA-public contact concerned with the substance of this AD 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 96-ANE-36." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

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 USC 106(g), 40113, 44701.

§39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-5688, (52 FR 31979, August 25, 1987), and by adding a new airworthiness directive,

Amendment 39-9955, to read as follows:

97-05-11 AlliedSignal Inc.: Amendment 39-9955. Docket 96-ANE-36. Supersedes AD 87-06-52 R1, Amendment 39-5688.

Applicability: AlliedSignal Inc. Model ALF502 and LF507 series turbofan engines, installed on but not limited to British Aerospace BAe146-100A, BAe146-200A, BAe146-300A, AVRO 146-RJ70A, AVRO 146-RJ85A, AVRO 146-RJ100A, and Canadair Model CL-600-1A11 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 (f) 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 No. 4 and 5 duplex bearing failure, which can result in a Stage 4 low pressure turbine (LPT) rotor failure, an uncontained engine failure, and damage to the aircraft, accomplish the following:

(a) For ALF502R series engines equipped with oil filter bypass valve, part number (P/N) 2-303-432-01, accomplish the following:

(1) Inspect the engine oil filter bypass valve for leakage within the next 25 engine hours or 25 flights in service, whichever occurs first, from the effective date of this AD, in accordance with Avco Lycoming Textron Service Bulletin (SB) No. ALF 502R-79-0160, Revision 1, dated March 20, 1987. Prior to further flight, remove from service oil filters exhibiting any leakage and replace with serviceable parts.

(2) Thereafter, inspect the oil filter bypass valve for any leakage in accordance with Avco Lycoming Textron SB No. ALF 502R-79-0162, Original, dated March 23, 1987, or Revision 1, dated May 26, 1987, at intervals not to exceed 50 engine hours or 50 flights in service since last inspection, whichever occurs first, and accomplish the following:

(i) Visually inspect engine chip detectors for metal contamination as follows:

(A) Inspect the full flow chip detector for engines installed with a full flow chip detector.

(B) Inspect the chip detectors located in the accessory gearbox, Number 2 bearing scavenge line, and Number 4/5 bearing scavenge line, for engines without a full flow chip detector installed.

(ii) For engines with engine chip detectors exhibiting Conditions 2 or 3, and for engines with engine chip detectors exhibiting Condition 1 where the oil filter bypass indicator is extended, prior to further flight, remove oil filter bypass valves exhibiting any leakage and replace with a serviceable part.

Note 2: Chip detector conditions are described in Avco Lycoming Textron SB No. ALF502R-72-0160, Revision 1, dated March 20, 1987, Figures 1, 2 and 3.

(3) At the next engine shop visit, or within 2,500 engine hours after the effective date of this AD, whichever occurs first, conduct the oil filter bypass valve spring compression force check, in accordance with Avco Lycoming Textron SB No. ALF 502R-79-0162, Original, dated March 23, 1987. Oil filter bypass valves which do not comply with the spring compression force limits contained in Avco Lycoming Textron SB No. ALF 502R-79-0162, Original, dated March 23, 1987, must be removed and replaced with oil filter bypass valve, P/N 2-303-432-02. Replacement of oil filter bypass valve, P/N 2-303-432-01, with the improved oil filter bypass valve, P/N 2-303-432-02, constitutes terminating action for inspection requirements of paragraphs (a)(1) and (a)(2) of this AD.

(4) For the purpose of this AD, an engine shop visit is defined as engine maintenance that entails any of the following:

(i) Separation of a major engine flange (lettered or numbered) other than flanges mating with major sections of the nacelle reverser. Separation of flanges purely for purposes of shipment, without subsequent internal maintenance, is not a "shop visit."

(ii) Removal of a disk, hub, or spool.

(iii) Removal of the fuel nozzles.

(b) For ALF 502R series engines equipped with the No. 4 and 5 duplex bearing assembly numbers 2-141-930-01, or 2-141-930-02, or 2-141-930-03, perform repetitive oil system maintenance and inspections in accordance with the intervals and procedures described in AlliedSignal Inc. SB No. ALF502R 79-9, Revision 1, dated November 27, 1996.

(c) For ALF502L series engines equipped with the No. 4 and 5 duplex bearing assembly numbers 2-141-930-01, or 2-141-930-02, or 2-141-930-03, perform repetitive oil system maintenance and inspections in accordance with the intervals and procedures described in AlliedSignal Inc. SB No. ALF502L 79-071, Revision 1, dated November 27, 1996.

(d) For LF507-1F series engines equipped with the No. 4 and 5 duplex bearing assembly numbers 2-141-930-01, or 2-141-930-02, or 2-141-930-03, perform repetitive oil system maintenance and inspections in accordance with the intervals and procedures described in AlliedSignal Inc. SB No. LF507-1F-79-5, Revision 1, dated November 27, 1996.

(e) For LF507-1H series engines equipped with the No. 4 and 5 duplex bearing assembly numbers 2-141-930-01, or 2-141-

930-02, or 2-141-930-03, perform repetitive oil system maintenance and inspections in accordance with the intervals and procedures described in AlliedSignal Inc. SB No. LF507-1H-79-5, Revision 1, dated November 27, 1996.

(f) 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 3: 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.

(g) Special flight permits may be issued in accordance with §§ 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 inspection requirements of this AD can be accomplished.

(h) The actions required by this AD shall be done in accordance with the accomplishment instructions paragraphs of the following documents:

| Document No. | Pages | Revision | Date |
|---|-------------|----------------|--------------------|
| Avco Lycoming Textron SB No. ALF 502R-72-0160 | 1-7 | 2 | May 26, 1987. |
| Total Pages: 7. | | | |
| Avco Lycoming Textron SB No. ALF 502R-72-0160 | 1-7 | 1 | March 23, 1987. |
| Total Pages: 7. | | | |
| Avco Lycoming Textron SB No. ALF 502R-79-0162 | 1-5 | 2 | September 8, 1987. |
| Total Pages: 5. | | | |
| Avco Lycoming Textron SB No. ALF 502R-79-0162 | 1-4 | 1 | May 26, 1987. |
| Total Pages: 4. | | | |
| Avco Lycoming Textron SB No. ALF 502R-79-0162 | 1-6 | Original | March 23, 1987. |
| Total Pages: 6. | | | |
| AlliedSignal Inc. SB No. ALF502R 79-9 | 1 | 1 | November 27, 1996. |
| | 2 | Original | June 29, 1995. |
| | 3-7 | 1 | November 27, 1996. |
| | 8 | Original | June 29, 1995. |
| | 9-12 | 1 | November 27, 1996. |
| | 13,14 | Original | June 29, 1995. |
| Total Pages: 14. | | | |
| AlliedSignal Inc. SB No. LF507-1F. 79-5 | 1 | 1 | November 27, 1996. |
| | 2 | Original | June 29, 1995. |
| | 3-7 | 1 | November 27, 1996. |
| | 8 | Original | June 29, 1995. |
| | 9-12 | 1 | November 27, 1996. |
| | 13,14 | Original | June 29, 1995. |
| Total Pages: 14. | | | |
| AlliedSignal Inc. SB No. LF507-1H 79-5 | 1 | 1 | November 27, 1996. |
| | 2 | Original | June 29, 1995. |
| | 3-7 | 1 | November 27, 1996. |
| | 8 | Original | June 29, 1995. |
| | 9-12 | 1 | November 27, 1996. |
| | 13,14 | Original | June 29, 1995. |
| Total Pages: 14. | | | |
| AlliedSignal Inc. SB ALF502L 79-0171 | 1 | 1 | November 27, 1996. |
| | 2 | Original | November 3, 1995. |
| | 3-7 | 1 | November 27, 1996. |
| | 8 | Original | November 3, 1995. |
| | 9-12 | 1 | November 27, 1996. |
| | 13,14 | Original | November 3, 1995. |
| Total Pages: 14. | | | |

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies 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. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on April 16, 1997.

Issued in Burlington, MA, on March 27, 1997.

James C. Jones,

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

[FR Doc. 97-8427 Filed 3-28-97; 3:15 pm]

BILLING CODE 4910-13-U

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 648

[Docket No. 970318056-7056-01; I.D. 021397B]

RIN 0648-AJ43

Fisheries of the Northeastern United States; Northeast Multispecies Fishery; Framework Adjustment 20

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

ACTION: Interim final rule; request for comments.

SUMMARY: NMFS issues this interim final rule to implement measures contained in Framework 20 of the Northeast Multispecies Fishery Management Plan (FMP). This interim final rule implements management measures that include: A daily trip limit for cod for vessels when fishing north of 42°00' N. lat.; a seasonal increase in the haddock limit from 1,000 lb (453.6 kg) per trip to 1,000 lb (453.6 kg) per day up to a maximum of 10,000 lb (4,536.0 kg) per trip beginning September 1, 1997, and ending when 1,150 mt are harvested; gillnet effort-reduction measures including a limit on the number of nets; and several exempted fishery actions, including exemptions

for monkfish, skate, and dogfish in the Gulf of Maine and Southern New England Regulated Mesh Areas. The intent of this rule is to achieve the conservation goals established by Amendment 7 to the FMP while mitigating its economic impacts and to simultaneously incorporate several other Council actions that would otherwise have been submitted as separate frameworks.

DATES: Effective: May 1, 1997. Public comments on the rule are invited through May 1, 1997.

ADDRESSES: Comments on the rule should be sent to Dr. Andrew A. Rosenberg, Regional Administrator, NMFS, Northeast Regional Office, 1 Blackburn Drive, Gloucester, MA 01930, Attention: Susan A. Murphy. Copies of Amendment 7 to the FMP (Amendment 7), its regulatory impact review (RIR), and the final regulatory flexibility analysis (FRFA) contained with the RIR, its final supplemental environmental impact statement (FSEIS), and Framework Adjustment 20 documents are available on request from Paul J. Howard, Executive Director, New England Fishery Management Council, 5 Broadway, Saugus, MA, 01906-1097.

Comments regarding burden-hour estimates for collection-of-information requirements contained in this final rule should be sent to Dr. Andrew A. Rosenberg, Regional Administrator, 1 Blackburn Drive, Gloucester, MA 01930, and the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB), Washington, D.C. 20502 (Attention: NOAA Desk Officer).

FOR FURTHER INFORMATION CONTACT: Susan A. Murphy, Fishery Policy Analyst, 508-281-9252.

SUPPLEMENTARY INFORMATION: The regulations implementing Amendment 7 (61 FR 27710, May 31, 1996) became effective on July 1, 1996. The objective of the amendment to the FMP is to rebuild depleted stocks of Georges Bank (GB) and Gulf of Maine (GOM) cod, GB haddock, and GB and Southern New England (SNE) yellowtail flounder by reducing fishing effort through a number of management measures, primarily controls on days-at-sea (DAS) and area closures. To ensure that this goal is achieved, the regulations established a procedure for setting annual target total allowable catches (TACs) for the primary cod, haddock, and yellowtail flounder stocks and an aggregate TAC for the combined stocks of the remaining regulated multispecies, based on the biological reference points of F_{max} for GOM cod and $F_{0.1}$ for the remaining stocks of cod, haddock, and

yellowtail flounder. The target TACs provide a measure by which to evaluate the effectiveness of the management program and to make determinations on the need for annual adjustments to this program.

The regulations require the Multispecies Monitoring Committee (MSMC) to review the best available scientific information, adjust target TACs, and recommend management options to achieve the plan objectives. In its report delivered at the December 11-12, 1996, New England Fishery Management Council (Council) meeting, the MSMC concluded that spawning stock biomass (SSB) has increased or is projected to increase for the primary stocks. In addition, the MSMC concluded that, with the exception of GOM cod, fishing mortality rates have been reduced to below their respective overfishing definitions. The MSMC report offered optimistic news concerning increased or increasing SSB levels for the major stocks, and decreasing fishing mortality rates for all but the GOM cod stock, but cautioned that SSB for 1996 GB cod, haddock, and yellowtail flounder stocks remain below the biological thresholds established in the FMP and recommended additional reductions in fishing mortality, particularly for GOM cod.

Based on projected 1997 stock sizes and the FMP's 1997 fishing mortality targets, the target TACs for the 1997 fishing year, recommended by the MSMC and adopted by the Council, are as follows:

| Species/area | 1997 target TACs (metric tons) | 1996 target TACs (metric tons) |
|---|--------------------------------|--------------------------------|
| Georges Bank cod | 3,646 | 1,851 |
| Georges Bank haddock | 1,608 | 2,801 |
| Georges Bank yellowtail flounder .. | 776 | 385 |
| Gulf of Maine cod | 2,605 | 2,761 |
| Southern New England yellowtail flounder | 824 | 150 |
| Aggregate for remaining regulated species | 25,500 | 25,500 |

In addition to setting the target TACs, the MSMC report provided the Council with five management options projected to keep the target TACs from being exceeded. These options were based on DAS reductions and/or year-round area closures.

At its December 1996 and January 7, 1997, meetings, the Council considered the range of events, circumstances and regulations occurring or projected to take effect in 1997, and their collective