

limits for bodily injury or death of not less than \$1 million each occurrence, limits for property damage of not less than \$1 million each occurrence, and \$1 million aggregate for accidents during the policy period. A single limit of \$1 million of bodily injury and property damage is acceptable. This required insurance may be in a policy or policies of insurance, primary and excess including the umbrella or catastrophe form.

(c) Automobile liability insurance on all motor vehicles used in connection with the Agreement, whether owned, nonowned, or hired, shall have limits for bodily injury or death of not less than \$1 million per person and \$1 million per occurrence, and property damage limits of \$1 million for each occurrence. This required insurance may be in a policy or policies of insurance, primary and excess including the umbrella or catastrophe form.

(d) Errors and Omissions (Professional Liability) Insurance in an amount at least as large as the maximum compensation specified in Article VI, Section 2, but not less than \$1 million.

The Owner shall have the right at any time to require public liability insurance and property damage liability insurance greater than those required in subsections "b" and "c" of this Section. In any such event, the additional premium or premiums payable solely as the result of such additional insurance shall be added to the total compensation to be paid under this Agreement.

The Owner shall be named as Additional Insured on all policies of insurance required in subsections "b" and "c" of this Section.

The policies of insurance shall be in such form and issued by such insurer as shall be satisfactory to the Owner. The Engineer shall furnish the Owner a certificate evidencing compliance with the foregoing requirements which shall provide not less than (30) days prior written notice to the Owner of any cancellation or material change in the insurance.

The Engineer shall also follow the requirements of 7 CFR part 1788, RUS Fidelity and Insurance Requirements for Electric and Telephone Borrowers.

Section 10. The obligations and duties to be performed by the Engineer under this Agreement shall be performed by persons qualified to perform such duties efficiently. The Engineer, if the Owner shall so direct, shall replace any resident engineer or other persons employed by the Engineer in connection with the Project. The Engineer shall file with the Owner and the Administrator a statement, signed by the Engineer, of the qualifications, including specific experience of each engineer and inspector assigned to the Project and the duties assigned to each.

Section 11. Approvals, directions and notices provided to be given hereunder by the Administrator to the Engineer or the Owner shall be deemed to be properly given if given by any person authorized by the Administrator to give approvals, directions or notices.

Section 12. The Engineer shall establish and maintain an office at the site of the Project, with telephone service where

available when staking or construction is in progress. Any notice, instructions or communications delivered to such office shall be deemed to have been delivered to the Engineer.

Section 13. This Agreement may simultaneously be executed and delivered in two or more counterparts each of which so executed and delivered shall be deemed to be an original, and all shall constitute but one and the same instrument.

Section 14. The obligations of the Engineer under this Agreement shall not be assigned without the approval in writing of the Owner.

Section 15. The Engineer shall comply with all applicable statutes pertaining to engineering and warrants that _____ [Name of Engineer] who will be in responsible charge of the Project possesses license number _____ issued by the State of _____ on the _____ day of _____, 19 ____.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be duly executed.

_____, Owner
By _____, President
ATTEST: _____, Secretary
_____, Engineer

By _____, President, Partner [Strike out
inapplicable designation]
ATTEST: _____, Secretary
Schedule A—Compensation
[End of clause]

§§ 1724.77–1724.99 [Reserved]

Dated: July 18, 1997.

Jill Long Thompson,

Under Secretary, Rural Development.

[FR Doc. 97–19861 Filed 8–1–97; 8:45 am]

BILLING CODE 3410–15–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–CE–33–AD]

RIN 2120–AA64

Airworthiness Directives; Raytheon Aircraft Company 58, 60, 90, 100, 200, and 300 Series and Model 2000 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Raytheon Aircraft Company (Raytheon) 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes. The proposed action would require replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with

new or serviceable valves. The proposed AD results from a report of cracking and consequent failure of the affected outflow safety valves in the pressurization system. Investigation has revealed problems during the manufacturing process of certain Allied Signal outflow/safety valves. The actions specified by the proposed AD are intended to prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the airplane.

DATES: Comments must be received on or before October 4, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97–CE–33–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from AlliedSignal Aerospace, Technical Publications, Department 65–70, P.O. Box 52170, Phoenix, Arizona 85072–2170. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Michael D. Imbler, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4147; facsimile (316) 946-4407.

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 that summarizes 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 No. 97-CE-33-AD." 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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-CE-33-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received a report of an outflow/safety valve in the pressurization system failing on a Learjet Model 31A airplane, which resulted in depressurization of the

airplane. Investigation of this outflow/safety valve (manufactured by AlliedSignal) revealed that the poppets of the valve were cracked.

These outflow/safety valves have been manufactured since January 1, 1989. Additional testing has shown that some of these outflow/safety valves manufactured since January 1, 1989, are susceptible to cracking because of improper injection molding during the manufacturing process.

The condition is traced to one of two lots (batch-runs) of molded poppets installed in valves since 1989. Research of these lots has revealed brittleness of these parts, which is characteristic of improper processing during injection molding. Tensile stress then develops upon installation of the poppet, which leads to hairline cracks. Small cracks have no effect, but can develop into larger cracks that cause an increase in the valve operating pressure, which could result in cabin depressurization.

The outflow/safety valves installed in Raytheon 58, 60, 90, 100, 200, and 300

series and Model 2000 airplanes are similar to the valves installed on the Learjet Model 31A airplane involved in the above-referenced incident. The outflow/safety valves installed at the factory on the affected airplanes were manufactured after September 1, 1991, and before October 1, 1996.

Applicable Service Information

AlliedSignal Aerospace has issued the following:

- Service Bulletin 103570-21-4012, Revision 1, dated May 30, 1995;
- Service Bulletin 103648-21-4022, Revision 1, dated May 30, 1995; and
- Service Bulletin 103598-21-4024, Revision 1, dated May 30, 1995.

These service bulletins include information for determining whether the affected airplanes incorporate one of the affected outflow/safety valves. The service bulletins also reference the applicable outflow/safety valves as follows:

Valve model	Valve serial numbers	Airplane models installed in
103570-26	80-223, 80-225 through 80-227, 80-229, and 80-230	2000.
103598-2	16-808, 39-2434, 45-747, 87-1600, and 116-1238	60(A), C90, and E90.
103598-15	128-11.	58P.
103648-1	11-4913 through 11-4916, 12-3832, 20-3006, 22-4950, 12-3912, 30-3076, 39-2412, 41-4918, 41-4919, 61-3300, 101-4920, 101-4922 through 101-4924, 101-4926 through 101-4931, 101-4933, 101-4935, 101-4936, 101-4938, 101-4940, 101-4941, 121-3683, 121-4942, 129-2904, and 129-2920.	60, 90, A90, B90, C90, E90, 100, A100, and B100.
103648-3	21-1827, 71-1828, 71-1829, and 120-1823 through 101-1826	58P.
103648-4	10-4664 through 10-4667, 11-223, 11-3093, 11-3161, 11-4717 through 11-4721, 12-795, 12-3641, 12-4760, 15-4368, 21-3182, 21-3208, 21-4722 through 21-4728, 21-4730, 21-4732, 22-3688, 22-3706, 22-3733, 22-3736, 24-4232, 24-4241, 24-4252, 24-4255, 27-4498, 32-3756, 32-3777, 32-4761, 32-4762, 37-1087, 37-1113, 38-2417, 41-3227, 41-3237, 41-3261, 41-3274, 41-4733, 41-4734, 42-1475, 42-3830, 42-3838, 42-3840, 42-3850, 42-3851, 42-3877, 42-3882, 42-3883, 42-3890, 48-1557, 49-181, 50-2804, 51-4735, 51-4736, 59-2090, 60-2896, 61-3301, 61-4737, 61-4738, 62-3907, 62-3968, 62-3981, 62-2155, 70-2960, 71-4739, 71-4740, 72-3988, 72-3991, 72-3999, 103648-4 74-4288, 74-4289, 74-4296, 76-4441, 77-4556, 77-4567, 79-2189, 79-2218, 79-2223, 81-3415, 87-1197, 87-1585, 89-2288, 95-4404, 99-2358, 99-2365, 99-2369, 99-2385, 99-2403, 99-2430, 104-4336, 107-1297, 110-3033, 111-3462, 111-3482, 111-3515, 111-4755, 116-4468, 116-4470, 119-2507, 119-2520, 120-3043, 120-3048, 120-3057, 120-4687 through 120-4692, 121-3562, 126-4490, 128-1776, and 129-4639.	200.
103648-5	10-325, 12-760, 12-799, 20-236, 21-1734, 21-1741 through 21-1744, 21-1746, 40-365, 21-1762, 41-1763, 60-243, 61-605, 77-1590, 90-461, 100-1712 through 100-1718, 100-1720 through 100-1726, 100-1728 through 100-1731, 105-149, 105-285, 109-1613, 109-1620, 116-1488, 121-1764, 126-1502, and 126-1511.	C90-1, C90A, and F90.
103648-6	101-1830, 101-1831, and 110-1822	58P and 90.
103648-7	11-208, 14-1206, 17-2204, 21-2817, 21-2818, 21-2827, 21-2828, 22-2832, 23-1030, 23-1058, 24-1211, 24-1232, 25-1634, 30-2719, 31-346, 42-843, 51-397, 51-398, 51-409, 54-1253, 74-1320, 77-2349, 86-2136, 103-1129, 110-1171, 112-961, 112-1000, 113-1172, 113-1192, 114-1538, 118-2569, 119-2607, 119-2614, 101-2796 through 100-2806, and 100-2808 through 100-2815.	B200 and 300.
103648-13	12-410, 12-464, 12-465, and 70-386 through 70-400	300 and B300.

In addition, Beechcraft Service Bulletin 2484, revision 1, dated October, 1995, references the Allied Signal service bulletins.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced service information, the FAA has determined

that AD action should be taken to prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the airplane.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes of the same type design that have an AlliedSignal Aerospace outflow/safety valve (referenced above in the discussion of the service information) installed, the proposed AD would require replacing outflow/safety valves with new or serviceable valves. Accomplishment of the proposed replacement would be in accordance with the applicable maintenance or service manual.

Similar Actions Required on the Affected Airplanes

On August 12, 1996, the FAA issued AD 96-17-10, Amendment 39-9719 (61 FR 42996, August 20, 1996), which requires replacing the outflow/safety valves with serviceable valves on certain Raytheon Model 400, 400A, MU-300-10, and 2000 airplanes, and 200, B200, 300, and B300 series airplanes. The FAA inadvertently included the Raytheon 200, B200, 300, and B300 series and Model 2000 airplanes in the applicability of AD 96-17-10. These airplanes are certificated under part 23 of the Federal Aviation Regulations (14 CFR part 23), and the FAA has determined that these airplanes should be addressed in this proposed AD along with certain other Raytheon airplanes certificated under 14 CFR part 23. The Raytheon Models 400, 400A, and MU-300-10 airplanes are certificated under part 25 of the Federal Aviation Regulations (14 CFR part 25). The FAA is proposing a revision to AD 96-17-10 in another action to retain the requirements for the airplanes certificated under 14 CFR part 25.

Compliance Time of the Proposed AD

The FAA has determined that an interval of 4 months is an appropriate compliance time to address the identified unsafe condition in a timely manner. This compliance time was

deemed appropriate after considering the safety implications, the average utilization rate of the affected fleet, and the availability of the replacement parts. In addition, this compliance time will coincide with the compliance time originally included in AD 96-17-10 of 18 months after the effective date (effective date: September 24, 1996 plus 18 months = March 24, 1998). Should the proposed rule become a final rule, this would occur around November 1997. Based on this information, the 4-month compliance time of the proposed AD will coincide with the compliance time included in AD 96-10-17. Both should become effective in March 1998.

Cost Impact

The FAA estimates that 2,386 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 12 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Allied Signal will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,717,920 or \$720 per airplane. The FAA knows of no affected airplane owner/operator that has already accomplished the proposed action.

Regulatory Impact

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 action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 has been placed 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Raytheon Aircraft Company: Docket No. 97-CE-33-AD.

Applicability: 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes (all serial numbers), certificated in any category. The following charts present airplane models and serial numbers that are equipped with AlliedSignal Aerospace outflow safety valves as referenced in either AlliedSignal Aerospace Service Bulletin 103570-21-4012, Revision 1, dated May 30, 1995; Service Bulletin 103648-21-4022, Revision 1, dated May 30, 1995; or Service Bulletin 103598-21-4024, Revision 1, dated May 30, 1995.

—The airplanes presented in the charts are affected by paragraph (a) of this AD.

—All airplanes are affected by paragraph (b) of this AD.

AIRPLANE MODELS AND SERIAL NUMBERS THAT ARE EQUIPPED WITH ALLIED SIGNAL OUTFLOW VALVES

Models	Serial N-3.
58P and 58PA	TJ-3 through TJ-497.
60 and A60	P-3 through P-246 with Kit No. 60-5024-1S incorporated.
B60	P-247 through P-307 with Kit No. 60-5024-3 S incorporated.
B60	P-308 through P-596.
65-90, A90, B90, C90, and C90A	LJ-1 through LJ-1302.
E90	LW-1 through LW-347.
F90	LA-2 through LA-236.
100 and A100	B-1 through B-94, B-100 through B-204, and B-206 through B-247.
B100	BE-1 through BE-137.
200 and B200	BB-2, and BB-6 through BB-1419.

AIRPLANE MODELS AND SERIAL NUMBERS THAT ARE EQUIPPED WITH ALLIED SIGNAL OUTFLOW VALVES—Continued

Models	Serial N-3.
200C and B200C	BL-1 through BL-23, BL-25 through BL-57, and BL-61 through BL-137.
200T	B-1 through BT-32.
200CT and B200CT	BN-1 through BN-4.
300	FA-1 through FA-220, and FF-1 through FF-19.
B300	F1-1 through F1-72.
B300C	FM-1, FM-2, and FM-3.
2000	NC-4 through NC-53.
H90 (T44A)	LL-1 through LL-61.
A100 (U-21F)	B-95 through B-99.
A100-1 (U21J)	BB-3, BB-4, and BB-5.
A200 (C12-A/C)	BD-1 through BD-30, and BC-1 through BC-75.
A200 (UC-12B)	BJ-1 through BJ-66.
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-51.
A200CT (FWC-12D)	BP-7 through BP-11.
A200CT (RC-12D)	GR-1 through GR-13.
A200CT (C-12F)	BP-52 through BP-63.
A200CT (RC-12G)	FC-1, FC-2, and FC-3.
A200CT (RC-12H)	GR-14 through GR-19.
A200CT (RC-12K)	FE-1 through FE-9.
B200C (C-12F)	BL-73 through BL-112, and BL-118 through BL-123.
B200C (UC-12F)	BU-1 through BU-10.
B200C (RC-12F)	BU-11 and BU-12.
B200C (UC-12M)	BV-1 through BV-10.
B200C (RC-12M)	BV-11 and BV-12.
B200C (C-12F)	BP-64 through BP-71.
B200CT (FWC-12D)	FG-1 and FG-2.

APPLICABLE OUTFLOW SAFETY VALVES WITH APPLICABLE AIRPLANE MODELS

Valve model	Valve serial numbers	Airplane models installed in
103570-26	80-223, 80-225 through 80-227, 80-229, and 80-230	2000.
103598-2	16-808, 39-2434, 45-747, 87-1600, and 116-1238	60(A), C90, and E90.
103598-15	128-11	58P.
103648-1	11-4913 through 11-4916, 12-3832, 20-3006, 22-4950, 12-3912, 30-3076, 39-2412, 41-4918, 41-4919, 61-3300, 101-4920, 101-4922 through 101-4924, 101-4926 through 101-4931, 101-4933, 101-4935, 101-4936, 101-4938, 101-4940, 101-4941, 121-3683, 121-4942, 129-2904, and 129-2920.	60, 90, A90, B90, C90, E90, 100, A100, and B100.
103648-3	21-1827, 71-1828, 71-1829, and 120-1823 through 101-1826	58P.
103648-4	10-4664 through 10-4667, 11-223, 11-3093, 11-3161, 11-4717 through 11-4721, 12-795, 12-3641, 12-4760, 15-4368, 21-3182, 21-3208, 21-4722 through 21-4728, 21-4730, 21-4732, 22-3688, 22-3706, 22-3733, 22-3736, 24-4232, 24-4241, 24-4252, 24-4255, 27-4498, 32-3756, 32-3777, 32-4761, 32-4762, 37-1087, 37-1113, 38-2417, 41-3227, 41-3237, 41-3261, 41-3274, 41-4733, 41-4734, 42-1475, 42-3830, 42-3838, 42-3840, 42-3850, 42-3851, 42-3877, 42-3882, 42-3883, 42-3890, 48-1557, 49-181, 50-2804, 51-4735, 51-4736, 59-2090, 60-2896, 61-3301, 61-4737, 61-4738, 62-3907, 62-3968, 62-3981, 62-2155, 70-2960, 71-4739, 71-4740, 72-3988, 72-3991, 72-3999, 74-4288, 74-4289, 74-4293, 74-4296, 76-4441, 77-4556, 77-4567, 79-2189, 79-2218, 79-2223, 81-3415, 87-1197, 87-1585, 89-2288, 95-4404, 99-2358, 99-2365, 99-2369, 99-2385, 99-2403, 99-2430, 104-4336, 107-1297, 110-3033, 111-3462, 111-3482, 111-3515, 111-4755, 116-4468, 116-4470, 119-2507, 119-2520, 120-3043, 120-3048, 120-3057, 120-4687 through 120-4692, 121-3562, 126-4490, 128-1776, and 129-4639.	200.
103648-5	10-325, 12-760, 12-799, 20-236, 21-1734, 21-1741 through 21-1744, 21-1746, 40-365, 21-1762, 41-1763, 60-243, 61-605, 77-1590, 90-461, 100-1712 through 100-1718, 100-1720 through 100-1726, 100-1728 through 100-1731, 105-149, 105-285, 109-1613, 109-1620, 116-1488, 121-1764, 126-1502, and 126-1511.	C90-1, C90A and F90.
103648-6	101-1830, 101-1831, and 110-1822	58P and 90.
103648-7	11-208, 14-1206, 17-2204, 21-2817, 21-2818, 21-2827, 21-2828, 22-2832, 23-1030, 23-1058, 24-1211, 24-1232, 25-1634, 30-2719, 31-346, 42-843, 51-397, 51-398, 51-409, 54-1253, 74-1320, 77-2349, 86-2136, 103-1129, 110-1171, 112-961, 112-1000, 113-1172, 113-1192, 114-1538, 118-2569, 119-2607, 119-2614, 101-2796 through 100-2806, and 100-2808 through 100-2815.	B200 and 300.
103648-13	12-410, 12-464, 12-465, and 70-386 through 70-400	300 and B300.

Note 1: The above outflow/safety valves are referenced in AlliedSignal Aerospace Service Bulletin 103570-21-4012, Revision 1, dated May 30, 1995; Service Bulletin 103648-21-4022, Revision 1, dated May 30, 1995; and Service Bulletin 103598-21-4024, Revision 1, dated May 30, 1995. In addition, Beechcraft Service Bulletin 2484, Revision 1, dated October, 1995, references the AlliedSignal service bulletins.

Note 2: 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 (d) 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 in the body of this AD, unless already accomplished.

To prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the airplane, accomplish the following:

(a) For the airplanes referenced in the "Airplane Models and Serial Numbers That Are Equipped with Allied Signal Outflow Valves" table that is included in the "Applicability" section of this AD: Within the next 4 months after the effective date of this AD, replace (with a new or serviceable valve) any outflow/safety valve that does not have one of the following:

(1) The valve identification plate MOD RECORD stamped "PCA" (Poppet Change Accomplished); or

(2) A valve with an inked ATD Quality Assurance "Functional Test (FT)" stamp that is dated June 1992, or later.

(b) For all airplanes: As of the effective date of this AD, no person may install on any affected airplane any outflow/safety valve that is referenced in the "Applicable Outflow Safety Valves With Applicable Airplane Models" table that is included in the "Applicability" section of this AD.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 29, 1997.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-20442 Filed 8-1-97; 8:45 am]

BILLING CODE 4910-13-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[MD040-4014b and MD047-4014b; FRL-5867-6]

Approval and Promulgation of Air Quality Implementation Plans; Maryland; Control of Volatile Organic Compound Emissions From Degreasing Operations and Vehicle Refinishing, and Definition of Motor Vehicle

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve the State Implementation Plan (SIP) revisions submitted by the State of Maryland for the purpose of establishing volatile organic compound (VOC) emission control requirements for degreasing operations and vehicle refinishing. EPA is also proposing to approve the SIP revision submitted by the State of Maryland that establishes a definition for the term "motor vehicle." In the final rules section of this **Federal Register**, EPA is approving the State's SIP revisions as a direct final rule without prior proposal because the Agency views them as noncontroversial SIP revisions and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period on this action. Any parties interested in commenting on this action should do so at this time.

DATES: Comments must be received in writing by September 3, 1997.

ADDRESSES: Written comments on this action should be addressed to David L. Arnold, Chief, Ozone/CO and Mobile Sources Section, Mailcode 3AT21, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air, Radiation, and Toxics Division, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107 and the Maryland Department of the Environment, 2500 Broening Highway, Baltimore, Maryland, 21224.

FOR FURTHER INFORMATION CONTACT: Maria A. Pino, (215) 566-2181, at the EPA Region III office address listed above, or via e-mail at pino.maria@epamail.epa.gov. While information may be requested via e-mail, comments must be submitted in writing to the above Region III address.

SUPPLEMENTARY INFORMATION: See the information provided in the Direct Final action of the same title, pertaining to Maryland's degreasing and vehicle refinishing regulations, which is located in the rules and regulations Section of this **Federal Register**.

Authority: 42 U.S.C. 7401-7671q.

Dated: July 22, 1997.

Thomas Vottaggio,

Acting Regional Administrator, Region III.

[FR Doc. 97-20472 Filed 8-1-97; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[CA 179-0045b; FRL-5863-5]

Approval and Promulgation of State Implementation Plans; California State Implementation Plan Revision, Bay Area Air Quality Management District

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve revisions to the California State Implementation Plan (SIP). This action is an administrative change which revises the definition of volatile organic compounds (VOC) and updates the Exempt Compound list in rules from the Bay Area Air Quality Management District (BAAQMD).

The intended effect of proposing approval of this action is to incorporate