

alternative method of compliance in accordance with paragraph (b) 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.

Note 2: Beech (Raytheon) Model BAe 125 series 1000B airplanes are similar in design to the airplanes that are subject to the requirements of this AD and, therefore, also may be subject to the unsafe condition addressed by this AD. However, as of the effective date of this AD, those models are not type certificated for operation in the United States. Airworthiness authorities of countries in which the Model BAe 125 series 1000B airplanes are approved for operation should consider adopting corrective action, applicable to those models, that is similar to the corrective action required by this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadvertent deployment of a thrust reverser during flight, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the thrust reversers by accomplishing Modifications 253691 Part A, Part B, and Part E, in accordance with Hawker Service Bulletin SB.78-14-3691A,B&E, dated June 21, 1995.

Note 3: The Hawker service bulletin references Rohr Service Bulletin PW300 78-8, dated June 21, 1995, as an additional source of service information for accomplishment of Modification 253691 Part E.

(b) 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

Issued in Renton, Washington, on August 2, 1996.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-20291 Filed 8-8-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-NM-251-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146-100A, -200A, and -300A Series Airplanes, and Model Avro 146-RJ70A, -RJ85A, and RJ-100A Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain British Aerospace Model BAe 146 series airplanes, and Model Avro 146-RJ series airplanes. This proposal would require a one-time inspection of terminal block "D" to ensure that a two-way link is installed, and installation of a new link, if necessary. This proposal is prompted by a report indicating that a two-way link that should be installed on direct current (DC) panel No. 1 may be missing from certain airplanes. The actions specified by the proposed AD are intended to ensure that a two-way link is installed. If the link is not installed, it could result in loss of the emergency electrical system and, consequently, increased pilot workload and possible reduced controllability of the airplane.

DATES: Comments must be received by September 17, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-251-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from British Aerospace Regional Aircraft Limited, Avro International Aerospace Division, Customer Support, Woodford Aerodrome, Woodford, Cheshire SK7 1QR, England. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

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 shall 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 95-NM-251-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-251-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes, and Model Avro 146-RJ70A, -RJ85A, and RJ-100A airplanes. The CAA advises that it received a report indicating that a two-way link that should be installed between terminals "D8" and "D9" of terminal block "D" on direct current (DC) panel No. 1 may be missing from airplanes having a dual lead-acid battery installation. The No. 1 battery is off-line when the standby generator is operating. Installation of the two-way link ensures that the No. 2 battery also is isolated, which preserves the battery charge to ensure that emergency electrical power

can be sustained from the batteries during flights for a minimum duration of one hour. If the electrical system fails totally, use of battery power would be required; however, if the two-way link is missing, the No. 2 battery would have insufficient capacity to power the electrical system. This condition, if not corrected, could result in loss of the emergency electrical system, and consequent increased pilot workload and possible reduced controllability of the airplane.

Explanation of Relevant Service Information

The manufacturer has issued Avro International Aerospace Inspection Service Bulletin S.B. 24-107, dated January 25, 1995, which describes procedures for a one-time visual inspection of terminal block "D" on DC panel No. 1 to ensure that a two-way link is installed between terminals "D8" and "D9," and installation of a new link, if necessary.

The CAA classified this service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

These airplane models are manufactured in the United Kingdom and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, the proposed AD would require a one-time visual inspection of terminal block "D" on DC panel No. 1 to ensure that a two-way link is installed between terminals "D8" and "D9," and installation of a new link, if necessary. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

The FAA estimates that 10 airplanes of U.S. registry would be affected by this

proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$600, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 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 adding the following new airworthiness directive:

British Aerospace: Docket 95-NM-251-AD.

Applicability: Model BAe 146-100A, -200A, and -300A series airplanes and Model Avro 146-RJ70A, -RJ85A, and RJ-100A airplanes equipped with a dual lead-acid battery installation (British Aerospace Modification HCM40028B or D) accomplished during production or in accordance with British Aerospace Modification Service Bulletin 24-45-40028D; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (b) 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 loss of the emergency electrical system, and consequent increased pilot workload and possible reduced controllability of the airplane due to insufficient capacity of the No. 2 battery to power the electrical system; accomplish the following:

(a) Within 3 months after the effective date of this AD: Perform a one-time visual inspection of terminal block "D" on DC panel No. 1 to ensure that a two-way link is installed between terminals "D8" and "D9," in accordance with Avro International Aerospace Inspection Service Bulletin S.B. 24-107, dated January 25, 1995.

(1) If a two-way link is installed, no further action is required by this AD.

(2) If no two-way link is installed, prior to further flight, install a new two-way link having part number S3403-102 on terminals "D8" and "D9" on terminal block "D" on DC panel No. 1 in accordance with the service bulletin.

(b) 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.

(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.

Issued in Renton, Washington, on August 2, 1996.

Gary L. Killion,

Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.

[FR Doc. 96-20290 Filed 8-8-96; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Part 250

RIN 1010-AC19

Proposed Rule to Clarify Unitization

AGENCY: Minerals Management Service (MMS), Interior.

ACTION: Extension of comment period for proposed rule.

SUMMARY: This document extends to August 19, 1996, the deadline for the submission of comments on the proposed rule governing unitization of Outer Continental Shelf oil and gas leases, which was published on June 5, 1996. The proposed rule amends the unitization regulations by removing the model unit agreements, making them available from the Regional Supervisor as needed.

DATES: We will consider all comments that are received by August 19, 1996. We will begin our review of those comments at that time and may not fully consider comments we receive after August 19, 1996.

ADDRESSES: Mail or hand-carry comments to the Department of the Interior; Minerals Management Service; 381 Elden Street; Mail Stop 4700; Herndon, Virginia 20170-4817; Attention: Chief, Engineering and Standards Branch.

FOR FURTHER INFORMATION CONTACT:

Judy Wilson, Engineering and Standards Branch, Telephone (703) 787-1600.

SUPPLEMENTARY INFORMATION: The MMS has been asked to extend the deadline for respondents to submit comments on the proposed rule published on June 5, 1996 (61 FR 28525). The requests explain that more time is needed to allow respondents time to prepare comments on omissions in the proposed rule.

Dated: August 5, 1996.

Lucy R. Querques,

Acting Associate Director for Offshore
Minerals Management.

[FR Doc. 96-20354 Filed 8-8-96; 8:45 am]

BILLING CODE 4310-MR-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 222 and 227

[Docket No. 960730210-6210-01; I.D.
050294D]

Endangered and Threatened Species: Proposed Endangered Status for Five ESUs of Steelhead and Proposed Threatened Status for Five ESUs of Steelhead in Washington, Oregon, Idaho, and California

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

ACTION: Proposed rule; request for comments.

SUMMARY: NMFS has completed a comprehensive status review of West Coast steelhead (*Oncorhynchus mykiss*, or *O. mykiss*) populations in Washington, Oregon, Idaho, and California, and has identified 15 Evolutionarily Significant Units (ESUs) within this range. NMFS is now issuing a proposed rule to list five ESUs as endangered and five ESUs as threatened under the Endangered Species Act (ESA). The endangered steelhead ESUs are located in California (Central California Coast, South/Central California Coast, Southern California, and Central Valley ESUs) and Washington (Upper Columbia River ESU). The threatened steelhead ESUs are dispersed throughout all four states and include the Snake River Basin, Lower Columbia River, Oregon Coast, Klamath Mountains Province, and Northern California ESUs. NMFS is also designating the Middle Columbia River ESU as a candidate species.

NMFS is requesting public comments on the biological issues pertaining to this proposed rule and suggestions on integrated local/state/Federal conservation measures that might best achieve the purposes of the ESA relative to recovering the health of steelhead populations and the ecosystems upon which they depend. Should the proposed listings be made final, protective regulations under the ESA would be put into effect and a recovery program would be implemented.

DATES: Comments must be received by November 7, 1996. NMFS will announce the dates and locations of public hearings in Washington, Oregon, Idaho, and California in a separate Federal Register document. Requests for additional public hearings must be received by September 23, 1996.

ADDRESSES: Comments on this proposed rule and requests for public hearings or reference materials should be sent to the Protected Species Branch, Environmental and Technical Services Division, NMFS, Northwest Region, 525 NE Oregon Street, Suite 500, Portland, OR 97232-2737.

FOR FURTHER INFORMATION CONTACT:

Garth Griffin, 503-231-2005, Craig Wingert, 310-980-4021, or Marta Nammack, 301-713-1401.

SUPPLEMENTARY INFORMATION:

Background

On May 5, 1992, NMFS received a petition to list Illinois River winter steelhead from the Oregon Natural Resources Council, the Siskiyou Regional Education Project, Federation of Fly Fishers, Kalmiopsis Audubon Society, Siskiyou Audubon Society, Klamath/Siskiyou Coalition, Headwaters, The Wilderness Society, North Coast Environmental Center, The Sierra Club—Oregon Chapter, and the National Wildlife Federation. On July 31, 1992, NMFS published a notice stating that the petition presented substantial information indicating that a listing might be warranted (57 FR 33939) and concurrently solicited information about the status of this population. NMFS completed a status review (Busby et al. 1993) that was summarized in a May 20, 1993, determination (58 FR 29390). NMFS concluded that Illinois River winter steelhead did not represent a "species" under the ESA and therefore, a proposal to list this population was not warranted. However, NMFS recognized that this population was part of a larger ESU whose extent had not yet been determined, but whose status might warrant listing because of declining trends in steelhead abundance observed in several southern Oregon streams.

In its May 20, 1993, finding regarding Illinois River winter steelhead, NMFS announced that it would conduct an expanded status review to identify all coastal steelhead ESU(s) within California, Oregon, and Washington, and to determine whether any identified ESU(s) warrant listing under the ESA. Subsequently, on February 16, 1994, NMFS received a petition from the Oregon Natural Resources Council and 15 co-petitioners to list all steelhead (or