

These engine models are manufactured in Canada 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, Transport Canada has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada, 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.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, the proposed AD would require removal of the existing fuel manifold tubes, lock plates, and performed packing and installation of improved fuel manifold transfer tubes, lock plates, and performed packing, at the earliest of the following: (1) the next time, after the effective date of this AD, that the engine or module is at a maintenance base that can do the modifications specified, regardless of the scheduled maintenance action or reason for engine removal; (2) or at the next fuel nozzle change; or (3) prior to November 30, 1998. This calendar end-date was determined based upon risk assessment. After installation, but prior to further flight, this AD requires performing a leak check. The actions would be required to be accomplished in accordance with the SBs described previously.

The FAA estimates that 1,216 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would not take any additional work hours per engine to accomplish the proposed actions, as the actions may be performed during regularly scheduled maintenance or overhaul. Required parts would cost approximately \$370 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$449,920.

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:

Pratt & Whitney Canada: Docket No. 97-ANE-33-AD.

Applicability: Pratt & Whitney Canada (PWC) PW118, W118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, W121A, PW123, PW123B, PW123C, PW123D, PW123E, PW124B, PW125B, PW126A, PW127, PW127E, PW127F series engines installed on but not limited to Dornier 328, Fokker 50, Jetstream ATP, ATR42, ATR42-500, ATR72, Embraer EMB-120, Canadair CL215T, CL415, and DeHavilland Dash-8-100/-200/-300/-315.

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 (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 engine fuel leaks, which can result in inflight engine shutdowns or fire warnings, accomplish the following:

(a) Remove the existing fuel manifold tubes, lock plates, and performed packing and replace with the improved fuel manifold transfer tubes and fuel manifold drain transfer tubes in accordance with the applicable PWC Service Bulletins (SB) No. 21516, dated August 14, 1997, and SB No. 21549, dated September 18, 1997, and SB No. 21077, Revision 7, dated October 10, 1996; and the improved lock plates in accordance with PWC SB No. 21373, Revision 3, dated October 11, 1996, using the improved preformed packing in accordance with PWC SB No. 21364, Revision 1, dated April 28, 1995, as follows, whichever occurs first following the effective date of this AD:

(1) At the next engine removal, regardless of cause; or

(2) At the next fuel nozzle change; or

(3) Prior to November 30, 1998.

(b) After the installation of the improved fuel manifold tubes and lockplates, but prior to further flight, perform a leak check in accordance with the applicable maintenance manual.

(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, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine 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 Engine Certification Office.

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

Issued in Burlington, Massachusetts, on October 17, 1997.

Mark C. Fulmer,

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

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DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Parts 707 and 874

RIN 1029-AB89

Enhancing Abandoned Mine Lands AML, Reclamation

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

ACTION: Advanced notice of proposed rulemaking.

SUMMARY: The Office of Surface Mining Reclamation and Enforcement (OSM) is announcing its intent to develop a rule that would increase the amount of reclamation of abandoned mine lands being accomplished under Title IV of the Surface Mining Control and Reclamation Act of 1977. OSM is seeking to involve the public in the development of the proposed rule by making an early draft available for review and written comment.

DATES: *Written comments:* OSM will accept written comments until 5:00 p.m. Eastern Time on November 24, 1997.

Public meetings: OSM plans to hold meetings with interested persons at appropriate locations to discuss this proposal. A schedule for these meetings will be published in the **Federal Register** on or about October 31, 1997.

ADDRESSES: *Written comments:* Hand-deliver or mail to the Office of Surface Mining Reclamation and Enforcement, Administrative Record, Room 117, 1951 Constitution Avenue, NW., Washington, D.C. 20240.

Electronic Mail: You may send comments through the Internet to OSM's Administrative Record at: osmrules@osmre.gov.

Telefax: Copies of the early draft may be obtained from FAX ON DEMAND by calling 202-219-1703 and following the instructions on the recorded announcement.

FOR FURTHER INFORMATION CONTACT: D.J. Growitz, Office of Surface Mining, U.S. Department of the Interior, 1951 Constitution Avenue, NW, Washington, D.C. 20240; telephone (202) 208-2634. E-mail: dgrowitz@osmre.gov.

SUPPLEMENTARY INFORMATION: OSM is seeking to increase reclamation under Title IV of the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The Abandoned Mine Land (AML) fund does not contain, and is never expected to contain, enough money to reclaim all the known AML problems and sites. Under current OSM regulations, AML-funded reclamation that includes the extraction of incidental coal must be at least 50 percent funded by the AML agency. OSM is considering a proposal that envisions reclamation projects that will require less than 50 percent government funding because reclamation contracts would be partially funded by the recovery and sale of the incidental coal. OSM will need to amend the current definition of government-financed construction to eliminate the 50 percent funding requirement for AML projects.

OSM believes that there would be adequate assurances to protect the environment in the AML program as described in 30 CFR Subchapter R. Those regulations, which set forth the criteria for an AML program, require adherence to all applicable State and Federal laws, require programs to follow proper financial policies and procedures, and require that AML contracts be issued under and monitored in accordance with state law.

OSM is considering proposing a rule which will establish special requirements when the AML agency contracts for reclamation projects with less than 50 percent government financing to ensure that the provision is not misused, that necessary protections are in place for citizens and landowners, and that acceptable environmental restoration occurs. The AML agency would consult with the Title V regulatory authority to assess whether proposed project sites are appropriate for AML reclamation activity based on the economical and technical feasibility of mining those sites under a Title V permit. The consultation would also include consideration of whether existing environmental problems at the AML site might be impacted by nearby mining activities. If the site is determined to be appropriate for Title IV reclamation activities, the AML agency would be required to: (1) determine site characteristics for Acid Mine Drainage and other existing environmental problems; (2) require the projects be carried out in accordance with time-tested AML regulations and procedures; (3) provide for site specific reclamation requirements, including performance bonds, when appropriate and in accordance with state procedures; (4) delineate any coal or coal waste material that would need to be extracted in order to accomplish the reclamation; and (5) require the AML contractor to provide consent documents that authorize coal extraction and document the disposition of the coal and associated revenues for use by the AML authority in determining financial conditions of the contract. If the AML authority determines that coal extraction is not incidental to the reclamation project, the project would be subject to all the regulatory requirements of Title V.

The proposed rule, when developed, will be published in the **Federal Register** for public comment in accordance with the requirements of the Administrative Procedure Act, and public hearings will be held on request.

Dated: October 4, 1997.

Mary Josie Blanchard,

Assistant Director, Program Support.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD01-95-139]

Captain of the Port Boston; Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Captain of the Port Boston (COTP Boston) will hold a meeting to discuss modifying the existing regulation for the waters of the Chelsea River, Boston, Inner Harbor, in order to encourage the use of double hull tankships. This meeting is open to the public. Proposed amendments may increase the size of tankships permitted to transit through his regulated waterway provided enhanced safety systems are in place. Proposed amendments should be based on a performance standard consistently applied to all tankships transiting through the Chelsea Street Bridge.

DATES: The meeting will be held on November 4, 1997 from 9 a.m. to 12 p.m. Written material and requests to make oral presentations should reach the COTP Boston on or before October 27, 1997.

ADDRESSES: Comments should be mailed to Captain of the Port Boston, Coast Guard Marine Safety Office, 455 Commercial Street, Boston, MA 02109-1045. Comments may also be hand-delivered to the above address between 8 a.m. and 4 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: LT Michael H. Day, Coast Guard Marine Safety Office Boston, MA; telephone (617) 223-3000.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Request for Comments

The Coast Guard encourages interested persons to participate by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this specific Notice of Meeting (CGD01-97-080) and the specific issue to which each comment applies, and gives reasons for