

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.

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) 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 final 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, 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 adding a new airworthiness directive (AD) to read as follows:

97-06-05 Avions Pierre Robin:
Amendment 39-9962; Docket No. 92-CE-25-AD.

Applicability: Model R2160 airplanes (all serial numbers), 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 (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 initially within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, and thereafter as follows, as applicable:

1. If the width of the lower plate of the bottom bracket of the nose landing gear leg is 84 millimeters: at intervals not to exceed 500 hours TIS; or
2. If the width of the lower plate of the bottom bracket of the nose landing gear leg is less than 84 millimeters: at intervals not to exceed 100 hours TIS.

To prevent nose landing gear failure caused by cracks in the weld area between the strut and the lower plate of the nose landing gear leg, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Inspect, using dye penetrant methods, the weld area between the strut and the lower plate of the nose landing gear leg for cracks in accordance with Avions Pierre Robin Service Bulletin (SB) No. 101, Revision 3, dated March 5, 1992.

(b) If any crack is found during any inspection required by this AD, prior to further flight, replace the strut with a new or serviceable strut.

(1) If the replacement strut is not new, prior to further flight after installing the strut, accomplish the inspection specified in paragraph (a) of this AD.

(2) Replacing the strut with a new or serviceable strut does not eliminate the repetitive inspection requirement 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 initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(e) The inspection required by this AD shall be done in accordance with Avions Pierre Robin Service Bulletin No. 101, Revision 3, dated March 5, 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 Avions Pierre Robin, 1, Route de Troyes, 21121 Darois France. 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.

(f) This amendment (39-9962) becomes effective on May 16, 1997.

Issued in Kansas City, Missouri, on March 6, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-6256 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-CE-11-AD; Amendment 39-9963; AD 97-06-06]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company (Formerly Beech Aircraft Corporation) 90, 99, 100, 200, and 1900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes AD 92-27-10, which currently requires inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks on certain Raytheon Aircraft Company (Raytheon) 90, 99, 100, 200, and 1900 series airplanes (formerly referred to as Beech 90, 99, 100, 200, and 1900 series airplanes), and modifying any chair where the locking pin fails to fully engage or is misaligned. AD 92-27-10 resulted from reports of pilot and copilot chair locking pin malfunctions. Since issuance of that AD, the Federal Aviation Administration (FAA) has determined that additional airplanes should be subject to the pilot and copilot chair locking pin inspection and possible modification, and that the inspection should be accomplished in accordance with revised procedures. This AD retains the inspection and possible modification requirements of AD 92-27-10; incorporates additional airplanes into the applicability over that included in AD 92-27-10; and requires the inspection in accordance with revised service information. The actions specified by this AD are intended to prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver.

DATES: Effective May 9, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-11-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Raytheon 90, 99, 100, 200, and 1900 series airplanes (formerly referred to as Beech 90, 99, 100, 200, and 1900 series airplanes) was published in the Federal Register as a notice of proposed rulemaking (NPRM) on June 13, 1996 (61 FR 29994). The NPRM proposed to supersede AD 92-27-10 with a new AD that would (1) retain the requirement of inspecting the pilot and copilot chairs to ensure that the locking pins will fully engage in the seat tracks, and modifying any chair where the locking pin fails to fully engage or is misaligned; (2) incorporate additional airplanes into the applicability over that included in AD 92-27-10; and (3) require the inspection in accordance with Beech SB No. 2444, Revision II, dated May 1995.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 4,971 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the required inspection, and that the average labor rate is approximately \$60 an hour. No parts are required to accomplish the proposed action. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$298,260. This figure only takes into account the cost of the inspection and does not take into account the cost of modifying any pilot or copilot seat where the locking mechanism fails to fully engage or is misaligned. If a pilot or copilot seat fails to fully engage or is misaligned, the modification will take approximately 2 workhours per airplane at an average labor rate of \$60 per hour (\$120 per airplane).

Regulatory Impact

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.

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) 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 final 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, 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 Airworthiness Directive (AD) 92-27-10, Amendment 39-8444 (58 FR 5923, January 25, 1993), and by adding a new AD to read as follows:

97-06-06 Raytheon Aircraft Company (formerly Beech Aircraft Corporation): Amendment 39-9963; Docket No. 96-CE-11-AD. Supersedes AD 92-27-10, Amendment 39-8444.

Applicability: The following model and serial number airplanes, certificated in any category:

Models	Serial Nos.
65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1307.
65-A90-1 (U-21A)	LM-1 through LM-63, LM-67 through LM-69, LM-71 through LM-99, and LM-112 through LM-114.
65-A90-1 (JU-21A)	LM-64, LM-66, and LM-70.
65-A90-1 (RU-21D)	LM-100, LM-102 through LM-106, and LM-116 through LM-124.
65-A90-1 (RU-21H)	LM-101 LM-107, LM-115, LM-125, LM-127, LM-128, LM-129, LM-132, LM-133, LM-136, LM-137, and LM-138.
65-A90-1 (RU-21A)	LM-108 through LM-111.
65-A90-1 (U-21G)	LM-126, LM-130, LM-131, LM-134, LM-135, and LM-139 through LM-141.
65-A90-2 (RU-21B)	LS-1, LS-2, and LS-3.
65-A90-3 (RU-21C)	LT-1 and LT-2.
65-A90-4 (RU-21E)	LU-1, LU-3, LU-4, LU-7, LU-8, and LU-14.
65-A90-4 (RU-21H)	LU-2, LU-5, LU-6, LU-9, LU-10 through LU-13, and LU-15.
E90	LW-1 through LW-347.

Models	Serial Nos.
H90 (T-44A)	LL-1 through LL-61.
F90	LA-2 through LA-236.
99, 99A, A99A, B99, and C99	U-1 through U-239.
100 and A100	B-1 through B-94 and B-100 through B-247.
A100 (U-21F)	B-95 through B-99.
A100-1 (U-21J)	BB-3, BB-4, and BB-5.
B100	BE-1 through BE-137.
200 and B200	BB-2 and BB-6 through BB-1440.
200C and B200C	BL-1 through BL-72 and BL-124 through BL-137.
200CT and B200CT	BN-1 through BN-4.
200T and B200T	BT-1 through BT-34.
A200 (C-12A, C-12C)	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(FWD-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-23.
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.
B200C (UC-12M)	BV-1 through BV-10.
B200C (RC-12M)	BV-11 and BV-12.
B200CT (FWD-12D)	FG-1 and FG-2.
B200CT (C-12F)	BP-64 through BP-71.
1900	UA-1, UA-2, and UA-3.
1900C	UB-1 through UB-74, and UC-1 through UC-174.
1900C (C-12)	UD-1 through UD-6.
1900D	UE-1 through UE-17.

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 (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 within the next 150 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver, accomplish the following:

(a) Inspect the pilot and copilot chairs to assure that the locking pins will fully engage in the seat tracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin (SB) No. 2444, Revision II, dated May 1995. Prior to further flight, modify any chair where the locking pin fails to fully engage or is misaligned, in accordance with the maintenance manual as specified in Beech SB No. 2444, Revision II, dated May 1995.

(b) The inspection and possible modification required by paragraph (a) of this AD is still mandatory even if the actions were previously accomplished in accordance with

Beech SB No. 2444, dated April 1992, or Beech SB No. 2444, Revision I, dated September 1992.

(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. Alternative methods of compliance approved in accordance with AD 92-27-10 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The inspection required by this AD shall be done in accordance with Beech Service Bulletin No. 2444, Revision II, dated May 1995. 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 the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. 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.

(f) This amendment (39-9963) supersedes AD 92-27-10, Amendment 39-8444.

(f) This amendment (39-9963) becomes effective on May 9, 1997.

Issued in Kansas City, Missouri, on March 5, 1997.

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

[FR Doc. 97-6255 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Docket No. 97-ACE-4]

Amendment to Class E Airspace, Wahoo, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Wahoo Municipal Airport, Wahoo, NE. The Federal Aviation Administration has developed a Standard Instrument Approach Procedure (SIAP) based on the Global Positioning System (GPS) which has made this change necessary. The effect of this rule is to provide additional controlled airspace for aircraft arriving