

(b) For airplanes with torque putty between the engine filter adapter assembly, nut, and oil pump housing, inspect the torque putty for misalignment, evidence of oil leakage, or cracks.

(1) If any misalignment, evidence of oil leakage, or torque putty cracks are found, prior to further flight, accomplish the requirements specified in paragraph (a) of this AD, including all subparagraphs.

(2) If no misalignment, evidence of oil leakage, or torque putty cracks are found, reinspect at intervals not to exceed 100 hours TIS until the engine oil filter is removed.

(c) Replacing the engine oil filter adapter assembly does not eliminate the repetitive inspection requirement of this AD.

(d) The repetitive inspections of the torque putty as required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) Information related to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) This amendment (39-9665) becomes effective on July 31, 1996.

Issued in Kansas City, Missouri, on June 3, 1996.

Henry A. Armstrong,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 96-14631 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-05-AD; Amendment 39-9591; AD 96-09-15]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Models 208 and 208B Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 96-09-15 concerning all Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes, which was published in the Federal Register on May 7, 1996 (61 FR 20641). That publication incorrectly references a cue for the pilot or crew member in severe icing conditions. The AD currently requires the pilot to follow certain visual cues during flight in icing conditions and the third of these cues requires the pilot to look at the engine propeller spinner. This cue is inappropriate for this type of airplane. The intent of the AD in paragraph (a) (1), first bullet, third cue, should not be a requirement for the Cessna Models 208 and 208B. This action corrects the AD to reflect this change.

EFFECTIVE DATE: June 11, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: On May 7, 1996, the Federal Aviation Administration (FAA) issued AD 96-09-15, Amendment 39-9591 (61 FR 20641, May 7, 1996), which applies to all Cessna Models 208 and 208B airplanes. This AD requires a revision in the Airplane Flight Manual (AFM) by incorporating a warning into the Limitations Section of the AFM. Within this warning (in the first bulleted paragraph) are cues for the pilot to follow during flight in severe icing conditions. The third cue references accumulation of ice on the engine propeller spinner.

Need for the Correction

The AD incorrectly references the “* * * engines propeller spinner * * *” which is not appropriate for the type design of these Cessna Models 208 and 208B airplanes. These airplanes are single engine designs which would not allow the pilot to see the engine propeller spinner from the cockpit.

Correction of Publication

Accordingly, the publication of May 7, 1996 (61 FR 20641), of Amendment 39-9591; AD 96-09-15, which was the subject of FR Doc. 96-10729, is corrected as follows:

§ 39.13 [Corrected]

On page 20642, in the third column, section 39.13, paragraph (a) (1), line 17 from the top of the column, disregard and delete “-Accumulation of ice on the engine propeller spinner * * *”.

Action is taken herein to clarify this requirement of AD 96-09-15 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 11, 1996.

Issued in Kansas City, Missouri on June 10, 1996.

Henry A. Armstrong,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 96-15139 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 93-CE-34-AD; Amendment 39-9670; AD 96-13-02]

RIN 2120-AA64

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) Jetstream Model 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Jetstream Aircraft Limited (JAL) Jetstream Model 3201 airplanes. This action requires repetitively inspecting the spigot housing plate for cracks and corrosion at the wing/fuselage forward attachment sliding joint, replacing any cracked or corroded part, and eventually replacing the spigots and spigot housing plate with new parts of improved design. A crack in the spigot housing plate assembly found during fatigue testing of the affected airplanes prompted this action. The actions specified by this AD are intended to prevent structural failure of the wing/fuselage area caused by a cracked or corroded spigot housing assembly.

DATES: Effective August 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from Jetstream Aircraft Limited, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, D.C. 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 93-CE-34-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: Ms. Dorenda Baker, Program Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (32 2) 508.2715; facsimile (32 2) 230.6899; or Mr. Jeffrey Morfitt, Project Officer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain JAL Jetstream Model 3201 airplanes was published in the Federal Register on September 19, 1995 (60 FR 48429). The action proposed to require repetitively inspecting the spigot housing plate for cracks and corrosion at the wing/fuselage forward attachment sliding joint, replacing any cracked or corroded part, and eventually replacing the spigots and spigot housing plate with new parts of improved design. Accomplishment of the proposed actions would be in accordance with Jetstream Service Bulletin No. 57-JA 921144, Revision 1, dated April 19, 1994.

A crack in the spigot housing plate assembly found during fatigue testing of the affected airplanes prompted this action.

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.

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 120 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 23 workhours per airplane to accomplish the initial inspection and modification, and that the average labor rate is approximately \$60 an hour. JAL will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$165,600 or \$1,380 per airplane. This figure is based on the assumption that none of the affected airplanes have the required modification incorporated and does not take into account the cost of repetitive inspections. The FAA has no way of determining how many repetitive inspections each owner/operator will incur over the life of the airplane.

Jetstream Aircraft Limited has informed the FAA that parts have been distributed to equip approximately 30 airplanes (approximately 25 percent of the fleet in the U.S. registry). Assuming that each set of parts is installed on an affected Jetstream Model 3201 airplane, the cost impact of this AD upon U.S. operators is reduced \$41,400 from \$165,600 to \$124,200.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-13-02 Jetstream Aircraft Limited:
Amendment 39-9670; Docket No. 93-CE-34-AD.

Applicability: Jetstream Model 3201 airplanes (serial numbers 790 through 960), 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 (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 after the effective date of this AD, unless already accomplished.

To prevent structural failure of the wing/fuselage area caused by a cracked spigot housing assembly, accomplish the following:

(a) Upon the accumulation of 7,200 hours time-in-service (TIS) or within the next 500 hours TIS after the effective date of this AD, whichever occurs later, inspect the spigot housing plate at the wing/fuselage forward attachment sliding joint for corrosion or cracks. Accomplish this inspection in accordance with Part 1 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) No. 57-JA 921144, Revision 1, dated April 19, 1994; or Jetstream SB No. 57-JA 921144, Original Issue, dated March 4, 1993.

(1) If any corrosion or cracks are found, prior to further flight, modify the spigot and spigot housing plate in accordance with

either Part 2 or Part 3, as applicable, of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB No. 57-JA 921144, Revision 1, dated April 19, 1994.

(2) If no corrosion or cracks are found, within the next 3,000 hours TIS after the inspection required by paragraph (a) of this AD, modify the spigot and spigot housing plate in accordance with either Part 2 or Part 3, as applicable, of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB No. 57-JA 921144, Revision 1, dated April 19, 1994.

(3) Jetstream No. SB 57-JA 921144, Original Issue, dated March 4, 1993, is not applicable to this modification and shall not be utilized to accomplish either paragraph (a)(1) or (a)(2) of this AD.

(b) 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.

(c) 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 Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(d) The inspection required by this AD shall be done in accordance with Jetstream Service Bulletin No. 57-JA 921144, Revision 1, dated April 19, 1994; or Jetstream Service Bulletin No. 57-JA 921144, Original Issue, dated March 4, 1993. The modification required by this AD shall be done in accordance with Jetstream Service Bulletin No. 57-JA 921144, Revision 1, dated April 19, 1994. 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.

(e) This amendment (39-9670) becomes effective on August 7, 1996.

Issued in Kansas City, Missouri, on June 10, 1996.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 96-15141 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ACE-5]

Amendment to Class E Airspace; Topeka, KS; Kingman, KS; Hutchinson, KS; and Wahoo, NE

AGENCY: Federal Aviation
Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Philip Billard Municipal Airport, Topeka, KS; Kingman Municipal Airport, Kingman, KS; Hutchinson Municipal Airport, Hutchinson, KS; and Wahoo Municipal Airport, Wahoo, NE. The development of new Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS) has made the proposal necessary. The intended effect of this proposal is to provide additional controlled airspace for aircraft executing the SIAPs at the above listed airports.

EFFECTIVE DATE: 0901 UTC August 15, 1996.

FOR FURTHER INFORMATION CONTACT:
Kathy Randolph, Air Traffic Operations
Branch, ACE-530C, Federal Aviation
Administration, 601 E. 12th St., Kansas
City, MO, 64106; telephone (816) 426-
3408.

SUPPLEMENTARY INFORMATION:

History

On April 9, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E airspace area at Topeka, KS; Kingman, KS; Hutchinson, KS; and Wahoo, NE (61 FR 15740). The proposed action would provide additional controlled airspace to accommodate the new SIAP to Philip Billard Municipal Airport, Topeka, KS; Kingman Municipal Airport, Kingman, KS; Hutchinson Municipal Airport, Hutchinson, KS; and Wahoo Municipal Airport, Wahoo, NE.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraphs 6005 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR

Part 71) amends the Class E airspace areas at the airports listed in the SUMMARY, by providing additional controlled airspace for aircraft executing the new SIAPs. A minor correction is being made to the geographical coordinates for Topeka, Philip Billard Municipal Airport, KS.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation (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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation, Incorporation by reference,
Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.

* * * * *

ACE KS E5 Topeka, Philip Billard Airport, KS

Topeka, Philip Billard Municipal Airport, KS
(lat. 39°04'07"N., long. 95°37'21"W.)

Topeka VORTAC
(lat. 39°08'14"N., long. 95°32'57"W.)

BILOY LOM/NDB
(lat. 39°07'13"N., long. 95°41'14"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile