

**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, 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:

**97-25-02 Mitsubishi Heavy Industries:**

Amendment 39-10225; Docket No. 97-CE-22-AD.

**Applicability:** Models MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60 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 (e) 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 30 days after the effective date of this AD, unless already accomplished.

To prevent loss of airplane control or engine overspeed with consequent loss of engine power caused by the power levers being positioned below the flight idle stop while the airplane is in flight, accomplish the following:

(a) Amend the Limitations Section of the airplane flight manual (AFM) by inserting the following language:

Positioning of power levers below the flight idle stop while the airplane is in flight is prohibited. Such positioning may lead to loss of airplane control or may result in an overspeed condition and consequent loss of engine power.

(b) This action may be accomplished by incorporating a copy of this AD into the Limitations Section of the AFM.

(c) Amending the AFM, 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 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

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

(e) 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), FAA, 1801 Airport Road, Wichita, Kansas. 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

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

(g) This amendment (39-10225) becomes effective on January 21, 1998.

Issued in Kansas City, Missouri, on November 25, 1997.

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

[FR Doc. 97-31675 Filed 12-2-97; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 97-CE-33-AD; Amendment 39-10224; AD 97-25-01]

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:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to all Raytheon Aircraft Company (Raytheon) 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes (formerly referred to as Beech 58, 60, 90, 100, 200, and 300 series and Beech Model 2000 airplanes). This AD requires replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with new or serviceable valves. The 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 AlliedSignal outflow/safety valves. The actions specified by this AD are intended to prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the airplane.

**EFFECTIVE DATE:** January 11, 1998.

**ADDRESSES:** 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 Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-33-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**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:****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 all Raytheon 58, 60, 90, 100, 200, and 300 series and Model 2000 airplanes was published in the **Federal**

**Register** as a notice of proposed rulemaking (NPRM) on August 4, 1997 (62 FR 41901). The NPRM proposed to

require replacing any of the following AlliedSignal outflow/safety valves with new or serviceable valves:

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.

The NPRM resulted 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 AlliedSignal outflow/safety valves.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the one comment received on the proposal. No comments have been received regarding the FAA's estimate of the cost impact upon the public.

**Comment Disposition**

Raytheon states that the FAA made the following typographical errors in the Applicability section of the NPRM:

—Model B300 airplane serial numbers were referenced as F1-1 through F1-72 instead of FL-1 through FL-72; and

—Model 200T airplane serial numbers were referenced as B-1 through BT-32 instead of BT-1 through BT-32.

Raytheon requests that the FAA include the correct serial number designations for these airplanes in the final rule.

The FAA concurs with the commenter. The FAA inadvertently referenced the wrong serial numbers for the Models 200T and B300 airplanes. The final rule will reflect the correct serial number designations for these airplanes.

**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 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 revising AD 96-17-10 in another action to retain the requirements for the airplanes certificated under 14 CFR part 25.

**Compliance Time of This 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). The 4-month compliance time of this AD will coincide with the compliance time included in AD 96-17-10. Both actions will be required around March 1998.

**Cost Impact**

The FAA estimates that 2,386 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 12 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. AlliedSignal will provide parts at no cost to the owner/operator. Based on these figures, the total cost impact of this AD on US 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 required action.

**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, 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:

**97-25-01 Raytheon Aircraft Company:**  
Amendment 39-10224; 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 ALLIEDSIGNAL OUTFLOW VALVES

Models	Serial numbers
58P and 58PA .....	TJ-3 through TJ-497.
60 and A60 .....	P-3 through P-246 with Kit No. 60-5024-1 S 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.
200C and B200C .....	BL-1 through BL-23, BL-25 through BL-57, and BL-61 through BL-137.
200T .....	BT-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 .....	FL-1 through FL-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 AlliedSignal 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 Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39-10224) becomes effective on January 11, 1998.

Issued in Kansas City, Missouri, on November 25, 1997.

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

[FR Doc. 97-31676 Filed 12-2-97; 8:45 am]

BILLING CODE 4910-13-U