

Note 1: B-Series combustion heaters, Models 2500, B3500, and B4500, incorporate a ceramic-coated combustion tube and new combustion air pressure switch, P/N 94E42. This AD does not apply to this configuration.

Note 2: This AD applies to each aircraft 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 follows, as applicable:

- For aircraft with 450 or more heater hours time-in-service (TIS) (see Note 3 for information on how to determine heater hours TIS) accumulated on an installed heater since the last overhaul or new installation, within the next 50 heater hours TIS or 12 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished, and thereafter at intervals not to exceed 100 heater hours TIS or 24 calendar months, whichever occurs first;
- For aircraft with less than 450 heater hours TIS accumulated on an installed heater since the last overhaul or new installation, upon accumulating 500 heater hours TIS on the new or overhauled heater or within the next 12 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished, and thereafter at intervals not to exceed 100 heater hours TIS or 24 calendar months, whichever occurs first; and
- Upon installing one of the affected heaters, and thereafter at intervals not to exceed 100 heater hours TIS or 24 calendar months, whichever occurs first.

Note 3: A heater hour meter may be used to determine heater hours TIS. Also, aircraft hours TIS may be divided in half to come up with heater hours TIS.

To prevent an airplane fire or explosion caused by failure of the heater combustion tube assembly or combustion air pressure switch, accomplish the following:

(a) Test (pressure decay test) the combustion tube of the heater and conduct an operational test of the combustion air pressure switch in accordance with Section III, paragraph 3.3.1 through 3.3.13 (pressure decay test) and Section IV, paragraph 4.9c (operational switch test), of the Janitrol Maintenance and Overhaul Manual, part number (P/N) 24E25-1, dated October 1981.

(1) If any heater does not pass any of the repetitive combustion tube pressure decay tests required by this AD, prior to further flight, overhaul the heater and replace the combustion tube with a serviceable tube or replace the heater assembly. If the new or rebuilt heater assembly incorporates a

ceramic combustion tube, then the repetitive pressure decay tests are no longer required.

(2) If any heater does not pass any of the repetitive combustion air pressure switch operational tests required by this AD, prior to further flight, replace the switch with one of the same design or with a P/N 94E42 switch in accordance with JanAero Devices Service Bulletin # A-103, dated September 1995. Replacing the combustion air pressure switch with a P/N 94E42 switch eliminates the repetitive operational testing requirement of this AD.

(b) As an alternative method of compliance to the requirements of this AD, the heater may be disabled by accomplishing the following:

- (1) Cap the fuel supply line;
- (2) Disconnect the electrical power and ensure that the connections are properly secured to reduce the possibility of electrical spark or structural damage;
- (3) Inspect and test to ensure that the cabin heater system is disabled;
- (4) Ensure that no other aircraft system is affected by this action;
- (5) Ensure there are no fuel leaks; and
- (6) Fabricate a placard with the words: "System Inoperative". Install this placard at the heater control valve within the pilot's clear view.

(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, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO. Alternative methods of compliance for the combustion tube repetitive inspections required by this AD that are approved in accordance with AD 82-07-03 (superseded by this action) are approved as alternative methods of compliance with the applicable portion of paragraph (a) of this AD.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) The possible switch replacement required by this AD shall be done in accordance with JanAero Devices Service Bulletin # A-103, dated September 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 JanAero Devices, Airport Complex, P.O. Box 273, Fort Deposit, Alabama 36032. 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 (39-9773) supersedes AD 82-07-03, Amendment 39-4354.

(g) This amendment (39-9773) becomes effective on November 14, 1996.

Issued in Kansas City, Missouri, on September 20, 1996.

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

[FR Doc. 96-24885 Filed 10-1-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ASO-21]

Amendment of Class D Airspace; Jacksonville, Craig Municipal Airport, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment modifies the Jacksonville, Craig Municipal Airport, FL, Class D airspace area from continuous to part time. Since August 31, 1996, when the operation of the airport control tower was transferred from the FAA to a contractor, the control tower no longer operates 24 hours a day. When the tower is not in operation, the airspace below 700 feet AGL becomes Class G, uncontrolled airspace.

DATES: *Effective Date.* 0901 UTC, December 5, 1996.

Comment Date: Comments must be received on or before November 5, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 96-ASO-21, Manager, Operations Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves modifying the Class D airspace at the Jacksonville, Craig Municipal Airport, FL, from continuous to part time, comments are invited on the rule. This rule will become effective on the date specified in the **DATES** section. However, after the review of

any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule and in determining whether additional rulemaking is needed. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the rule that might suggest the need to modify the rule.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies the Class D airspace at the Jacksonville, Craig Municipal Airport, FL, from continuous to part time.

This action lessens the impact on users of this airspace. Class D airspace designations are published in Paragraph 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996. The Class D airspace designation listed in this document will be published subsequently in the Order.

Under the circumstances presented, the FAA concludes that there is an immediate need to modify the Class D airspace at the Jacksonville, Craig Municipal Airport, FL, from continuous to part time, to ensure that users of this airspace will be able to comply with appropriate federal regulations governing non-controlled airspace. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest.

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. It, therefore, (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

Airspace, 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 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 5000 Class D airspace.

* * * * *

ASO FL D Jacksonville Craig Municipal Airport, FL [Revised]

Jacksonville, Craig Municipal Airport, FL
(Lat. 30°20'11" N, Long. 81°30'52" W)
Mayport NAS, FL
(Lat. 30°23'31" N, Long. 81°25'25" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.2-mile radius of Craig Municipal Airport; excluding the portion northeast of a line connecting the 2 points of intersection with a 4.2-mile radius circle centered on Mayport NAS, FL. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on September 24, 1996.

Benny L. McGlamery,
*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 96-25211 Filed 10-1-96; 8:45 am]

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14 CFR Part 71

[Docket No. 96-ACE-7]

Amendment to Class E Airspace, Russell, KS

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This rule amends the Class E airspace area at Russell Municipal Airport, Russell, KS. The effect of this

rule is to provide additional controlled airspace for aircraft executing the new Standard Instrument Approach Procedure (SIAP) at Russell Municipal Airport and departing aircraft to transition into controlled airspace.

EFFECTIVE DATES: 0901 UTC October 10, 1996.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Operations Branch, ACE-530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the Federal Register on July 17, 1996 (61 FR 37205). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on October 10, 1996. No adverse comments were received, and thus, this notice confirms that this final rule will become effective on that date.

Issued in Kansas City, MO, on August 21, 1996.

Donovan D. Schardt,
Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 96-25126 Filed 10-01-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ACE-9]

Establishment of Class E Airspace, Mosby, MO

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at the new Clay County Regional Airport, Mosby, MO, with a projected opening in late 1996. The FAA has developed Standard Instrument Approach Procedures (SIAP) to accommodate a planned Global Positioning System (GPS) and a Non-directional Radio Beacon (NDB) at the new Clay County Regional Airport. This action will provide for controlled airspace necessary for aircraft executing the SIAPs at the new airport.

EFFECTIVE DATE: 0901 UTC, October 10, 1996.