

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 as indicated, unless accomplished previously.

To prevent fatigue-related cracking of stringers of the lower skin of the wings, which could result in reduced structural integrity of the wing, accomplish the following:

(a) Perform an x-ray inspection to detect cracks in stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, May 17, 1993, at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 30,000 total flight cycles; or

(2) Within the next 2,000 flight cycles, or within 12 months after the effective date of this AD, whichever occurs first.

(b) If no crack is detected during any inspection required by paragraph (a) of this AD, repeat the inspection thereafter at intervals not to exceed 4,000 flight cycles.

(c) If any crack is detected during any inspection required by this AD, prior to further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD.

(1) Modify the stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, dated May 17, 1993. After accomplishment of the modification, no further action is required by this AD.

(2) Repair the crack in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, dated May 17, 1993. Within the next 2,000 flight cycles or 1 year following accomplishment of the repair, whichever occurs first, modify the stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 1 of the Accomplishment Instructions of the service bulletin. After accomplishment of the modification, no further action is required by this AD.

(d) Prior to the accumulation of 30,000 flight cycles, or within 30 months after the effective date of this AD, whichever occurs later, modify the stringers 4 through 7, inclusive, at wing stations 11260, 11860, 12660, and 13460 of the lower skin of the wings, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F27/57-70, dated May 17, 1993. Accomplishment of the modification constitutes terminating action for the requirements of this AD.

(e) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators

shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(f) 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.

(g) The actions shall be done in accordance with Fokker Service Bulletin F27/57-70, dated May 17, 1993. 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on March 31, 1997.

Issued in Renton, Washington, on February 13, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-4199 Filed 2-21-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-236-AD; Amendment 39-9944; AD 97-04-19]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires a visual inspection to determine if rudder disconnection has occurred, and replacement of the disconnect unit with a new disconnect unit, if necessary. This amendment is prompted by reports that, due to the existing design, the disconnect unit of the rudder disconnect system inadvertently opened on some airplanes. The actions specified by this AD are intended to prevent the disconnect unit from opening inadvertently, which could lead to inadequate rudder control, if the engine fails during take-off or go-around and if the airplane is at low speed.

DATES: Effective March 31, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 31, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ruth Harder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1721; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Saab Model SAAB 2000 series airplanes was published in the Federal Register on December 12, 1996 (61 FR 65369). That action proposed to require a visual inspection to determine if rudder disconnection has occurred, and, if so, the immediate replacement of the disconnect unit with a new unit.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 3 Saab Model SAAB 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 7 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$1,260, or \$420 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish

those actions in the future if this AD were not adopted.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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 the following new airworthiness directive:

97-04-19 SAAB Aircraft AB: Amendment 39-9944. Docket 96-NM-236-AD.

Applicability: Model SAAB 2000 series airplanes, serial number 004 through 035 inclusive, equipped with a disconnect unit having part number (P/N) 7327305-511 or -512; 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 (b) 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 the disconnect unit from opening inadvertently, which could lead to inadequate rudder control, if the engine fails during take-off or go-around and if the airplane is at low speed, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a visual inspection to determine if rudder disconnection has occurred, in accordance with Saab Service Bulletin 2000-A27-020, dated March 25, 1996.

(1) If no disconnection has occurred, within 6 months after the effective date of this AD, replace the disconnect unit with a new disconnect unit, in accordance with Saab Service Bulletin 2000-27-021, Revision 1, dated June 19, 1996. After replacement, no further action is required by this AD.

(2) If disconnection has occurred, prior to further flight, replace the disconnect unit with a new disconnect unit, in accordance with Saab Service Bulletin 2000-27-021, Revision 1, dated June 19, 1996. After replacement, no further action is required by this AD.

(b) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) The inspection shall be done in accordance with Saab Alert Service Bulletin 2000-A27-020, dated March 25, 1996. The replacement shall be done in accordance with Saab Service Bulletin 2000-27-021, Revision 1, dated June 19, 1996. 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 SAAB Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton,

Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on March 31, 1997.

Issued in Renton, Washington, on February 13, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-4198 Filed 2-21-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 97-ACE-3]

Airport Name Change; Johnson County Industrial Airport, Olathe, KS

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule; amendment.

SUMMARY: This amendment changes the name of the Johnson County Industrial Airport, Olathe, KS to New Century Aircenter, Olathe, KS for the class D and E5 airspace.

EFFECTIVE DATE: February 24, 1997.

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

SUPPLEMENTARY INFORMATION:

History

In February 1995, the name of the Johnson County Industrial Airport, Olathe, KS was changed to New Century Aircenter. FAA Order 7400.9D was not amended to reflect this change. This docket amends that Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the name of Johnson County Industrial Airport to New Century Aircenter. The FAA has determined that this regulation only involves a technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, it (1) is not a "significant regulatory action" under Executive Order 12886; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 CFR 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 an airport name, it is certified that this rule, when promulgated, will not have a significant economic impact on a