

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

and departing the Wahoo Municipal Airport.

DATES: Effective date: July 17, 1997.

Comment date: Comments must be received on or before April 30, 1997.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Operations Branch, Air Traffic Division, ACE-530, Federal Aviation Administration, Docket Number 97-ACE-4, 601 East 12th St., Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

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

SUPPLEMENTARY INFORMATION: The FAA has developed Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at Wahoo Municipal Airport, Wahoo, NE. The amendment to Class E airspace at Wahoo, NE, will provide additional controlled airspace to segregate aircraft operating under Visual Flight Rules (VFR) from aircraft operating under Instrument Flight Rules (IFR) procedures while arriving or departing the airport. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to either circumnavigate the area, continue to operate under VFR to and from the airport, or otherwise comply with IFR procedures. Class E airspace areas extending from 700 feet or more above the surface of the Earth are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower

altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the Federal Register indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the Federal Register, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-ACE-4." The postcard will be date stamped and returned to the commenter.

Agency Findings

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.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, the Federal Aviation Administration amends Part 71 of the Federal Aviation Regulations (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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

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

* * * * *

ACE NE E5 Wahoo, NE. [Revised]

Wahoo Municipal Airport, NE.

(lat. 41°14'25" N., long. 96°35'41" W.)

Wahoo NDB

(lat. 41°14'21" N., long. 96°35'54" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Wahoo Municipal Airport and within 2.6 miles each side of the 032° bearing from the Wahoo NDB extending from the 6.4-mile radius to 7.4 miles northeast of the airport excluding that portion which lies within the Fremont, NE, Class E5 airspace.

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Issued in Kansas City, MO, on February 28, 1997.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 97-6397 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 73

[Airspace Docket No. 97-AWP-1]

Change in Using Agency for Restricted Area R-2513, Hunter-Liggett; California

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the using agency for Restricted Area 2513 (R-2513) from "Commander, Fort Ord, CA" to "Commander, Fort Hunter-Liggett, CA." This is an administrative change requested by the Department of the Army. There are no changes to the boundaries, designated altitudes, times of designation, or activities conducted within the restricted area.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

The Rule

This amendment to part 73 of the Federal Aviation Regulations changes the using agency for R-2513 from "Commander, Fort Ord, CA" to "Commander, Fort Hunter-Liggett, CA." This is an administrative change requested by the Department of the Army. There are no changes to the boundaries, designated altitudes, times of designation, or activities conducted within the restricted area. Because this action is a minor technical amendment in which the public is not particularly interested, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Section 73.25 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8D dated July 11, 1996.

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.

Environmental Review

This action changes the using agency of the restricted area. There are no changes to the boundaries, designated altitudes, times of designation, or activities conducted within the affected restricted area. Accordingly, this action is not subject to environmental assessments and procedures as set forth in FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts" and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 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.

§ 73.25 [Amended]

2. Section 73.25 is amended as follows:

R-2513 Hunter-Liggett; CA [Amended]

By removing "Using agency. Commander, Fort Ord, CA" and substituting "Using agency. Commander, Fort Hunter-Liggett, CA."

Issued in Washington, DC, on March 5, 1997.

Jeff Griffith,
Program Director for Air Traffic Airspace Management.

[FR Doc. 97-6400 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 91, 93, 121 and 135

[Docket No. 28537; Amendment Number 93-73 and SFAR No. 50-2]

RIN 2120-AF93

Special Flight Rules in the Vicinity of the Rocky Mountain National Park; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This document contains a correction to the final rule published in the Federal Register (61 FR 69302) on December 31, 1996. The final rule is one part of an overall strategy to further reduce the impact of aircraft noise on the park environment and to assist the National Park Service in achieving its statutory mandate, imposed by Public Law 100-91, to provide for the substantial restoration of natural quiet and experience in Grand Canyon National Park.

EFFECTIVE DATE: May 1, 1997.

FOR FURTHER INFORMATION CONTACT: Neil Saunders, (202-267-8783).

Correction of Publication

In the rule document (FR Doc. 96-33146) on page 69302 in the issue of Tuesday, December 31, 1996, Amendment numbers were inserted incorrectly, and an SFAR number was omitted in the docket line of the heading. Please make the following corrections: On page 69302, column 1, in the heading, the docket line in brackets is corrected to read as set forth above.

Issued in Washington, DC on March 5, 1997.

Donald P. Byrne,

Assistant Chief Counsel.

[FR Doc. 97-6396 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 91, 93, 121, and 135

[Docket No. 28537; Amendment Number 93-74, and SFAR No. 50-2]

RIN 2120-AF93

Special Flight Rules in the Vicinity of Grand Canyon National Park; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, request for comments; correction.

SUMMARY: This document contains a correction to the final rule published in the Federal Register (62 FR 8862) on