

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 the draft regulatory evaluation prepared for this action has been placed 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Raytheon Aircraft Company: Docket No. 95-CE-89-AD.

Applicability: Models 58P and 58PA airplanes, having the following serial numbers, and certificated in any category:

Serial Numbers Listed in Beech Service Bulletin (SB) No. 2630

TJ-2 through TJ-177
TJ-179

TJ-181 through TJ-212

TJ-214 through TJ-270

TJ-272 through TJ-283

TJ-285 through TJ-288

TJ-290 through TJ-313

TJ-315 through TJ-321

TJ-323, TJ-324

TJ-326 through TJ-368, and

TJ-370 through TJ-497

Serial Numbers Listed in Raytheon SB No. 2691

TJ-2 through TJ-121

TJ-123 through TJ 394

TJ-396 through TJ-497

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 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished:

To prevent structural cracking to the cabin caused by missing rivets, which if not corrected, could cause decompression injuries to passengers, structural failure of the fuselage, and loss of the airplane, accomplish the following:

(a) Inspect cabin window upper longeron (next to the upper aft splice) between the second and third right-hand (RH) cabin side windows for cracks and missing rivets in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beechcraft Mandatory (Beech) Service Bulletin (SB) No. 2630, Issued: November 1995.

(1) If cracks are found in the longeron, prior to further flight, repair the cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB No. 2630, Issued: November 1995.

(2) If rivets are found missing, prior to further flight, install the rivets in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB No. 2630, Issued: November 1995.

(b) Inspect the RH lower longeron between the two doublers adjacent to the lower aft side of the RH second cabin window for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART I of Raytheon Mandatory SB No. 2691, Rev. 1, Issued: June, 1996, Revised: October 1996.

(1) If cracks are found, prior to further flight, repair the cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART II in Raytheon Mandatory SB No. 2691, Rev. 1, Issued: June, 1996, Revised: October 1996.

(2) If no cracks are found, prior to further flight, reinforce the RH lower longeron in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART III in Raytheon Mandatory SB No. 2691, Rev. 1, Issued: June, 1996, Revised: October 1996.

(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, 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 Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(e) All persons affected by this directive may obtain copies of the document referred

to herein upon request to Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on November 25, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-30576 Filed 11-29-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ANM-23]

Proposed Removal of Class D Airspace and Establishment of Class E Airspace; Coeur d'Alene, Idaho

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM), reopening of comment period.

SUMMARY: On September 9, 1996, the FAA proposed to remove Class D Airspace and establish Class E Airspace at Coeur d'Alene, Idaho. This action is the result of decommissioning the air traffic control tower at Coeur d'Alene Air Terminal, Idaho. The Notice of Proposed Rulemaking (NPRM), as published, inadvertently omitted the removal of Class E4 airspace associated with the Class D airspace action. The part-time airspace verbiage was also omitted. Also, an error was identified with the 4,800-foot MSL ceiling for the proposed airspace designation. This Supplemental Notice of Proposed Rulemaking (SNPRM) corrects those errors and omissions and provides an additional comment period.

DATES: Comments must be received on or before December 15, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ANM-530, Federal Aviation Administration, Docket No. 96-ANM-23, 1601 Lind Avenue S.W., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James Riley, ANM-5322, Federal Aviation Administration, Docket No. 96-ANM-23, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 96-ANM-23." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of SNPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation regulations (14 CFR part 71) to remove Class D airspace, along with the associated Class E4 airspace designation, and establish Class E airspace at Coeur d'Alene, Idaho. Changes to the airspace designations are as follows: (1) The Class E4 airspace

designation would be removed and the airspace would be incorporated within the Class E2 airspace. (2) The part-time airspace verbiage will be added to the Class E airspace designation to reflect a non-twenty four hour operation. (3) The 4,800-foot MSL ceiling, not associated with Class E2 airspace areas, would be removed. The FAA published an NPRM on this proposal on September 9, 1996 (61 FR 47465). Since issuance of the NPRM, the FAA has discovered errors in the proposal. Changes to the proposal to correct these errors are significant enough to warrant issuance of a SNPRM and reopening of the comment period.

Comments received in response to the original NPRM and this SNPRM would be addressed in the final disposition of the rule. The area would be depicted on aeronautical charts for pilot reference. Class D and Class E airspace areas are published in Paragraphs 5000, 6002, and 6004 respectively, 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 would be published subsequently in the Order. The Class D and E4 airspace descriptions listed in this document would be removed subsequently from the Order.

The FAA has determined that this proposed 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, when promulgated, 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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; 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 the 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.

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ANM ID D Coeur d'Alene, ID [Remove]

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Paragraph 6004 Class E Airspace areas designated as an extension to a Class D surface area.

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ANM ID E4 Coeur d'Alene, ID [Remove]

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Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

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ANM ID E2 Couer d'Alene, ID [New]

Coeur d'Alene Air Terminal, ID
(lat. 47°46'28"N, long. 116°49'11"W)
Coeur d'Alene VOR/DME
(lat. 47°46'25"N, long. 116°49'14"W)

Within a 4.4-mile radius of the Coeur d'Alene Air Terminal and within 3.5 miles each side of the Coeur d'Alene VOR/DME 251 degree radial extending from the 4.4-mile radius to 6 miles southwest of the airport and within 1.8 miles each side of the Coeur d'Alene VOR/DME 183 degree radial extending from the 4.4-mile radius to 8 miles south of the airport. This Class E airspace is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Seattle, Washington, on November 13, 1996.

Glenn A. Adams III,
Assistant Manager, Air Traffic Division,
Northwest Mountain Region.

[FR Doc. 96-30640 Filed 11-29-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASO-30]

Proposed Amendment to Class E Airspace; Deland, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.