later: Replace the jack pivot assembly with a new, improved assembly, in accordance with Raytheon Corporate Jets Service Bulletin SB.32–233–3597A, dated July 28, 1995. Accomplishment of this replacement constitutes terminating action for the inspection requirements of this AD.

(2) If no cracks are found during the inspection required by paragraph (a) of this AD, and the sidestay assembly has not been overhauled prior to accomplishment of that inspection: Prior to the accumulation of 4,000 total landings on the jack pivot assembly, or within 300 landings after the effective date of this AD, whichever occurs later, replace the jack pivot assembly with a new, improved assembly, in accordance with Raytheon Corporate Jets Service Bulletin SB 32–233, Revision 2, dated July 28, 1995. Accomplishment of this replacement constitutes terminating action for the inspection requirements of this AD.

(c) For Raytheon Model Hawker 800 and 1000 and Model DH/BH/HS/BAe 125–1A through –1000A series airplanes equipped with MLG sidestay assemblies on which Post-Mod 252091 steel jack pivots (part numbers 25UM1199A, 25UM1229A, and 258UM87–1A) have been installed on June 24, 1994, or later, except for airplanes as specified in paragraph (d) of this AD: Replace the jack pivot assembly with a new, improved assembly in accordance with Raytheon Corporate Jets Service Bulletin SB.32–233–3597A, dated July 28, 1995, at the later of the times specified in paragraph (c)(1) or (c)(2) of this AD. Accomplishment of this replacement constitutes terminating action for the inspection requirements of this AD.

(1) Prior to the accumulation of 2,000 total landings since installation of Post Mod 252091 steel jack pivots. Or

(2) Within 1,000 landings after the effective date of this AD.

(d) For all Raytheon Model BAe 125 Series 800A C29A, U125, and Hawker 800 U125A airplanes on which Post Mod 252091 steel jack pivots (part numbers 25UM1199A, 25UM1229A, and 258UM87–1A) have been installed: Accomplish paragraphs (d)(1) and (d)(2) of this AD at the times specified in those paragraphs.

(1) Perform a detailed visual inspection, using a 10X magnifier, to detect cracking of the sidestay assembly jack pivot of the left- and right-hand MLG, in accordance with Raytheon Corporate Jets Service Bulletin SB 32–233, Revision 2, dated July 28, 1995, at the later of the times specified in paragraph (d)(1)(i) or (d)(1)(ii) of this AD. Thereafter, repeat this inspection at intervals not to exceed 200 landings, until the requirements of paragraph (d)(2) of this AD are accomplished.

(i) Prior to the accumulation of 1,200 total landings since the installation of a steel jack pivot (Post Mod 252091). Or

(ii) Within 56 days or within 200 landings after the effective date of this AD, whichever occurs first.

(2) Prior to the accumulation of 2,000 total landings on the jack pivot, or within 300 landings after the effective date of this AD, whichever occurs later: Replace the sidestay jack pivot assembly with a new, improved assembly (part numbers 25UM1335–1A and 25–8UM173–1A) in accordance with Raytheon Corporate Jets Service Bulletin SB.32–233–3597A, dated July 28, 1995. Accomplishment of this replacement constitutes terminating action for the inspection requirements of this AD.

(e) If any crack is detected during any inspection required by this AD, replace the sidestay jack pivot assembly with a new, improved assembly (part numbers 25UM1335–1A and 25–8UM173–1A) in accordance with Raytheon Corporate Jets Service Bulletin SB.32–233–3597A, dated July 28, 1995, at the time specified in paragraph (e)(1) or (e)(2) of this AD, as applicable. Accomplishment of this replacement constitutes terminating action for the inspection requirements of this AD.

(1) For airplanes on which a crack is detected that does not exceed the limits specified in the service bulletin, replace the assembly at the later of the times specified in paragraph (e)(1)(i) or (e)(1)(ii) of this AD.

(i) Within 100 landings after the effective date of this AD. Or;

(ii) Within 100 landings after the initial detection of the cracking.

(2) For airplanes on which a crack is detected that exceeds the limits specified in the service bulletin, prior to further flight, replace the assembly in accordance with the service bulletin.

(f) 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, 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(g) 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.

(h) The actions shall be done in accordance with the following Raytheon Corporate Jets service bulletins, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
SB 32–233, June 24, 1994	1–10	Original	June 24, 1994.
SB 32–233 Revision 1, July 8, 1994	1, 2, 5	1	July 8, 1994.
	3, 4, 6–10	Original	June 24, 1994.
SB 32–233 Revision 2, July 28, 1995	1–4, 6, 7, 9	2	July 28, 1995.
	5	1	July 8, 1994.
	8, 10	Original	June 24, 1994.
SB.32–233–3597A, July 28, 1995	1–8	Original	July 28, 1995.

The incorporation by reference of Raytheon Corporate Jets Service Bulletin SB 32–233, dated June 24, 1994, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of February 3, 1995 (60 FR 330, January 4, 1995). The incorporation by reference of the remainder of the service documents listed above is 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201–0085. 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.

(i) This amendment becomes effective on March 11, 1997.

Issued in Renton, Washington, on January 27, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–2518 Filed 2–3–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–86–AD; Amendment 39–9914; AD 97–03–08]

RIN 2120–AA64

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Jetstream Model

4101 airplanes, that requires repetitive inspections to detect cracking of the offset lightening hole on the drag brace of the left and right main landing gear (MLG); and replacement of these braces with braces having a centralized lightening hole. This replacement terminates the repetitive inspections This amendment is prompted by a report indicating that fatigue cracking was detected on the upper link of a drag brace. The actions specified by this AD are intended to prevent fatigue cracking of the drag braces of the MLG, which, if not corrected, could cause the MLG to fail and, consequently, result in reduced controllability of the airplane during takeoff, landing, and taxiing.

DATES: Effective March 11, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 11, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; 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 Jetstream Model 4101 airplanes was published in the Federal Register on November 12, 1996 (61 FR 58016). That action proposed to require repetitive detailed visual inspections of the offset lightening hole on the drag brace of the left and right MLG to detect cracking. That action also proposed to require, prior to further flight, the replacement of any cracked brace with a brace having a centralized lightening hole. Such replacement would constitute terminating action for the repetitive detailed visual inspections.

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 1 Jetstream Model 4101 airplane of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the required inspection on the single U.S. operator is estimated to be $60 per inspection cycle.

It will take approximately 2 work hours per airplane to accomplish the required replacement, at an average labor rate of $60 per work hour. Required parts will be provided by the manufacturer at no cost to the operator. Based on these figures, the cost impact of the required replacement on the single U.S. operator is estimated to be $120.

The cost impact figures discussed above are 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:

97–03–08 Jetstream Aircraft Limited: Amendment 39–9914. Docket 96–NM–86–AD.

Applicability: Model 4101 airplanes having constructors numbers 41004 through 41009 inclusive, and 41017; equipped with a main landing gear (MLG) on which drag braces having Jetstream part numbers (P/N) AIR84352–0 through AIR84352–4, inclusive, and having offset lightening holes, are installed; certificated in any category.

Note 1: Drag braces having Jetstream part numbers (P/N) AIR84352–0 through AIR84352–4 inclusive, can have either offset or centralized lightening holes. This AD applies only to those airplanes equipped with those drag braces that have the offset lightening holes.

Note 2: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (c) 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 cracking of the drag brace of the left and right MLG which, if not corrected, could cause the MLG to fail and, consequently, lead reduced controllability of the airplane during takeoff, landing, and taxiing, accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, perform a detailed visual inspection to detect cracking at the offset lightening hole on the drag brace of the left and right MLG, in accordance with

Part 1 of Jetstream Service Bulletin J41–32–049, Revision 1, dated January 15, 1996.

Note 3: Accomplishment of the visual inspection in accordance with Part 1 of Jetstream Service Bulletin J41–32–049, dated November 21, 1995, is considered acceptable for compliance with this paragraph.

(1) If no cracking is detected, repeat this inspection thereafter at intervals not to exceed 50 hours time-in-service until the requirements of paragraph (b) of this AD have been accomplished.

(2) If any cracking is detected, prior to further flight, replace the drag brace with a drag brace that has Jetstream part number (P/N) AIR84352–4 and a centralized lightening hole, in accordance with Part 2 of Jetstream Service Bulletin J41–32–049, Revision 1, dated January 15, 1996. This replacement constitutes terminating action for the repetitive inspections and replacement of that brace required by paragraphs (a) and (b), respectively, of this AD.

Note 4: Accomplishment of the replacement in accordance with Part 2 of Jetstream Service Bulletin J41–32–049, dated November 21, 1995, is considered acceptable for compliance with paragraphs (a)(2) and (b) of this AD.

(b) Within two years after the effective date of this AD, replace any MLG drag brace that has P/N AIR84352–0 through AIR84352–4, inclusive, and an offset lightening hole, with a drag brace that has Jetstream P/N AIR84352–4 and a centralized lightening hole, in accordance with Part 2 of Jetstream Service Bulletin J41–32–049, Revision 1, dated January 15, 1996. This replacement constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(c) 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 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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) The inspections and replacments shall be done in accordance with Jetstream Service Bulletin J41–32–049, Revision 1, dated January 15, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 3	1	Jan. 15, 1996.
2, 4–9	Original	Nov. 21, 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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. 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.

(f) This amendment becomes effective on March 11, 1997.

Issued in Renton, Washington, on January 28, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–2609 Filed 2–3–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 97–ASO–2]

Amendment to Class D Airspace; Homestead, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment removes the Class D reference to effective days and times, and revokes the Class E2 airspace at Homestead, FL. The control tower is open continuously at the airport. Therefore, the reference to effective days and times, and the Class E2 airspace is not necessary. This amendment also reflects the current name of the airport. The name of the airport has changed from Homestead AFB to Dade County-Homestead Regional Airport.

EFFECTIVE DATE: 0901 UTC, March 27, 1997.

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:

History

The control tower at Homestead, FL, is open continuously. Therefore, the reference to days and times in the Class D airspace description can be deleted. As a result, the Class D airspace becomes continuous and the Class E2 airspace can be removed. The former Homestead AFB has been redesignated Dade County-Homestead Regional Airport. This action will have no impact on the users of the airspace in the vicinity of the airport. This rule will become effective on the date specified in the **DATES** section. Since this action only makes a technical amendment to the Class D airspace and eliminates the requirement for Class E2 airspace, which has no impact on users of the airspace in the vicinity of the airport, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies the Class D airspace description at Homestead, FL, to reflect that the airspace is continuous, removes the Class E2 airspace and corrects the name of the airport from Homestead AFB to Dade County-Homestead Regional Airport.

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