

and placed in the Rules Docket. A copy of it, if filed, 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, 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

##### 95-02-17 Beech Aircraft Corporation:

Amendment 39-9184; Docket No. 95-CE-15-AD.

**Applicability:** Model 1900D airplanes, serial numbers UE-1 through UE-131, 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any aircraft from the applicability of this AD.

**Compliance:** Required prior to further flight after the effective date of this AD, unless already accomplished.

To prevent in-flight separation of the elevator trim tab control cable, which could lead to loss of control of the airplane, accomplish the following:

(a) In accordance with Beech 1900D Maintenance Manual, part number 129-590000-15A11, Chapters 5-20-07, page 203; 6-40-00, page 3; 6-50-00, page 16; and 27-30-04, pages 202 and 203;

(1) Remove access panel Number 333ATC, which is located on the top surface of the

horizontal stabilizer, to gain access to the elevator trim tab cable, guides, and pulleys;

(2) Inspect the cable routing to ensure that cables (at the left, right, and crossover pulleys) are correctly routed around the pulleys, within the cable guide pins, and are not contacting any structure; and

(3) Replace any cable that is incorrectly routed (cable that does not meet the criteria above in paragraph (a)(2) of this AD) or is chafed.

**Note 2:** The procedures listed in Beech Communiqué 1900D-112, dated January 1995, "Inspection of Elevator Trim Tab Control Cables", are similar to those included in this priority letter AD. Complying with all procedures in Beech Communiqué 1900D-112 is considered equivalent to the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD, and is considered "unless already accomplished" for this portion of the AD.

**Note 3:** The compliance time specified in this AD takes precedence over that specified in Beech Communiqué 1900D-112, dated January 1995, "Inspection of Elevator Trim Tab Control Cables".

(b) 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.

(c) 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), FAA, 1801 Airport Road, 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.

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

(d) Information that relates to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment (39-9184) becomes effective on April 17, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-02-17, issued January 25, 1995, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on March 24, 1995.

**Dwight A. Young,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-7784 Filed 3-29-95; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 71

[Airspace Docket No. 94-ASO-17]

### Establishment and Alteration of Jet Routes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error to the final rule published in the **Federal Register** on February 7, 1995, which modified the airspace designation for Jet Route J-20, Airspace Docket No. 94-ASO-17. This action is necessary to revise a segment of the route to reflect "Falcon, CO; Hugo, CO" in lieu of the Denver, CO, Very High Frequency Omnidirectional Range, which no longer exists.

**EFFECTIVE DATE:** March 30, 1995.

**FOR FURTHER INFORMATION CONTACT:** Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

**SUPPLEMENTARY INFORMATION:** On February 7, 1995 the FAA published a final rule to modify several existing jet routes in the Miami, FL, area (60 FR 7116) with an effective date of March 30, 1995. The airspace designation for Jet Route J-20 was modified in the State of Florida to support the commissioning of the Virginia Key, Very High Frequency Omnidirectional Range and Distance Measuring Equipment (VOR/DME). However, in the interim, a clarification of the current airspace designation for Jet Route J-20 was published in the **Federal Register** on February 10, 1995, Airspace Docket No. 95-ANM-7 (60 FR 8166) with an effective date of February 28, 1995, due to the opening of the new Denver International Airport. This action corrects that segment of the jet route's designation, which should be revised to reflect "Falcon, CO; Hugo, CO;" in lieu of "Denver, CO; Kiowa, CO;".

### Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the publication in the **Federal Register** on February 7, 1995 (60 FR 7116; **Federal Register** Document 95-2737) is corrected by substituting the designation for Jet Route J-20 with the following:

**Paragraph 2004—Jet Routes**

\* \* \* \* \*

**J-20 [Revised]**

From Seattle, WA, via Yakima, WA; Pendleton, OR; Donnelly, ID; Pocatello, ID; Rock Springs, WY; Falcon, CO; Hugo, CO; Lamar, CO; Liberal, KS; INT Liberal 137° and Will Rogers, OK, 284° radials; Will Rogers; Belcher, LA; Jackson, MS; Montgomery, AL; Meridian, MS; Tallahassee, FL; INT Tallahassee 129° and Orlando, FL, 306° radials; Orlando; INT Orlando 140° and Virginia Key, FL, 344° radials; Virginia Key.

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Issued in Washington, DC, on March 24, 1995.

**Harold W. Becker,***Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-7830 Filed 3-29-95; 8:45 am]

BILLING CODE 4910-13-P

**RAILROAD RETIREMENT BOARD****20 CFR Parts 228 and 237****RIN:** 3220-AA59**Computation of Survivor Annuities****AGENCY:** Railroad Retirement Board.**ACTION:** Final rule.

**SUMMARY:** The Railroad Retirement Board amends its regulations by adding a new part dealing with the computation of survivor annuities as provided in the Railroad Retirement Act of 1974 (Act). This part replaces part 237 of the Board's regulations, which is removed. The Board's previous regulations regarding the computation of survivor annuities were promulgated under the Railroad Retirement Act of 1937 and no longer reflect the computational provisions contained in the Act.

**EFFECTIVE DATE:** March 30, 1995.**ADDRESSES:** Secretary to the Board, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611.**FOR FURTHER INFORMATION CONTACT:**

Thomas W. Sadler, Assistant General Counsel, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611, telephone 312-751-4513, (FTS 312-386-4513), TTD 312-751-4701, TTD (FTS 312-386-4701).

**SUPPLEMENTARY INFORMATION:** This regulation provides the rules for computing the amount of a survivor annuity under the Railroad Retirement Act of 1974. In general, the annuity consists of two components or tiers. The first tier (tier I) is a social security level benefit that is generally computed under social security rules based on the employee's earnings under both the

railroad retirement and the social security systems. The second tier (tier II) is based solely on the employee's railroad earnings and is a set percentage of the employee's tier II annuity component.

The rule is divided into three subparts, A-C:

Subpart A is an introduction to the part. It provides a listing of other relevant regulations, part 225, Primary Insurance Amount Determinations, and part 216, Eligibility for an Annuity (§ 228.1) and sets forth a general explanation of tier I and tier II annuity components (§ 228.2).

Subpart B sets forth the computation of the tier I annuity component. Section 228.10 describes the tier I of the widow(er)'s annuity; § 228.11, the tier I of widow(er) with a child in care; § 228.12, the tier I of child's annuity; and § 228.13, the tier I of a parent's annuity.

Section 228.14 describes when and how the tier I annuity component is reduced for the family maximum, which is a provision in the Social Security Act that limits the total monthly benefits to which beneficiaries may be entitled.

Section 228.15 describes the age reduction applicable to the tier I annuity component if the survivor begins to receive benefits prior to the retirement age specified in the Social Security Act.

Section 228.16 describes the adjustment of the age reduction factor when the widow(er) attains retirement age.

Section 228.17 describes how the widow(er)'s annuity is adjusted if the employee died before he or she reached age 62.

Section 228.18 describes how the tier I is reduced due to receipt of a public pension.

Section 228.19 describes how the tier I component is reduced due to receipt of a social security benefit.

Sections 228.20-228.22 describe the reduction in a survivor annuity due to receipt of other types of railroad retirement annuities.

Section 228.23 describes the order in which the above-described reductions are made. Finally, § 228.40 describes the cost-of-living increases applicable to the tier I annuity component.

Subpart C describes the computation of the tier II annuity component. Section 228.50 describes the tier II annuity component for various types of survivor annuitants. It also describes the age reduction applicable to the tier II annuity component.

Section 228.51 describes the reduction to the tier II annuity component known as the takeback amount which was imposed by the 1983

amendments to the Railroad Retirement Act.

Section 228.52 describes the increase in the tier II annuity component when a widow(er) is entitled to a railroad retirement annuity which caused a reduction in the widow(er)'s tier I annuity component.

Section 228.53 describes the increase in the tier II annuity component to insure that a widow(er)'s annuity is no less than the spouse annuity the widow(er) was receiving before the employee died.

Finally, § 228.60 describes the cost-of-living increase applicable to the tier II annuity component.

The Board published this rule in proposed form on September 30, 1993 (58 FR 51024) inviting comment by November 1, 1993; no comments were received.

The Board, with the concurrence of the Office of Management and Budget, has determined that this is not a significant regulatory action under Executive Order 12866; therefore, no regulatory impact analysis is required. There are no information collections associated with this rule.

**List of Subjects in 20 CFR Part 228**

Pensions, Railroad employees, Railroad retirement.

For the reasons set out in the preamble, chapter II of title 20 of the Code of Federal Regulations is amended as follows:

1. Part 228, Computation of Survivor Annuities, is added to read as follows:

**PART 228—COMPUTATION OF SURVIVOR ANNUITIES****Subpart A—General**

Sec.

228.1 Introduction.

228.2 Tier I and tier II annuity components.

**Subpart B—The Tier I Annuity Component**

228.10 Computation of the tier I annuity component for a widow(er), disabled widow(er), remarried widow(er), and a surviving divorced spouse.

228.11 Computation of the tier I annuity component of a widow(er) with a child in care, remarried widow(er) with a child in care, or a surviving divorced spouse with a child in care.

228.12 Computation of the tier I annuity component of a child's insurance annuity.

228.13 Computation of the tier I annuity component of a parent's insurance annuity.

228.14 Family maximum.

228.15 Reduction for age.

228.16 Adjustments in the age reduction factor (ARF).