

rate is \$60 per work hour. Based on these figures, the cost impact of the proposed inspection is estimated to be \$270 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 the draft regulatory evaluation prepared for this action is contained 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 USC 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

Fokker: Docket 95–NM–164–AD.

*Applicability:* Model F28 Mark 0100 series airplanes, as listed in Fokker Service Bulletin SBF100–52–050, Revision 1, dated

September 14, 1994, certificated in any category.

Note 1: 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 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 airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the frame of the large cargo door, which may lead to the cargo door(s) opening while the airplane is in flight, accomplish the following:

(a) Prior to the accumulation of 11,000 total flight cycles or within 500 flight cycles after the effective date of this AD, whichever occurs later, install two reinforcement plates under each hook latch fitting on the frame of each large cargo door, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100–52–050, Revision 1, dated September 14, 1994.

(b) For airplanes that have accumulated 11,000 or more total flight cycles at the time of compliance with paragraph (a) of this AD: Concurrent with the accomplishment of the requirements of paragraph (a) of this AD, perform an inspection to detect cracking in the area around each hook latch fitting on the frame of each large cargo door, in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(1) If no cracking is detected, no further action is required by this paragraph.

(2) If any cracking is detected, prior to completing the requirements of paragraph (a) of this AD, repair in accordance with a method approved by the Manager, Standardization Branch, ANM–113.

(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. 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.

(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.

Issued in Renton, Washington, on January 10, 1996.

Darrell M. Pederson,

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

[FR Doc. 96–492 Filed 1–18–96; 8:45 am]

BILLING CODE 4910–13–U

### **14 CFR Part 39**

[Docket No. 95–CE–79–AD]

### **Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) HP137 Mk1, Jetstream Series 200, and Jetstream Model 3101 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt an airworthiness directive (AD) that would apply to Jetstream Aircraft Limited (JAL) HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes. The proposed action would require repetitively inspecting the spigot housing plate for cracks at the wing/fuselage forward attachment sliding joint, replacing any cracked housing plate, repetitively inspecting the spigots and spigot posts for corrosion and installing improved spigots if corrosion is found, and eventually installing improved spigots if corrosion is not found. For certain affected airplanes, the proposed action would require repetitively inspecting the spigot bushes for migration gaps, replacing the bushes with modified bushes if gaps are found that exceed 0.5-inch, and eventually replacing the bushes with modified bushes if migration gaps are not found. Reports of bush migration gaps found on three of the affected airplanes and another report of corrosion and several cracks found on the spigot housing plate on a Jetstream Model 3101 airplane prompted the proposed action. The actions specified by the proposed AD are intended to prevent structural failure of the wing/fuselage area caused by a cracked or corroded spigot housing assembly.

**DATES:** Comments must be received on or before March 22, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–79–AD, Room 1558, 601 E. 12th Street,

Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Ms. Dorenda Baker, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513-3830; facsimile (322) 230-6899; or Mr. Jeffrey Morfitt, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-79-AD." The

postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-79-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

The FAA has received reports of bush migration gaps found on three JAL HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes. Another report references corrosion and several cracks found on the spigot housing plate on a Jetstream Model 3101 airplane.

In addition, fatigue testing on a JAL Jetstream Model 3201 airplane that revealed a crack in the spigot housing plate and damage to the spigot recently prompted the FAA to initiate proposed AD action on the Jetstream Model 3201 airplanes. The FAA issued a notice of proposed rulemaking (NPRM) that would require inspecting the spigot housing plate at the wing/fuselage forward attachment sliding joint, replacing any cracked or corroded part, and eventually replacing the spigots and spigot housing plate with new parts of improved design. The JAL HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes are of a similar design to the JAL Jetstream Model 3201 airplanes.

JAL has issued the following service bulletins that apply to HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes:

- BAe Jetstream Alert Service Bulletin (ASB) 57-A-JA 920640, dated February 19, 1993, which specifies procedures for inspecting the wing/fuselage forward attachment spigot bushings for migration gaps;
- Jetstream Service Bulletin (SB) 57-JA 930941, Revision 2, dated November 11, 1994, which specifies procedures for inspecting the spigot housing plate at the wing/fuselage forward attachment sliding joint;
- BAe Jetstream SB 57-JM 5259, dated February 5, 1993, and Erratum No. 1 to SB 57-JM 5259, dated February 8, 1993, which specify procedures for incorporating modified bushes at the wing/fuselage forward attachment spigots on certain airplanes; and
- Jetstream SB 57-JM 5326, dated September 3, 1993, which specifies procedures for incorporating new modified spigots at the wing/fuselage forward attachment fittings.

After examining all available information related to this situation, the FAA has determined that AD action should be taken on JAL HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes to prevent structural failure of the wing/fuselage area caused by a cracked spigot housing plate.

Since an unsafe condition has been identified that is likely to exist or develop in other JAL HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes of the same type design, the proposed action would require repetitively inspecting the spigot housing plate for cracks at the wing/fuselage forward attachment sliding joint, replacing any cracked housing plate, repetitively inspecting the spigots and spigot posts for corrosion and installing improved spigots if corrosion is found, and eventually installing improved spigots if corrosion is not found. For certain affected airplanes, the proposed action would require repetitively inspecting the spigot bushes for migration gaps, replacing the bushes with modified bushes if gaps are found that exceed 0.5-inch, and eventually replacing the bushes with modified bushes if migration gaps are not found. The proposed actions would be accomplished in accordance with the service bulletins previously referenced.

The alternative to incorporating new modified spigots and bushes would be to require repetitive inspections. FAA aging commuter-class aircraft policy states that reliance on critical repetitive inspections carries an unnecessary safety risk when a design change exists that could eliminate or, in certain instances, reduce the number of those critical inspections. Therefore, the proposed spigot and bush replacements, if incorporated in a final rule, would be consistent with the FAA's commuter-class aircraft policy.

The compliance time of the proposed repetitive inspections of the spigots and spigot posts for corrosion is presented in calendar time instead of hours time-in-service (TIS). Corrosion can occur on airplanes regardless of whether the airplane is in service or in storage. Therefore, to ensure that corrosion is detected and corrected on all airplanes within a reasonable period of time without inadvertently grounding any airplanes, a compliance schedule based upon calendar time instead of hours TIS is proposed.

The FAA estimates that 143 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 61 workhours per airplane to accomplish the proposed inspections and modifications, and that

the average labor rate is approximately \$60 an hour. Parts cost approximately \$320 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$569,140 or \$3,980 per airplane. This figure only takes into account the cost of initial inspections and does not take into account repetitive inspection costs. The FAA has no way of determining the number of repetitive inspections each affected airplane owner/operator will incur over the life of the airplane.

The approximately 61 workhours it would take to accomplish the proposed actions is based on each proposed inspection and modification being accomplished separately. The FAA anticipates that many owners/operators of the affected airplanes will schedule all of the proposed actions to be accomplished at the same time, thereby reducing the labor costs associated with accomplishing these proposed actions.

In addition, Jetstream Aircraft Limited has informed the FAA that parts have been distributed to equip approximately 40 airplanes. Assuming that each kit sold is installed on an affected HP137 Mk1, Jetstream series 200, or Jetstream Model 3101 airplane, the proposed cost impact upon U.S. operators would be reduced \$159,200 from \$569,140 to \$409,940.

The regulations proposed herein would 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 proposal would 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) 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 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:

Jetstream Aircraft Limited: Docket No. 95–CE–79–AD.

*Applicability:* HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes (all serial numbers), certificated in any category.

*Compliance:* Required as indicated in the body of this AD, unless already accomplished.

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 (g) 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.

To prevent structural failure of the wing/fuselage area caused by a cracked spigot housing assembly, accomplish the following:

(a) For all affected airplanes, upon the accumulation of 7,200 hours time-in-service (TIS) or within the next 1,200 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 7,200 hours TIS, accomplish the following:

(1) Inspect the spigot housing plate at the wing/fuselage forward attachment sliding joint for cracks in accordance with Part 1 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) 57–JA 930941, Revision No. 2, dated November 11, 1994.

(2) If a cracked spigot housing plate is found, prior to further flight, replace the cracked spigot housing plate in accordance with Part 3 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 57–JA 930941, Revision No. 2, dated November 11, 1994.

(3) Replacing the spigot housing plate does not eliminate the 7,200-hour TIS interval repetitive inspection requirement.

(b) For all affected airplanes, within the next 12 calendar months after the effective

date of this AD, and thereafter at intervals not to exceed 12 calendar months until Modification No. JM 5326 and Modification No. JM 5259 (as applicable) are incorporated as required by paragraphs (d)(1) and (d)(2) of this AD, inspect the spigots and spigot posts for corrosion in accordance with Part 2 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 57–JA 930941, Revision No. 2, dated November 11, 1994.

(1) If corrosion damage is found that is 0.06 inch (1.52 mm) or less deep and does not extend to within 0.9 inch (22.9 mm) from either end of the bore, prior to further flight, treat the corrosion in accordance with paragraph (8)(d) of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 57–JA 930941, Revision No. 2, dated November 11, 1994.

(2) If corrosion damage is found that is more than 0.06 inch (1.52 mm) or extends to within 0.9 inch (22.9 mm) from either end of the bore, prior to further flight, obtain a repair scheme from the manufacturer through the Brussels Aircraft Certification Office (ACO) at the address specified in paragraph (g) of this AD, and incorporate this repair scheme.

(c) For all affected HP137 Mk1 airplanes and all affected Jetstream series 200 airplanes, and Jetstream Model 3101 airplanes with a serial number in the range of 601 through 702 (inclusive), within the next 1,200 hours TIS after the effective date of this AD, inspect the wing/fuselage forward attachment spigot bushes for migration gaps in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of BAe Jetstream Alert SB 57–A–JA 920640, dated February 19, 1993.

(1) If no migration gaps are found, reinspect at intervals not to exceed 4,500 hours TIS until Modification No. JM 5259 is incorporated. If migration gaps are found upon reinspection, install modified bushes as specified in paragraph (c)(2) or (c)(3) of this AD.

(2) If migration gaps are found that are .5 inch or less, reinspect at intervals not to exceed 900 hours TIS until Modification No. JM 5259 is incorporated. If migration gaps are found upon reinspection that are larger than .5 inch, accomplish paragraph (c)(3) of this AD, as applicable.

(3) If migration gaps are found that are larger than .5 inch, within 150 hours TIS after the last inspection required by paragraph (c)(1) or (c)(2) of this AD, install modified bushes at the wing/fuselage forward attachment spigots (Modification JM 5259) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of BAe Jetstream SB 57–JM 5259, dated February 5, 1993, and Erratum No. 1 to SB 57–JM 5259, dated February 8, 1993.

(d) Upon accumulating 25,000 hours TIS or within 1,000 hours TIS after the effective date of this AD, whichever occurs later, accomplish the following:

(1) For all affected HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes, replace both wing/fuselage spigots with new modified spigots (Modification No. JM 5326) in accordance with Jetstream SB 57–JM 5326, dated September 3, 1993; and

(2) For all affected HP137 Mk1 airplanes and all affected Jetstream series 200

airplanes, and Jetstream Model 3101 airplanes with a serial number in the range of 601 through 702 (inclusive), install modified bushes at the wing/fuselage forward attachment spigots (Modification No. JM 5259) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of BAe Jetstream SB 57-JM 5259, dated February 5, 1993, and Erratum No. 1 to SB 57-JM 5259, dated February 8, 1993.

(3) Incorporating Modification No. JM 5259 eliminates the requirement of repetitively inspecting the wing/fuselage forward attachment spigot bushes for migration gaps as required by all designations of paragraph (c) of this AD.

(e) Incorporating both Modification No. JM 5326 and Modification No. JM 5259 eliminates the repetitive inspections required by all designations of paragraphs (b) and (c) of this AD. This does not eliminate the repetitive inspections of the spigot housing plate as required by paragraph (a) of this AD.

(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) An alternative method of compliance or adjustment of the initial or repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels ACO, Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(h) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029; or may examine these documents 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 January 5, 1996.

Michael Gallagher,

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

[FR Doc. 96-484 Filed 1-18-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 93-CE-34-AD]

#### **Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) Jetstream Model 3201 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

**SUMMARY:** This document proposes to revise an earlier proposed airworthiness directive (AD) that would have required inspecting the spigot housing plate at the wing/fuselage forward attachment sliding joint on certain Jetstream Aircraft Limited (JAL) Model 3201 airplanes, replacing any cracked or corroded part, and eventually replacing the spigots and spigot housing plate with new parts of improved design. A crack in the spigot housing plate assembly found during fatigue testing of the affected airplanes prompted the proposed action. Since publication of that proposal, the Federal Aviation Administration (FAA) has determined that the proposed action is still a valid safety issue, but should be accomplished in accordance with updated service information. The proposed action revises the previous proposal by referencing an updated service bulletin. The actions specified by the proposed AD are intended to prevent structural failure of the wing/fuselage area caused by a cracked spigot housing assembly. Since the comment period for the original proposal has closed and the proposed action goes beyond the scope of what was originally proposed, the FAA is allowing additional time for the public to comment.

**DATES:** Comments must be received on or before March 22, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles

International Airport, Washington, DC, 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Ms. Dorenda Baker, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508-2715; facsimile (322) 230-6899; or Mr. Jeffrey Morfitt, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

#### **SUPPLEMENTARY INFORMATION:**

##### Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 93-CE-34-AD." The postcard will be date stamped and returned to the commenter.

##### Availability of Supplemental NPRMs

Any person may obtain a copy of this supplemental NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.