

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.

Note 2: Raytheon Model DH 125-1B, -3B, and -400B series airplanes are similar in design to the airplanes that are subject to the requirements of this AD and, therefore, also may be subject to the unsafe condition addressed by this AD. However, as of the effective date of this AD, those models are not type certificated for operation in the United States. Airworthiness authorities of countries in which the Model DH 125-1B, -3B, and -400B series airplanes are approved for operation should consider adopting corrective action, applicable to those models, that is similar to the corrective action required by this AD.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct scoring of the upper fuselage skin around the periphery of the cockpit canopy blister interface, which could result in reduced structural integrity of the fuselage skin, and consequent cabin depressurization; accomplish the following:

(a) Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection to detect scoring of the upper fuselage skin around the periphery of the cockpit canopy blister interface, in accordance with Raytheon Service Bulletin SB.53-93, dated May 16, 1996.

(b) If no scoring is detected during the inspection required by paragraph (a) of this AD, no further action is required by this AD.

(c) If any scoring is detected during the inspection required by paragraph (a) of this AD, prior to further flight, determine the maximum location and details of each score, including the edge distance and material thickness, in accordance with Service Bulletin SB.53-93, dated May 16, 1996.

(1) If any scoring is found that is within the limits specified in the service bulletin, prior to further flight, repair in accordance with the service bulletin.

(2) If any scoring is found that is outside the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(d) 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, Wichita ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) 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 February 13, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-4197 Filed 2-19-97; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 95-ACE-17]

Proposed Alteration of Class E Airspace at Muscatine, IA

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Proposed rule, withdrawal.

SUMMARY: This action withdraws the Notice of Proposed Rulemaking (NPRM) which proposed to change the Class E airspace area at Muscatine, IA. The NPRM is being withdrawn due to the delay in the installation of the Port City Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME).

DATES: The proposed rule is withdrawn February 20, 1997.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Operations Branch, ACE-530C, Federal Aviation Administration, 601 E. 12th St., Kansas City, MO 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION:

The Proposed Rule

On December 20, 1995 (60 FR 65601), a Notice of Proposed Rulemaking was published in the Federal Register to change the Class E airspace at Muscatine, IA. The delay in obtaining the necessary equipment has resulted in delaying the installation and commissioning of the VOR/DME until late 1997 or early 1998.

Conclusion

In consideration of the aforementioned delay in installation and commissioning of the Port City VOR/DME, action is being taken to withdraw the proposed amendment of the Class E airspace area at Muscatine, IA. If necessary, a new NPRM will be prepared at a later date.

List of Subjects in 14 CFR part 71

Airspace, Incorporation by reference, Navigation (air).

Withdrawal of Proposed Rule

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 95-ACE-17, as published in the Federal Register on December 20,

1995 (60 FR 65601), is hereby withdrawn.

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

Issued in Kansas City, MO, on January 27, 1997.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 97-3747 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASW-21]

Proposed Revision of Class E Airspace; Silver City, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to revise the Class E airspace extending upward from 700 feet above ground level (AGL) at Silver City, NM. A new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 26 at Silver City-Grant County Airport has made this proposal necessary. The intended effect of this proposal is to provide adequate controlled airspace for aircraft executing the GPS SIAP to RWY 26 at Silver City, NM.

DATES: Comments must be received on or before April 21, 1997.

ADDRESSES: Send comments on the proposal in triplicate to Manager, Operations Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 96-ASW-21, Forth Worth, TX 76193-0530. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Forth Worth, TX, 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 at the Operations Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, 1601 Meacham Boulevard, Forth Worth, TX.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Operations Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Forth Worth, TX 76193-0530; telephone (817) 222-5593.