

decision on whether to grant or deny the request.

#### **PART 339—FUNCTIONS AND DUTIES OF CLERKS OF COURT REGARDING NATURALIZATION PROCEEDINGS**

14. The authority citation for part 339 continues to read as follows:

**Authority:** 8 U.S.C. 1103, 1433, 1448.

15. Section 339.2 is amended by adding a new paragraph (e) to read as follows:

##### **§ 339.2 Monthly reports.**

\* \* \* \* \*

(e) *Use of reports for accounting purposes.* Form N-4 shall be used by state and federal courts as a monthly billing document, submitted to the Service for reimbursement in accordance with section 344(f)(1) of the Act. The Service shall use the information submitted on this form to calculate costs incurred by courts in performing their naturalization functions. State and federal courts will be reimbursed pursuant to terms set forth in annual agreements entered into between the Service and the Administrative Office of United States Courts.

Dated: January 26, 1995.

**Janet Reno,**

*Attorney General.*

[FR Doc. 95-2645 Filed 2-2-95; 8:45 am]

BILLING CODE 4410-10-M

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 93-CE-41-AD; Amendment 39-9136; AD 95-02-18]

#### **Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 92-06-09, which currently requires repetitively inspecting the engine trusses for cracks on Beech Aircraft Corporation (Beech) Model 1900 and certain Model 1900C airplanes, repairing or replacing any cracked engine truss, and installing reinforcement doublers. That AD also provides the option of installing an engine truss of improved design as terminating action for the repetitive inspections. Since issuing that AD, the

Federal Aviation Administration (FAA) has received several reports of these improved design trusses cracking in Area A (as specified in the service information) of the engine truss. This action retains the currently required repetitive inspections, but shortens the repetitive inspection interval in Area A and eliminates the inspection-terminating replacement option; and also incorporates the Beech Models 1900C and 1900D airplanes that have engine trusses of this same type design installed at manufacture. The actions specified by this AD are intended to prevent failure of the engine truss assembly caused by a cracked engine truss.

**DATES:** Effective March 25, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 25, 1995.

**ADDRESSES:** Service information that applies to this AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Steven E. Potter, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Beech Model 1900 and certain Model 1900C airplanes was published in the **Federal Register** on December 1, 1993 (58 FR 63305). The action proposed to supersede AD 92-06-09 with a new AD that would (1) retain the repetitive inspection requirements of AD 92-06-09, extend the applicability to include Beech Models 1900C and 1900D airplanes that have a part number 129-910032-79 engine truss installed, and shorten the repetitive inspection interval of Area A (as specified in the service information) of the engine truss to 100 hours TIS; and (2) eliminate the option of terminating the repetitive inspections on the Beech Model 1900 and 1900C airplanes if an improved design engine truss, 129-910032-79, is installed. The inspections were proposed to be accomplished in accordance with Beech Service Bulletin

(SB) No. 2255, Revision V, dated October 1993.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

One commenter concurs with the proposal as written.

The other commenter concurs with the actions specified in the proposal, but states that the engine trusses on the Beech Model 1900 airplanes are hard to identify. This commenter states that Beechcraft 1900 Airliner Communique No. 27, dated February 1993, presents information that helps identify the older engine trusses, and recommends that the FAA reference this document in the proposal. The FAA concurs that the Beech Model 1900 airplane engine trusses are hard to identify, and that Beechcraft 1900 Airliner Communique No. 27, dated February 1993, helps identify these trusses. A NOTE has been added in the proposal that references this service communique as a document that could be used in identifying engine trusses.

In addition, Beech has revised SB 2255 to the Revision VI level (dated August 1994). This document revises the inspection schedule for airplanes having engine truss part number 129-910032-79. Implementation of this schedule would be a reduction from that already proposed. The FAA has determined that this SB should be incorporated into the proposal.

After careful review of all available information including the comments referenced above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the NOTE, the incorporation of Beech SB No. 2255, Revision VI, dated August 1994, and minor editorial corrections. The FAA has determined that this minor addition, the SB incorporation, and the editorial corrections will not change the meaning of the AD or add any additional burden upon the public than was already proposed.

The FAA estimates that 279 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 16 workhours per airplane to accomplish the required inspection (one-time in all applicable areas), and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$267,840. The only additional cost impact on U.S. operators by the required action over that which is currently required by AD 92-06-09 is the