instrument air system in accordance with the instructions provided with the kits specified above.

The FAA estimates that 370 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 30 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. The cost of the applicable kit ranges from \$505 to \$2,261 depending on the airplane model. Based on these figures (using a \$2,261 part cost for all affected airplanes), the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,502,570.

Beech will provide parts free of charge until December 31, 1995. If all owners/operators would incorporate this modification by that date, then the cost impact of the proposed AD upon the public would be reduced by \$836,570 (370 airplanes × \$2,261) from \$1,502,570 to \$666,000.

In addition, Beech has informed the FAA that it has distributed approximately 18 kits. Assuming that each of these distributed kits is incorporated on one of the affected airplanes and that each of the remaining airplanes would have one of the kits incorporated by December 31, 1995, the cost of the proposed AD would be further reduced by \$32,400 (30 workhours \times \$60 \times 18 airplanes) from \$666,000 to \$633,600.

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. 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 removing AD 91–24–15, Amendment 39–8173 (57 FR 3927, February 3, 1992), and by adding a new airworthiness directive to read as follows:

Beech Aircraft Corporation: Docket No. 94– CE-31-AD; Supersedes AD 91–24–15, Amendment 39–8173.

Applicability: The following airplane models and serial numbers, certificated in any category:

Model	Serial No.
1900 1900C	UA-2 and UA-3. UB-1 through UB-74 and UC-1 through UC-174. UD-1 through UD-6. UE-2 through UE-115.
1900C (C12J) 1900D	UD-1 through UD-6. UE-2 through UE-115.

Compliance: Required within the next 1,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane, accomplish the following:

(a) Modify the plumbing of the instrument air system in accordance with the instructions provided with the following kits, as applicable:

Models	Kit No.
1900 and	118–9003–1 or 118–9003–3.
1900C.	129–9010–1 or 129–9010–3.

Note 1: Beech Service Bulletin (SB) No. 2539 and Beech SB No. 2591, both dated December 1994, reference the kits specified above.

Note 2: Beech will provide parts free of charge to the owner/operator until December 31, 1995.

(b) Special flight permits may be issued in accordance with §§ 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), 1801 Airport Road, Room 100, 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment supersedes AD 91–24–15, Amendment 39–8173.

Issued in Kansas City, Missouri, on February 6, 1995.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 92-CE-13-AD]

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Aircraft Limited) Jetstream Models 3101 and 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

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

SUMMARY: This document proposes to reopen the comment period of an earlier proposed airworthiness directive (AD), which would have proposed to require modifying the shear fitting at the top of each escape hatch on certain Jetstream Aircraft Limited (JAL) Jetstream Models 3101 and 3201 airplanes. A report of interference between the shear fitting on an escape hatch and a ceiling panel found while removing the escape hatch on one of the affected airplanes prompted the earlier proposal. Since publication of that proposal, the Federal Aviation Administration (FAA) has reexamined various service difficulty reports on the affected airplanes, and