

those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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, Incorporation by reference, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-21-08 Short Brothers, PLC: Amendment 39-9785. Docket 96-NM-07-AD.

Applicability: All Model SD3-30 and SD3-SHERPA series airplanes, 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 request approval for an alternative method of compliance in accordance with paragraph (c) 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the vertical fin to tailplane joint, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform a visual inspection to detect loose bolts in the vertical fin to tailplane joint, in accordance with Shorts Service Bulletin SD330-55-18, dated April 20, 1995 (for Model SD3-30 airplanes), or Shorts SD3 SHERPA Service Bulletin SD3 SHERPA-55-1, dated April 20, 1995 (for Model SD3-SHERPA airplanes), as applicable.

(1) If no loose bolt is found, repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(2) If any loose bolt is detected, inspect the bolt for wear and distortion and inspect the hole for elongation, in accordance with the applicable service bulletin.

(i) If the bolt and hole are within the limits specified by the applicable service bulletin, prior to further flight, refit the bolt with a new nut and washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(ii) If the bolt is worn or distorted and the hole is within the limits specified by the applicable service bulletin, prior to further flight, replace the bolt, nut, and washers with a new bolt, a new nut, and new washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(iii) If the hole is elongated within the limits specified in the applicable service bulletin, prior to further flight, oversize the diameter of the hole, and replace the bolt, nut, and washers with a new matching bolt, new nut, and new washers, in accordance with the applicable service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours.

(iv) If the hole is elongated beyond the limits specified in the applicable service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(b) Within 60 days after the effective date of this AD, perform a visual inspection to detect looseness or pulling of the rivets of attach shear angles SD3-32-0217/K and SD3-32-0218/K. If any looseness or pulling of the rivets is detected, prior to further flight, replace the shear angle using oversize rivets, in accordance with the applicable service bulletin.

(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, FAA, Transport Airplane Directorate. 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 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.

(e) The actions shall be done in accordance with Shorts Service Bulletin SD330-55-18, dated April 20, 1995, or Shorts SD3 SHERPA Service Bulletin SD3 SHERPA-55-1, dated April 20, 1995, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Short Brothers plc, 2011 Crystal Drive, Suite 713, Arlington, Virginia 22202-3719. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 29, 1996.

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

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26719 Filed 10-23-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-08-AD; Amendment 39-9784; AD 96-21-07]

RIN 2120-AA64

Airworthiness Directives; Shorts Model SD3-30, -60, and -SHERPA Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Shorts Model SD3-30, -60, and -SHERPA series airplanes, that requires a visual inspection to detect signs of exfoliation corrosion on the brackets of the flap hydraulic units, and rework or replacement of corroded

brackets. This amendment is prompted by a report that exfoliation corrosion was found on the brackets of the flap hydraulic units. The actions specified by this AD are intended to prevent such corrosion, and consequent reduced structural integrity of the brackets of the flap hydraulic units, which could result in the loss of the flap control and consequent reduced controllability of the airplane.

DATES: Effective November 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 29, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Short Brothers PLC, 2011 Crystal Drive, Suite 713, Arlington, Virginia 22202-3719. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Greg Dunn, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2799; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Shorts Model SD3-30, -60, and -SHERPA series airplanes was published in the Federal Register on July 12, 1996 (61 FR 36669). That action proposed to require a visual inspection to detect signs of exfoliation corrosion on the brackets of the flap hydraulic units, and rework or replacement of corroded brackets.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 138 airplanes (50 Model SD3-30 series airplanes, 72 Model SD3-60 series airplanes, and 16 Model SD3-SHERPA series airplanes) of U.S. registry will be affected by this AD. It will take approximately 5 work hours

per airplane to accomplish the required actions, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$41,400, or \$300 per airplane.

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

Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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, Incorporation by reference, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-21-07 Short Brothers, PLC: Amendment 39-9784. Docket 96-NM-08-AD.

Applicability: All Model SD3-30, -60, and -SHERPA series airplanes, 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 request approval for an alternative method of compliance in accordance with paragraph (b) 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent corrosion on the brackets of the flap hydraulic units, and consequent reduced structural integrity of those brackets, which could result in the loss of the flap control and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, perform a visual inspection to detect signs of exfoliation corrosion on the brackets of the flap hydraulic units, in accordance with Shorts Service Bulletin SD330-27-34 (for Model SD3-30 series airplanes); Shorts Service Bulletin SD360-27-24 (for Model SD3-60 series airplanes); or Short Service Bulletin SD3 SHERPA-27-1 (for Model SD3-SHERPA series airplanes); all dated September 12, 1995; as applicable.

(1) If no corrosion is detected, accomplish paragraph (a)(1)(i) or (a)(1)(ii) of this AD, as applicable.

(i) For Model SD3-30 and -60 series airplanes: Repeat the visual inspection thereafter at intervals not to exceed 2,400 hours or 12 months, whichever occurs first.

(ii) For Model SD3-SHERPA series airplanes: Repeat the visual inspection thereafter at intervals not to exceed 12 months.

(2) If any corrosion is detected and it is within the limits specified in the applicable service bulletin, prior to further flight, rework the subject area in accordance with the applicable service bulletin. After accomplishment of the rework, accomplish paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) For Model SD3-30 and -60 series airplanes: Repeat the visual inspection thereafter at intervals not to exceed 600 hours or 6 months, whichever occurs first.

(ii) For Model SD3-SHERPA series airplanes: Repeat the visual inspection thereafter at intervals not to exceed 6 months.

(3) If any corrosion is detected and it is outside the limits specified in the applicable service bulletin, prior to further flight, replace the bracket with a new bracket in

accordance with the applicable service bulletin.

(b) 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, FAA, Transport Airplane Directorate. 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.

(c) 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.

(d) The actions shall be done in accordance with Shorts Service Bulletin SD330-27-34, dated September 12, 1995; Shorts Service Bulletin SD360-27-24, dated September 12, 1995; or Shorts Service Bulletin SD3 SHERPA-27-1; dated September 12, 1995; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Short Brothers PLC, 2011 Crystal Drive, Suite 713, Arlington, Virginia 22202-3719. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 29, 1996.

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

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-26718 Filed 10-23-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-45-AD; Amendment 39-9788; AD 96-21-11]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA31, PA31P, and PA31T Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 93-25-08, which currently requires replacing the main landing gear (MLG) actuator reinforcement bracket with a part of

improved design on certain The New Piper Aircraft, Inc. (Piper) PA31, PA31P, and PA31T series airplanes. This AD action will require the same action as AD 93-25-08. An incorrect designation of Piper Model PA31-310 airplanes made in AD 93-25-08 prompted the proposed AD action. The actions specified by this AD are intended to prevent the MLG from extending, when not selected and while the airplane is in flight, caused by actuator reinforcement bracket failure, which could result in substantial airplane damage or loss of control of the airplane.

DATES: Effective December 16, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 16, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida 32960. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-45-AD, 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: Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION:

Events Leading to This Action

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper PA31, PA31P, and PA31T series airplanes was published in the Federal Register on May 3, 1996 (61 FR 19865). This action would supersede AD 93-25-08 with a new AD that would retain the same requirements as AD 93-25-08 and change the model designation in the Applicability section from Piper Model PA31-310 airplanes to Piper Model PA31 airplanes.

Related Service Information

Accomplishment of this action will be in accordance with Piper Service Bulletin (SB) No. 923, dated August 16, 1989.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 2,448 airplanes in the U.S. registry will be affected by this AD, that it will take 4 workhours per airplane to accomplish the inspection and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$308 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$1,341,504. This AD requires the same action as AD 93-25-08. The only difference between this AD and AD 93-25-08 is the change in model designation from PA31-310 to PA31. With this in mind, the proposed action would not provide any additional cost impact upon U.S. operators over that already required by AD 93-25-08.

Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final evaluation prepared for this action is contained in the Rules Docket. A copy