

service bulletin. After replacement, repeat the visual inspection required by paragraph (a) of this AD at intervals not to exceed 600 hours time-in-service, or 1,000 landings, or 6 months, whichever occurs first. OR

(2) Replace cracked parts with a newly-designed parts, in accordance with CASA Service Bulletin SB-235-27-05, Revision 1, dated September 29, 1993 (for non-military airplanes); or CASA Service Bulletin SB-235-27-05M, Revision 2, dated January 25, 1996 (for military airplanes); as applicable. This replacement constitutes terminating action for the repetitive visual inspections of that part required by paragraph (b) of this AD.

(d) Within 2 years after the effective date of this AD, replace all original design parts comprising the torsion tube assemblies on the elevator and rudder assemblies with newly-designed parts, in accordance with CASA Service Bulletin SB-235-27-05, Revision 1, dated September 29, 1993 (for non-military airplanes); or CASA Service Bulletin SB-235-27-05M, Revision 2, dated January 25, 1996 (for military airplanes); as applicable. This action constitutes terminating action for the inspection requirements of this AD.

(e) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

Issued in Renton, Washington, on January 31, 1997.

Darrell M. Pederson,
*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*
[FR Doc. 97-3028 Filed 2-6-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 90-CE-59-AD]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) Models PA-31, PA-31-325, PA-31-350, PA-31P, PA-31T1, and PA-31T Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This document withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD) that would have applied to The New Piper Aircraft, Inc. (Piper) Models PA-31, PA-31-325, PA-31-350, PA-31P, PA-31T1, and PA-31T airplanes. That NPRM would have superseded AD 80-26-05 with a new AD that would have retained the requirement of repetitively inspecting the main landing gear (MLG) inboard door hinges and attachment angles for cracks, and replacing any cracked MLG inboard door hinge or attachment angle; and would have required incorporating MLG inboard door hinge and attachment angle assembly, part number (P/N) 47529-32, as terminating action for the repetitive inspection requirement. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has received reports of cracks in the P/N 47529-32 MLG inboard door hinge and attachment angle assembly, and has determined that more information and analysis is needed before hinge assembly replacements are mandated through an AD. The FAA will solicit service history and comments from affected airplane owners/operators in a separate action through an advanced notice of proposed rulemaking (ANPRM). Based on the comments, the FAA may initiate further rulemaking in the future.

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:

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper Models PA-31, PA-31-325, PA-31-350, PA-31P, PA-31T1, and PA-31T airplanes was published in the Federal Register as a notice of proposed rulemaking (NPRM) on December 7, 1995 (60 FR 62774). The action proposed to supersede AD 80-26-05, Amendment 39-3994, with a new AD that would (1) retain the requirement of repetitively inspecting the MLG inboard door hinges and attachment angles for cracks, and replacing any cracked MLG inboard door hinge or attachment angle; and (2) require incorporating a MLG inboard door hinge and attachment angle assembly of improved design (part number 47529-32) or FAA-approved

hinges and angles made of steel as terminating action for the repetitive inspection requirement.

Accomplishment of the proposed inspections would be in accordance with Piper Service Bulletin (SB) No. 682, dated July 24, 1980.

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

Improved Design Hinge Assemblies Susceptible to Fatigue Cracking

The commenter believes that the improved hinge assemblies, part number (P/N) 47529-32, are also susceptible to fatigue cracking, and that installing this assembly should not eliminate the need for the repetitive inspections currently required by AD 80-26-05. The commenter states that three failures and three incidents related to fatigue cracking of the P/N 47529-32 hinge assemblies have occurred on the commenter's fleet of airplanes.

The FAA conducted a review of the manufacturer's service history and service difficulty reports in the FAA database associated with the P/N 47529-32 main landing gear hinge assembly. Based on a review of this information, including the information received from the commenter, the FAA has determined that more information and analysis is needed before hinge assembly replacements are mandated through an AD as terminating action for the repetitive inspections currently required by AD 80-26-05.

FAA's Conclusions

Upon further consideration, the FAA has determined that the NPRM should be withdrawn until further information is received and analyzed regarding the service history of P/N 47529-32 hinge assemblies. The FAA is issuing an advance notice of proposed rulemaking (ANPRM) in a separate action to provide an opportunity for the general public to participate in the decision as to what course of rulemaking the FAA should take.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

Regulatory Impact

Since this action only withdraws an NPRM, it is neither a proposed rule nor a final rule and, therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT

Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket No. 90-CE-59-AD, published in the Federal Register on December 7, 1995 (60 FR 62774), is withdrawn.

Issued in Kansas City, Missouri, on January 31, 1997.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3022 Filed 2-6-97; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 135

[Docket No. 28743; Notice No. 96-14]

RIN 2120-AG22

Commercial Passenger-Carrying Operations in Single-Engine Aircraft Under Instrument Flight Rules

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking; Extension of comment period.

SUMMARY: This action extends the comment period on Notice No. 96-14, Commercial Passenger-Carrying Operations in Single-Engine Aircraft under Instrument Flight Rules from February 3, 1997 to March 3, 1997. This extension is a result of the formal request by the Joint Aviation Authorities, supported by certain trade associations, to extend the comment period. The extension will allow all interested persons additional time to comment on the rulemaking proposal.

DATES: The comment period is extended until March 3, 1997.

ADDRESSES: Comments on Notice 96-14 should be submitted in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-200), Room 915-G, Docket No. 28743, 800 Independence Ave., SW, Washington, DC 20591. Comments must be marked Docket No. 28743. Comments also may be submitted electronically to the following Internet address: nprmcmts@faa.dot.gov. Comments may be examined in room 915G weekdays between 8:30 a.m. and 5 p.m. except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Katherine Hakala, Flight Standards Service, Federal Aviation

Administration, 800 Independence Ave., SW, Washington, DC, 20591 (202) 267-8166.

SUPPLEMENTARY INFORMATION: On November 21, 1996, the Federal Aviation Administration (FAA) issued Notice No. 96-14, Commercial Passenger-Carrying Operations in Single-Engine Aircraft under Instrument Flight Rules (December 3, 1996, 61 FR 64230). Comments to this notice were to be received on or before February 3, 1997.

By letter dated January 31, 1997, the Joint Aviation Authorities (JAA) requested that the FAA extend the comment period for Notice No. 96-14 for 4 weeks. JAA stated that they are working on a similar rule and have had discussions on the proposal among the member countries. Therefore, they wished to provide a comment which was coordinated among their member countries; however they needed more time than the current comment period allowed. Thus the JAA made a request for a 4-week extension.

The FAA has determined that an extension of time to obtain the comments on the proposal from the European nations is warranted and therefore the requested extension is granted. This notice announces that 4-week extension of the comment period.

Issued in Washington, DC on February 3, 1997.

David R. Harrington,
Acting Director, Flight Standards Service.
[FR Doc. 97-3097 Filed 2-4-97; 3:52 pm]

BILLING CODE 4910-13-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 97-40, RM-8949]

Radio Broadcasting Services; Glenwood Springs, CO

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition for rule making filed on behalf of Roaring Fork Broadcasting Company requesting the allotment of Channel 238A to Glenwood Springs, Colorado, as its third local FM transmission service. Coordinates used for Channel 238A at Glenwood Springs are 39-32-36 and 107-19-18.

DATES: Comments must be filed on or before March 24, 1997, and reply comments on or before April 8, 1997.

ADDRESSES: Secretary, Federal Communications Commission, Washington, DC 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner's counsel, as follows: Henry E. Crawford, Esq., Law Offices of Henry E. Crawford, 1150 Connecticut Avenue, NW., Suite 900, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Nancy Joyner, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's Notice of Proposed Rule Making, MM Docket No. 97-40, adopted January 24, 1997, and released January 31, 1997. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC's Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractors, International Transcription Services, Inc., 2100 M Street, NW., Suite 140, Washington, DC 20037, (202) 857-3800.

Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, See 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

John A. Karousos,
Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 97-3122 Filed 2-6-97; 8:45 am]

BILLING CODE 6712-01-F

47 CFR Part 73

[MM Docket No. 97-38, RM-8971]

Radio Broadcasting Services; Weston, ID

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition for rule making filed on behalf of West Wind