

workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts will be furnished by the manufacturer at no cost to the owner/operators. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$600. This figure is based on the assumption that none of the affected airplanes have shields installed and that none of the affected owners/operators have modified the airplanes.

The compliance time of this AD is presented in both hours time-in-service (TIS) and calendar time. The FAA has determined that including calendar time compliance is also necessary because the unsafe condition is the result of adverse weather conditions which can affect the nacelle and power controls while not in use as well as in flight. Therefore, to ensure that the above-described condition is detected and corrected on all airplanes within a reasonable period of time without inadvertently grounding any airplanes, a compliance schedule based upon both TIS and calendar time is required.

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 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, 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 a new airworthiness directive (AD) to read as follows:

96-09-09 I.A.M. Rinaldo Piaggio S.P.A.: Amendment 39-9585; Docket No. 95-CE-50-AD.

Applicability: Model P 180 Series Airplanes (serial numbers 1001, 1002, 1004, and 1006 through 1033), 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 within the next 100 hours time-in service (TIS), or within the next 3 calendar months, whichever occurs later, after the effective date of this AD, unless already accomplished.

Note 2: The compliance time in this AD takes precedence over the compliance time reflected in Piaggio Service Bulletin 80-0066, Original Issue, December 12, 1994.

To prevent loss of engine power or the propeller controls from jamming, as a result of freezing rain entering the engine nacelle, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Modify the nacelle by installing a shield on the front section of the engine cradle, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Piaggio Service Bulletin (SB) No. 80-0066; Original Issue: December 12, 1994.

(b) 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.

(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, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service,

FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(d) The modifications required by this AD shall be done in accordance with Piaggio Service Bulletin No. 80-0066; Original Issue: December 12, 1994. 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 I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9585) becomes effective on June 7, 1996.

Issued in Kansas City, Missouri, on April 23, 1996.

Henry A. Armstrong,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 96-10581 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-SW-23-AD; Amendment 39-9605; AD 96-09-29]

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Robinson Helicopter Company (Robinson) Model R22 helicopters, that requires replacement of the upper V-belt sheave (sheave). This amendment is prompted by three reports of cracks in the flange of the sheave. The actions specified by this AD are intended to prevent failure of the sheave, which could result in damage to other drive system components, and subsequent loss of control of the helicopter.

DATES: Effective June 7, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 7, 1996.

ADDRESSES: The service information referenced in this AD may be obtained

from Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5265, fax (310) 627-5210.

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 Robinson Model R22 helicopters was published in the Federal Register on November 28, 1995 (60 FR 58579). That action proposed to require, within the next 100 hours time-in-service (TIS) or 60 calendar days, whichever comes first, replacement of the upper sheave, part number (P/N) A170-1I or J or P/N A170-2J, with a sheave having a dimension equal to or less than 0.30 inch measured from the edge of the forward retainer plate to the flange of the sheave.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 650 helicopters of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$1,216 per helicopter for the sheave, part number (P/N) A170-1, and \$2,298 per helicopter for the sheave, P/N A170-2. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,298,050, assuming replacement of the sheave in all 650 helicopters, and assuming that one-half of the helicopters have the sheave, P/N A170-1, installed, and one-half of the helicopters have the sheave, P/N A170-2, installed.

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 a new airworthiness directive to read as follows:

AD 96-09-29 Robinson Helicopter Company: Amendment 39-9605. Docket No. 95-SW-23-AD.

Applicability: Model R22 helicopters with upper V-belt sheave (sheave) part number (P/N) A170-1I or J, or P/N A170-2J, installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the

unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Note 2: Determination of whether the affected sheave has been installed can be accomplished by measuring the depth from the edge of the forward retainer plate to the flange of the sheave in an area located between the webs as shown in Figure 2 of Robinson Helicopter Company R22 Service Bulletin SB-77, dated April 25, 1995. If the depth is greater than 0.30 inch, then either sheave, P/N A170-1I or J, or sheave, P/N A170-2J, is installed.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the sheave, which could result in damage to other drive system components, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) or 60 calendar days, whichever occurs first after the effective date of this AD, replace the sheave, P/N A170-1I or J, or P/N A170-2J, with an airworthy sheave, P/N A170-1, or P/N A170-2, having a dimension equal to or less than 0.30 inch measured from the edge of the forward retainer plate to the flange of the sheave in an area located between the webs, in accordance with paragraphs 2 through 15 of the Compliance Procedures of Robinson Helicopter Company R22 Service Bulletin SB-77, dated April 25, 1995.

(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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(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 helicopter to a location where the requirements of this AD can be accomplished.

(d) Replacement of the sheave shall be done in accordance with paragraphs 2 through 15 of the Compliance Procedures of Robinson Helicopter Company R22 Service Bulletin SB-77, dated April 25, 1995. 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 Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 7, 1996.

Issued in Fort Worth, Texas, on April 24, 1996.

Larry M. Kelly,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 96-10870 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-27-AD; Amendment 39-9443; AD 95-24-13]

RIN 2120-AA64

Airworthiness Directives; Jetstream Aircraft Limited HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 Airplane; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 95-24-13 concerning Jetstream Aircraft Limited (JAL) HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 airplanes, which published in the Federal Register on December 22, 1995 (60 FR 246). That publication incorrectly references the number of aileron mounting spigot nut assemblies to be replaced on the wings of the airplanes. The AD currently requires "replacing the securing nut assemblies and split pins with new special nut assemblies (Part No. SL5022 (Qty. 2))". The intent of the AD is to require replacement of 2 special nut assemblies on each wing, for a total of 4 nut assemblies. The Final Rule AD did not specify "each wing", and stated that only 2 nut assemblies rather than 4 nut assemblies are required. This action corrects the AD to reflect this change.

EFFECTIVE DATE: January 17, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of January 17, 1996.

FOR FURTHER INFORMATION CONTACT: Ms. Dorenda Baker, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508.2715; facsimile (322) 230.6899; or Mr. Jeffrey Morfitt, Project Officer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: On November 17, 1995, the Federal Aviation Administration (FAA) issued

AD 95-24-13, Amendment 39-9443 (60 FR 246, December 22, 1995), which applies to JAL HP 137 Mk1, Jetstream series 200, and Jetstream Models 3101 and 3201 airplanes. This AD requires inspecting (one-time) the threaded portion of the aileron mounting spigots for cracks, replacing any cracked spigots, and replacing the securing nut assemblies with newly designed special nut assemblies and new split pins.

Need for the Correction

The AD incorrectly references the quantity of special nut assemblies, inferring that a quantity of 2 assemblies be replaced without indicating that the 2 assemblies on each wing (left wing and right wing) should be replaced.

Correction of Publication

Accordingly, the publication of December 22, 1995 (60 FR 246) of Amendment 39-9443; AD 95-24-13, which was the subject of FR Doc. 95-66485, is corrected as follows:

§ 39.13 [Corrected]

On page 66486, in the third column, section 39.13, paragraph (a), line 1 through line 4, replace "Inspect the mounting spigots for cracks using both visual and fluorescent dye penetrant methods in accordance with the ACCOMPLISHMENT INSTRUCTIONS * * *" with "Inspect the left and right wing mounting spigots for cracks using both visual and fluorescent dye penetrant methods in accordance with the ACCOMPLISHMENT INSTRUCTIONS * * *".

On page 66486, in the third column, section 39.13, paragraph (a)(2), line 1 through line 5, replace "Prior to further flight, replace the securing nut assemblies and split pins with new special nut assemblies (Part No. SL45022 (Qty. 2)), * * *" with "Prior to further flight, replace the securing nut assemblies and split pins on both wings with new special nut assemblies (Part No. SL45022 (Qty. of 2 on each wing, total Qty. of 4 nut assemblies needed)), * * *".

Action is taken herein to clarify this requirement of AD 95-24-13 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date remains January 17, 1996.

Issued in Kansas City, Missouri on April 17, 1996.

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

[FR Doc. 96-11031 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-CE-37-AD; Amendment 39-9608; AD 96-10-03]

[RIN 2120-AA64]

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA28, PA32, PA34, and PA44 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain The New Piper Aircraft, Inc. (Piper) PA28, PA32, PA34, and PA44 series airplanes. This action will require inspecting and modifying the flap lever assembly. Reports of worn flap handle attach bolts and elongated holes in the flap lever to cable mounting attach point prompted this AD action. The actions specified by this AD are intended to prevent failure of the flap handle attach bolt and sudden retraction of the flaps, which, if not detected and corrected, could result in loss of control of the airplane.

DATES: Effective June 14, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 14, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2629 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-37-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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to The New Piper Aircraft, Inc. (Piper) PA28, PA32, PA34, and PA44 series airplanes was published in the Federal Register on October 13, 1995 (60 FR 53314). The action proposed to require inspecting