

21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments 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.

(e) The inspections, modifications, and replacements required by this AD shall be done in accordance with Nomad Service Bulletin ANMD-55-26, Revision 8, dated April 15, 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 AeroSpace Technologies of Australia, Limited, ASTA Defence, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. 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.

(f) This amendment (39-9830) becomes effective on January 17, 1997.

Issued in Kansas City, Missouri, on November 13, 1996.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-29723 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-93-AD; Amendment 39-9831; AD 96-24-05]

RIN 2120-AA64

Airworthiness Directives; Aerospace Technologies of Australia Nomad Models N22B, N22S, and N24A Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Aerospace Technologies of Australia (ASTA) Nomad Models N22B, N22S, and N24A airplanes. This action requires inspecting the flap and aileron control rod fork ends for water accumulation and corrosion inside the internally drilled holes, and replacing the control rod fork ends if there is visible corrosion, or sealing the hole if

no corrosion is found. Reports of water entering the internal holes of the flap and aileron control rod fork ends, causing corrosion, prompted this AD action. The actions specified by this AD are intended to prevent corrosion and water accumulation in the flap and aileron control rod fork ends, which, if not detected and corrected, could cause loss of control of the flaps and aileron and possible loss of control of the airplane.

DATES: Effective January 17, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 17, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Aerospace Technologies of Australia, Limited, ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. 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-93-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: Mr. Ron Atmur, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California, 90712; telephone (310) 627-5224; facsimile (310) 627-5210.

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 ASTA Nomad Models N22B, N22S, and N24A airplanes was published in the Federal Register on March 14, 1996 (61 FR 10478). The action proposed inspecting the flap and aileron control rod fork ends for water accumulation and corrosion inside the internally drilled holes, and replacing the control rod fork ends if there is visible corrosion or sealing the hole if no corrosion is found.

Related Service Information

Accomplishment of this action would be in accordance with ASTA Nomad Service Bulletin (SB) NMD-27-24, dated October 8, 1982.

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.

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 15 airplanes in the U.S. registry would be affected by this AD, that it would take approximately 3 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. In estimating the total cost impact of this AD on U.S. operators, the FAA is only using the inspection criteria (3 workhours). The FAA has no way of knowing how many airplanes have incorporated the modification. With this in mind and based on those figures above, the total cost impact of this AD upon U.S. operators of the affected airplanes is \$2,700. This figure only includes the cost for the initial inspection and does not include replacement costs of the corroded part. The FAA has no way of determining the number of corroded control rod fork ends.

Compliance Time for This AD

The compliance time of this AD is in calendar time instead of hours time-in-service (TIS). The FAA has determined that a calendar time compliance is the most desirable method because the unsafe condition described by this AD is caused by corrosion. Corrosion initiates as a result of airplane operation, but can continue to develop regardless of whether the airplane is in service or in storage. Therefore, to ensure that the above-referenced condition is detected and corrected on all airplanes within a reasonable period of time without inadvertently grounding any airplanes, a compliance schedule based upon calendar time instead of hours TIS is appropriate.

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 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:

96-24-05 Aerospace Technologies of Australia (ASTA): Amendment 39-9831; Docket No. 95-CE-93-AD.

Applicability: Nomad Models N22B, N22S, and N24A airplanes with the following serial numbers, certificated in any category.

Nomad N22B and N22S

N22B-5M, N22B-6M, N22B-7, N22B-11M, N22B-12M, N22B-15M, N22B-16M, N22B-18M, N22B-19M, N22B-20M, N22B-21M, N22B-22M, N22B-23M, N22B-25, N22B-27, N22B-31M, N22B-33, N22B-35, N22B-37, N22B-50, N22B-53, N22B-56, N22B-57, N22B-58, N22B-59, N22B-61, N22B-65M, N22B-66, N22B-67M, N22B-68, N22B-69, N22B-70, N22S-82, N22B-83, N22S-84, N22B-85M, N22S-86, N22S-87, N22B-88M, N22S-90, N22B-91M, N22S-92, N22B-93, N22B-95, N22B-97M, N22B-100M, N22B-102, N22B-103, and N22B-104

Nomad N24A

N24A-44, N24A-46, N24A-62, N24A-64, N24A-71, N24A-72, N24A-73, N24A-74, N24A-75, N24A-76, N24A-77, N24A-78, and N24A-79

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 (e) 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 1 year after the effective date of this AD, unless already accomplished.

To prevent corrosion and water accumulation in the flap and aileron control rod fork ends, which, if not detected and corrected, could cause loss of control of the flaps and aileron and possible loss of control of the airplane, accomplish the following:

(a) Inspect for corrosion and water accumulation inside the internally drilled holes of the flap and aileron control rod fork ends in accordance with the *Accomplishment Instructions* section of Nomad Service Bulletin (SB) NMD-27-24, dated October 8, 1982.

(b) If corrosion is present, prior to further flight, replace the control rod fork ends, part number (P/N) 1/N-45-351 or P/N 1/N-45-1059, and seal the drilled holes in accordance with the *Accomplishment Instructions* section of Nomad SB NMD-27-24, dated October 8, 1982.

(c) If no corrosion is present, prior to further flight, seal the drilled holes to prevent future corrosion in accordance with the *Accomplishment Instructions* section of Nomad SB NMD-27-24, dated October 8, 1982.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, California. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: 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.

(f) The inspection, modification, or replacement required by this AD shall be done in accordance with Nomad Service Bulletin NMD-27-24, dated October 8, 1982. 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 Aerospace Technologies of Australia, Limited, ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. 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.

(g) This amendment (39-9831) becomes effective on January 17, 1997.

Issued in Kansas City, Missouri, on November 13, 1996.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-29721 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-62-AD; Amendment 39-9832; AD 96-24-07]

RIN 2120-AA64

Airworthiness Directives; HOAC Austria Model DV-20 Katana Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain HOAC Austria Model DV-20 Katana airplanes. This action requires replacing the muffler with one of improved design, installing a heat shield around the exhaust system endpipe, and adjusting the airplane weight and balance. This AD results from reports of cracks in the welding joint that connects the exhaust system endpipe to the muffler on three of the affected airplanes. The actions specified by this AD are intended to prevent separation of the exhaust system endpipe from the muffler because of cracks in the welding that connects these parts, which could result in heat damage to the electrical system and engine controls.

DATES: Effective January 17, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 17, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from HOAC Austria Ges.m.b.H., N.A. Otto-Strabe 5, A-2700, Wiener Neustadt. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-62-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the