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, Brush’s 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 left and right wing 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. SL5022 (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. SL5022 (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]
and modifying the flap lever assembly. A accomplishment of the proposed action would be in accordance with Piper Service Bulletin (SB) No. 965, dated September 1, 1993.

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

The first commenter recommends that the compliance time be changed to apply to aircraft with greater than 2,000 hours time-in-service (TIS) and require these aircraft to accomplish the modification within the next 500 hours TIS or 12 calendar months, whichever occurs first. The commenter acknowledges that the wear problem in the flap handle attach area is a widespread problem and has been dealt with by the industry for years. Industry's experience with the problem is that it progresses gradually over time; therefore, the immediacy of the 100 hour TIS compliance time does not seem warranted. The commenter recommends the compliance time be changed to 500 hours TIS to coincide with commercial operators' inspection cycles and 12 calendar months to coincide with an individual owner/operator's annual inspection.

The FAA recognizes the commenter's proposal, but the service difficulty reports reflect 73 reports from January 1990 to March 1995 and from these 73 reports, 50 reports were submitted from the same commercial operator. The operator submitted a TIS range of 1200 to 2400 hours TIS for the 50 occurrences in their fleet. The remaining 23 reports contained TIS values ranging from 1884 to 5063. With this information, FAA could not determine the statistical distribution or fleet average. Subsequently, the FAA made a determination that a compliance time with a 2,000 hour TIS threshold or within the next 100 hours TIS for those airplanes with greater than 2,000 hours TIS was reasonable and will not impose an undue burden on the affected owners/operators. The compliance time remains unchanged as a result of the comment.

The second commenter recommended that the standard part designation corresponding to the manufacturer's part number be included in the AD. The standard part designation is typically listed in the manufacturer's service publications and manuals.

The commenter also states that the AD as proposed requires the installation of the Piper part numbers to comply with the AD. The Piper part numbers (P/N) are equivalent to the standard parts and therefore, the standard parts designation should also be listed as acceptable compliance to this AD action.

The FAA concurs that the standard parts are equivalent to the Piper parts designated in this AD, with the exception of the bushing. Piper P/N 63900–174. The standard parts designation will be listed as equivalent parts in the Final Rule to permit AD compliance (with the exception of the bushing. Piper P/N 63900–174). The commenter also states that P/N 407 564 was listed incorrectly in the NPRM as P/N 407 584. The FAA concurs and the part number is corrected in the Final Rule.

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.

The FAA estimates that 30,000 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 2 workhours per airplane to accomplish this action, and that the average labor rate is approximately $60 per hour. Parts cost approximately $16 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be $4,080,000. This figure is based on the assumption that all of the affected airplanes have worn bolts and elongated holes and that none of the owners/operators of the affected airplanes have replaced the worn parts.

Piper has informed the FAA that parts have been distributed to equip approximately 8,000 airplanes. Assuming that these distributed parts are incorporated on the affected airplanes, the cost of the proposed AD will be reduced by $1,088,000 from $4,080,000 to $2,992,000.

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

§39.13 [Amended]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:


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

<table>
<thead>
<tr>
<th>Models</th>
<th>Serial Numbers</th>
</tr>
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<tbody>
<tr>
<td>PA28–161</td>
<td>28–7716001 through 28–8616057, 2816001 through 2816102, and 2841001 through 2841346.</td>
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</table>
Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired so that the performance of the AD is affected. 

To prevent failure of the handle attach bolt and sudden retraction of the flaps, which, if not detected and corrected, could result in loss of control of the airplane, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. 

Compliance: Required upon the accumulation of 2,000 hours time-in-service (TIS) or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

Note 2: The compliance time specified in this AD takes precedence over the compliance time specified in the The New Piper Aircraft Inc. (Piper) Service Bulletin (SB) 965, dated September 1, 1993.

Note 3: The instructions in this AD do not mirror the Piper service bulletin and instructions in this AD take precedence over the service bulletin instructions. This AD will require installing the clevis bolt, regardless of the condition of the current part.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.