

detected and corrected, could result in rough engine operation or possible engine failure and possible loss of control of the airplane, accomplish the following:

(a) Replace landing light support and seal assembly in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piper Service Bulletin No. 975, dated November 2, 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, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta 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 Atlanta Aircraft Certification Office.

(d) The replacements required by this AD shall be done in accordance with The New Piper Aircraft Inc. Piper Service Bulletin No. 975, dated November 2, 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 The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. 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 (39-9606) becomes effective on June 10, 1996.

Issued in Kansas City, Missouri, on April 24, 1996.

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

[FR Doc. 96-10913 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-CE-30-AD; Amendment 39-9607; AD 96-10-02]

RIN 2120-AA64

Airworthiness Directives; HB Flugtechnik GmbH Model HB-23/2400 Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that

applies to certain HB Flugtechnik GmbH (Flugtechnik) Model HB-23/2400 sailplanes. This action requires inspecting (one time) the elevator control push rod tube for dents or bending and replacing the push rod tube, if damaged, inspecting the elevator control system for incorrect rigging, and repetitively inspecting the threaded adjustable extension joints in the push rod to control lever connection for cracks. If cracks are found, replacing the threaded adjustable joints at both ends of the push rod. Cracking of the threaded adjustable extension joints and incorrect rigging of the elevator control system prompted this AD action. The actions specified by this AD are intended to prevent failure of the elevator control system, which, if not detected and corrected, could result in possible loss of elevator control and loss of the sailplane.

DATES: Effective June 12, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 12, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from HB Flugtechnik GmbH, Dr. Adolf Scharfstr, 42, PF 74, A-4053 Haid, Austria, telephone 43.7229.80904. 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-30-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. Herman Belderok, Sailplane Program Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

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 HB Flugtechnik GmbH (Flugtechnik) Model HB-23/2400 sailplanes was published in the Federal Register on October 13, 1995 (60 FR 53310). This action proposed to require:

- Inspecting (one time) for bending and dents on the elevator control push rod tube, and replacing the elevator control push rod tube, if damaged,
- Inspecting the clearance between the elevator control lever and the elevator control push rod, ensuring the clearance remains at least 3 mm,

- Inspecting the threaded portion of the adjustable push rod joints (located at each end of the push rod) for fatigue cracks and deformation, and if cracked or damaged, (based on the fatigue evaluation), replacing the joints on both ends of the push rod.
- Repetitively inspecting, at intervals not to exceed 500 hours, the threaded portion of the adjustable push rod joints for cracks or deformation, and if cracked or damaged replacing the joints as necessary.

Accomplishment of the proposed action would be in accordance with HB Flugtechnik GmbH service bulletins (SB) HB-23/17/91 and HB-23/18/91, both dated October 28, 1991.

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.

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 one sailplane in the U.S. registry will be affected by this AD, that it will take approximately 3 hours to accomplish the AD action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$70 per sailplane. Based on these figures, the total cost impact of this AD on the one U.S. operator is estimated to be \$250. This figure is based on the assumption that the affected owner/operator of the affected sailplane has not incorporated the modification or accomplished the inspections. The FAA has no way of determining the number of repetitive inspections the owner/operator may incur over the life of the sailplane.

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 USC 106(g), 40113, 44701.

§§ 39.13 [Amended]

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

96-10-02 HB Flugtechnik GMBH: Amendment 39-9607; Docket No. 95-CE-30-AD.

Applicability: Model HB-23/2400 sailplanes (serial numbers 23001 through 23048), certificated in any category.

Note 1: This AD applies to each sailplane 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 sailplanes 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 (f) 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 initially within the next 50 hours time-in-service (TIS) after the effective date of this AD, and as indicated in the body of this AD thereafter, unless already accomplished.

To prevent failure of the elevator control system, which, if not detected and corrected, could result in possible loss of elevator

control and loss of the sailplane, accomplish the following:

(a) Inspect (one time) for bending and dents on the elevator control push rod tube. If the push rod tube is damaged, prior to further flight, replace the elevator control push rod tube in accordance with HB Flugtechnik GmbH (Flugtechnik) service bulletin (SB) HB-23/18/91, dated October 28, 1991.

(b) Inspect the clearance between the elevator control lever and the elevator control push rod, ensuring the clearance remains at least 3 mm. If clearance is not 3 mm, prior to further flight, adjust in accordance with the maintenance manual.

(c) Inspect the threaded portion of the adjustable push rod joints (located at each end of the push rod) for fatigue cracks and deformation, and if cracked or damaged, (based on the fatigue evaluation), prior to further flight, replace the joints on both ends of the push rod in accordance with Flugtechnik SB HB-23/17/91, dated October 28, 1991.

(d) Repetitively inspect the threaded portion of the adjustable push rod joints, at intervals not to exceed 500 hours time-in-service (TIS) thereafter for cracks or deformation, and if cracked or damaged, prior to further flight, replace the joints as necessary, in accordance with Flugtechnik SB HB-23/17/91, dated October 28, 1991.

(e) 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 sailplane to a location where the requirements of this AD can be accomplished.

(f) 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, 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, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) The inspections and modifications required by this AD shall be done in accordance with ING Heino Broitschka Flugtechnik Ges.m.b.H Service Bulletin HB-23/17/91, dated October 28, 1991, and ING Heino Broitschka Flugtechnik Ges.m.b.H Service Bulletin HB-23/18/91, dated October 28, 1991. 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 HB Flugtechnik GmbH, Dr. Adolf Scharfstr, 42, PF 74, A-4053 Haid, Austria. 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.

(h) This amendment (39-9607) becomes effective on June 12, 1996.

Issued in Kansas City, Missouri, on April 24, 1996.

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

[FR Doc. 96-10914 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-AGL-15]

Modification of Class E Airspace; Alliance, OH, Salem, OH, and Youngstown, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E5 airspace at Youngstown-Warren Regional Airport, Youngstown, OH and revises the exclusionary language in the Class E5 airspace designations for Alliance, OH and Salem, OH, due to the closing of the Youngstown Executive Airport, Youngstown, OH, on August 15, 1995. The intent of this action is to provide adequate controlled airspace for the existing procedures at Youngstown, OH and to modify the airspace designations at Alliance and Salem, OH, to reflect the closure of Youngstown Executive Airport.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT: Nancy Cibic, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On February 6, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class E5 airspace area at Youngstown-Warren Regional Airport, Youngstown, OH, and to modify the language for the Class E5 airspace designations for Alliance, OH and Salem, OH.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal was received. Class E airspace designations for airspace extending upward from 700 feet or more above ground level are published in paragraph 6005 of FAA order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR