§ 39.13 [Amended]

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

Socata Groupe Aerospatiale: Docket No. 94–CE–26–AD.

Applicability: TBM 700 airplanes, serial numbers 1 to 49, certificated in any category.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent ice accumulation on the elevator horn, which could lead to loss of control of the airplane, accomplish the following:

(a) Install pneumatic deicers on the elevator horn leading edges in accordance with Technical Instruction of Modification No. OPT70 K020–30, dated February 1993. This installation is referenced in Socata TBM Service Bulletin SB 70–020–30, dated February 1993.

(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 (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 12, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–1428 Filed 1–19–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 92–CE–63–AD]

Airworthiness Directives; Piper Aircraft Corporation PA–25 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document proposes to revise an earlier proposed airworthiness directive (AD) that proposed repetitively inspecting the wing forward spar fuselage attachment assembly for cracks or corrosion on certain Piper Aircraft Corporation (Piper) PA–25 series airplanes, and replacing or repairing any cracked or corroded part. Since issuance of the proposal, a second incident where the wing separated from one of the affected airplanes while in flight prompted the Federal Aviation Administration (FAA) to issue AD 93–21–12 (priority letter and subsequent Amendment 39–8763) to require a one-time inspection of the wing forward spar fuselage attachment assembly on these PA–25 series airplanes, with appropriate repair or replacement. The proposed action would retain this initial inspection, and propose a repetitive inspection. The actions specified by the proposed AD are intended to prevent possible in-flight separation of the wing from the airplane caused by a cracked or corroded wing forward spar fuselage attachment assembly.

DATES: Comments must be received on or before March 27, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92–CE–63–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Information that relates to the proposed AD may be inspected at the Rules Docket at the address above.

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:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 92–CE–63–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92–CE–63–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Piper PA–25 series airplanes was published in the **Federal Register** on September 8, 1993 (58 FR 47227). The action proposes to require repetitively inspecting the wing forward spar fuselage attachment assembly for cracks or corrosion, and replacing or repairing any cracked or corroded part.

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

One commenter (referred to as Commenter No. 1 hereon) states that the wings must be removed from the fuselage in order to properly inspect the wing forward spar fuselage attachment assembly. The FAA concurs, and this was the intent of the proposal. The FAA has specified removal of the wings in the supplemental NPRM to eliminate any confusion regarding this matter.

Commenter No. 1 recommends a one-time inspection of the assembly, consisting of removing the wing forward spar fuselage attach fitting from the fuselage structure. The FAA does not concur with this recommendation. The

wing forward spar fuselage attach fitting is an integral part of the tubular fuselage attach cluster, and the FAA believes that rewelding this part to the original structure after removal for inspection would present a safety problem. The proposal is unchanged as a result of this comment.

Commenter No. 1 also states that Appendix D in part 43 of the Federal Aviation Regulations (14 CFR part 43, Appendix D) describes the scope and detail of an annual and 100-hour time in-service (TIS) inspection, and that this inspection includes the same area as that specified in the proposal. The FAA acknowledges that 14 CFR part 43, Appendix D, does address the area of the proposed inspection, but does not specify removing the wings to accomplish the proposed wing forward spar fuselage attachment inspection. The FAA has determined that wing removal must be accomplished in order to detect cracks or corrosion in this assembly. The proposal is unchanged as a result of this comment.

Another commenter (referred to as Commenter No. 2 hereon) recommends that the mechanic saturate the attach bolts with penetrating oil to facilitate removal because they are extremely difficult to remove. The FAA concurs that these bolts could be difficult to remove and has added a NOTE to the proposal to recommend this idea.

Paragraph (b) of the proposal specifies: ''thoroughly clean around the wing forward spar fuselage attachment fittings with water (only).'' Commenter No. 2 states that water will not properly remove all chemical residues. The FAA concurs and has removed this statement from the proposal. The proposed inspection would require preparation to remove paint to ensure a proper inspection surface.

Commenter No. 2 also recommends inspections every two years and any time the wings are removed. The original proposal did not include Commenter No. 2's inspection compliance recommendation because of the inspection criteria available. Since that time, the FAA has established ultrasonic inspection procedures. Confidence in these inspection procedures has allowed the FAA to extend the proposed compliance time to two years and incorporate these procedures into the proposal.

In addition, Commenter No. 2 recommends alternate inspection procedures of magnaflux or x-ray. The FAA believes that magnaflux and x-ray are not viable inspection alternatives because of the design and location of the wing forward spar fuselage attachment fitting. For this reason, the proposal is unchanged as a result of this comment.

Commenter No. 2 suggests that the FAA require only a one-time inspection to those airplanes that have incorporated Supplemental Type Certificate (STC) SA501SW. The FAA does not concur with this suggestion. STC SA501SW does not require modification to the wing forward spar fuselage attachment fittings, and, therefore does not relate to the proposal. The proposal is unchanged as a result of this comment.

No comments were received concerning the FAA's determination of the cost upon the public.

Since issuance of the proposal, the FAA became aware of a similar accident on a Piper Model PA–25–150 airplane. This airplane had accrued over 5,000 hours TIS. Because of the wide variation in hours TIS accrued on the two airlines involved in the referenced accidents (over 10,000 and over 5,000), the FAA determined that immediate initial inspections were required on all Piper Models PA–25–150, PA–25–235, and PA–25–260 airplanes, and issued AD 93–21–12, Amendment 39–8763 (58 FR 65104, December 13, 1993). This AD requires inspecting (one-time) the wing forward spar fuselage attachment assembly for cracks or corrosion, and replacing or repairing any cracked or corroded part.

After examining the circumstances and reviewing all available information related to the accident described above, the FAA has determined that the one-time inspection required by AD 93–21–12 should be repetitive and the comment period for the initial proposal should be reopened to allow the public additional time to comment on this proposed action.

Since an unsafe condition has been identified that is likely to exist or develop in other Piper PA–25 series airplanes of the same type design, the proposed AD would require repetitively inspecting the wing forward spar fuselage attach fittings for cracks or corrosion, and replacing or repairing any cracked or corroded part.

The compliance time for the proposed AD is presented in calendar time instead of hours TIS. The FAA has determined that a calendar time for compliance is the most desirable method because the unsafe condition described by the proposed AD is caused by corrosion. Corrosion can occur on airplanes regardless of whether the airplane is in service or in storage. Therefore, to ensure that corrosion 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 proposed.

The FAA estimates that 1,272 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 30 workhours per airplane to accomplish the proposed inspection, and that the average labor rate is approximately $60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $2,289,600. This figure is based on the assumption that no affected airplane owner/operator has accomplished the proposed inspections. This figure also does not reflect the cost of repetitive inspections. The FAA has no way of determining how many repetitive inspections a particular owner/operator may incur.

The regulations proposed herein would 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 proposal would 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) if promulgated, 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 draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rule Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing AD 93–21–12, Amendment 39–8763 (58 FR 65104, December 13, 1993), and by adding a new AD to read as follows:

Piper Aircraft Corporation: Docket No. 92–CE–63–AD. Supersedes AD 93–21–12, Amendment 39–8763.

Applicability: Models PA–25–150, PA–25–235, and PA–25–260 airplanes (all serial numbers), certificated in any category.

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished, and thereafter at intervals not to exceed 24 calendar months (except as noted in paragraph (h) of this AD).

To prevent possible in-flight separation of the wing from the airplane caused by a cracked or corroded wing forward spar fuselage attachment assembly, accomplish the following:

(a) Gain access to the left and right wing forward spar fuselage attach fittings by removing the screws retaining the wing fairing. Dismantle the wing fillet by removing the screws on the aft edge top and bottom and removing the wing fairing (see Figure 1 of the Appendix to this AD).

(b) Remove the wing attach bolts and wing. Remove paint from the wing forward spar fuselage attachment fittings and surrounding areas; do not sand blast because it may obscure surface indications.

Note 1: Saturation of the bolts with a penetrating oil may facilitate removal.

(c) Visually inspect the wing forward spar tubular fuselage attach cluster for damage (cracks, corrosion, rust, or gouges). Prior to further flight, repair or replace any damaged tubular member with equivalent material in accordance with FAA Advisory Circular (AC) No. 43.13–1A, Acceptable Methods, Techniques, Practices—Aircraft Inspection and Repair.

(d) Inspect (using both dye penetrant and ultrasonic procedures) the wing forward spar fuselage attach fitting assembly, part numbers (P/N) 61005–0 (front spar fitting assembly) and 61006–0 (front spar fitting) for Model PA–25–150; and P/N 64412–0 (front spar fitting assembly) and 64003–0 (front spar fitting) for Models PA–25–235 and PA–25–260, for corrosion and cracks in accordance with the Appendix to this AD.

(1) If any corrosion is found that meets or exceed the parameters presented in the Appendix to this AD or any cracks are found, prior to further flight, replace the forward spar fuselage tubular attach cluster with serviceable parts as specified in the Appendix to this AD.

(2) The inspection procedures in the Appendix of this AD, except for the dye penetrant inspection procedures, must be accomplished by a Level 2 inspector certified using the guidelines established by the American Society for Non-destructive Testing, or MIL–STL–410 or equivalent. A mechanic with at least an Airframe license may perform the dye penetrant inspection.

(e) Replacement parts required by this AD shall be of those referenced and specified in either Figures 3a and 3b, 4a and 4b, or 5a and 5b (as applicable), included as part of the Appendix of this AD.

(f) Prime and paint all areas where parts were replaced or where paint is bubbled or gone. Use epoxy paint and primer, and, after paint has cured, rust inhibit the entire area.

(g) Reinstall all items that were removed.

(h) If a new cluster is installed into the fuselage frame, repetitive inspections are not required until five years after the replacement date on the respective fuselage side. This cluster may be replace every five years as an alternative to the repetitive inspections.

(i) 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.

(j) 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, Atlanta Aircraft Certification Office (ACO), 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 ACO.

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

(k) Appendix 1 of this AD may be obtained from the Atlanta ACO at the address specified in paragraph (j) of this AD. This document or any other information that relates to this AD may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

Appendix—Procedures and Requirements for Wing Forward Spar Attachment Assembly Inspection of Piper PA–25 Series Airplanes

Equipment Requirements

1. A portable combination ultrasonic flaw detector with both an LED thickness readout and an A-trace with thickness gate display.

2. An ultrasonic probe with the following: a 15 MHz 0.25-inch diameter with a 0.375-inch plastic delay line. An equivalent permanent delay line transducer that provides adequate sensitivity and resolution to measure a 0.050-inch steel shim can also be used.

3. Three steel shims within the range of 0.050 to 0.100 inches are required. To ensure proper calibration, the steel shims should be smooth and free of dirt. In order to verify the shim thickness, use a calibrated micrometer to measure the steel shims.

4. Either glycerin, 3-in-1 oil, or equivalent ultrasonic couplants are used to conduct this test set-up and inspection. Water-based couplants are not permitted because of the possibility of initiating long-term corrosion of the wing forward spar fuselage attachment fittings.

Note: Couplant is defined as ''a substance used between the face of the transducer and test surface to improve transmission of ultrasonic energy across this boundary or interface.''

Note: If surface pitting is found on either side of the fitting ears, lightly sand the surface to obtain a smooth working surface. Removal of surface irregularities such as pits, rust, scale, and paint will enhance the accuracy of the inspection technique.

Instrument Calibration

1. Turn the instrument power on and check the battery charge status. The instrument should have at least 40-percent of available battery life. The screen brightness and contrast of the display screen should match the environmental conditions (i.e., outside sunlight or inside a hangar).

2. Depending on the ultrasonic instrument used, select or verify the single element transducer setting from the probe selection menu. If a removable delay line is used, unscrew the plastic delay line from the transducer. Add couplant to the base of the delay line, then reattach the delay line.

3. Obtain steel shims with known or measured thickness at or near 0.050, 0.075, and 0.100 inches. At least one steel shim shall be greater than 0.095 inches, one less than or equal to 0.050 inches, and one between these two values. Place the probe on the thickest steel shim using couplant. Adjust the gain setting to increase the backwall signal from this steel shim. An A-trace will appear on the screen and a thickness readout will appear on the display. The signal on the screen from left to right shows: the initial pulse, the delay line (the front surface of the steel shim) and the backwall echo of the steel shim. A second and third multiple backwall echo may also be seen on the A-trace. Enable the thickness gate. Adjust the thickness gate to initiate at the delay line to steel shim interface and terminate at the first backwall echo.

4. Place the probe on the thinnest steel shim using couplant. Adjust the damping, voltage and pulse width to obtain the maximum signal response and highest resolution on this steel shim. These settings can vary from probe to probe and are somewhat dependent on operator preferences.

5. To stabilize the interface synchronization, adjust the electronic

triggering (blocking gate) to approximately three quarters of the distance between the initial pulse and the delay line interface echo. The thickness gate should initiate at the delay line interface echo and terminate at the first backwall echo.

6. Depending on the instrument and probe, select positive half-wave rectified signal display or negative half-wave rectified signal display. This selection should give the best signal display on the thinnest steel shim. Select the interface synchronization. This selection automatically starts the thickness gate at the delay time corresponding to the tip of the plastic delay line.

7. Couple the probe to the thickest steel shim using couplant. Adjust the range so the A-scan display reads from 0.000 to 0.300 inches. Several multiple backwall echoes will disappear from the screen.

8. Adjust the thickness gate to trigger on the first return signal. If instability of the gate trigger occurs, adjust the gain and/or damping to stabilize the thickness reading. A thickness readout should be present on the screen and near the known steel shim thickness.

9. Adjust the velocity to 0.231 inches/microseconds. The thickness reading should be the known steel shim thickness. Couple the transducer to the thinnest steel shim. If the thickness readout does not agree with the known thickness, adjust the fine delay setting to produce the known thickness. Re-check the thickest step. If the readout does not indicate the correct thickness re-adjust the fine delay setting. After this adjustment is made, record the thickness values for each of the steel shims on a set-up sheet.

10. Calculate the percent error for each measured steel shim. The maximum allowable percent error should not exceed 3-percent.

Inspection Procedures

1. Add couplant to the outside inspection surface (Refer to Figures 3a, 4a and 5a, as applicable). Add the appropriate gain to obtain the backwall echo from the inspection surface. If the gain setting is adjusted, re-check the thickness values on the steel shims. To assure proper coupling to the test sample, twist the probe clockwise and counter-clockwise (with a 45-degree twist) and maintain contact with the test surface. During the articulation of the probe, observe the A-trace on the screen and stop the probe twist at the point of adequate back surface signal amplitude to trigger the thickness gate on the first half-cycle. Measure and record the thickness. Repeat the above process at eight equally-spaced locations around the surface. The weld bead near the spar cluster may be hard to access. Find a suitable location near the weld and measure the thickness.

2. Add couplant to the inside inspection surface (Refer to Figures 3a, 4a and 5a, as applicable). Add the appropriate gain to obtain the backwall echo from the inspection surface. To assure proper coupling to the test sample, twist the probe (clockwise and counter-clockwise with a 45-degree twist). During the articulation of the probe, observe the A-trace on the screen and stop the probe twist at the point of adequate back surface signal amplitude to trigger the thickness gate on the first half-cycle. Measure and record the thickness. Repeat the above process at eight equally-spaced locations around the surface.

3. If a thickness reading in any one of the eight locations from paragraph 1. of the *Inspection Procedures* section (outside section surface) is .085-inch or less for the PA25–150 Model or .055-inch or less for the PA25–235 and PA25–260 Models, or if a thickness reading in any one of the eight locations from paragraph 2. of the *Inspection Procedures* section (inside section surface) is .055-inch or less for the PA25–150 Model or .085-inch or less for the PA25–235 and PA25–260 Models, prior to further flight, replace the forward spar fuselage tubular attach cluster with serviceable parts in accordance with FAA AC No. 43.13–1A, Acceptable Methods, Techniques, Practices—Aircraft Inspection and Repair. This procedure requires the following:

a. Provide for the alignment of the airframe with an appropriate alignment fixture in accordance with FAA AC No. 43.13–1A, Acceptable Methods, Techniques, Practices—Aircraft Inspection and Repair.

b. Cut the tubular members as referenced and specified in Figure 2 and either Figures 3a and 3b; Figures 4a and 4b; or Figures 5a and 5b, as applicable.

c. Fabricate a cluster using all applicable part numbers referenced in Figures 3b, 4b, or 5b, as applicable; and

d. Splice the new cluster into the fuselage frame.

Dye Penetrant Inspection

Inspect the wing forward spar fuselage attach fitting assembly for cracks using FAA-approved dye penetrant methods. If any cracks are found, prior to further flight, replace the forward spar fuselage tubular attach cluster with serviceable parts in accordance with FAA AC No. 43.13–1A, Acceptable Methods, Techniques, Practices-Aircraft Inspection and Repair. This procedure requires the following:

1. Provide for the alignment of the airframe with an appropriate alignment fixture in accordance with FAA AC No. 43.13–1A, Acceptable Methods, Techniques, Practices-Aircraft Inspection and Repair.

2. Cut the tubular members as referenced and specified in Figure 2 and either Figures 3a and 3b; Figures 4a and 4b; or Figures 5a and 5b, as applicable.

3. Fabricate a cluster using all applicable part numbers referenced in Figures 3b, 4b, or 5b, as applicable; and

4. Splice the new cluster into the fuselage frame.

BILLING CODE 4910–13–M

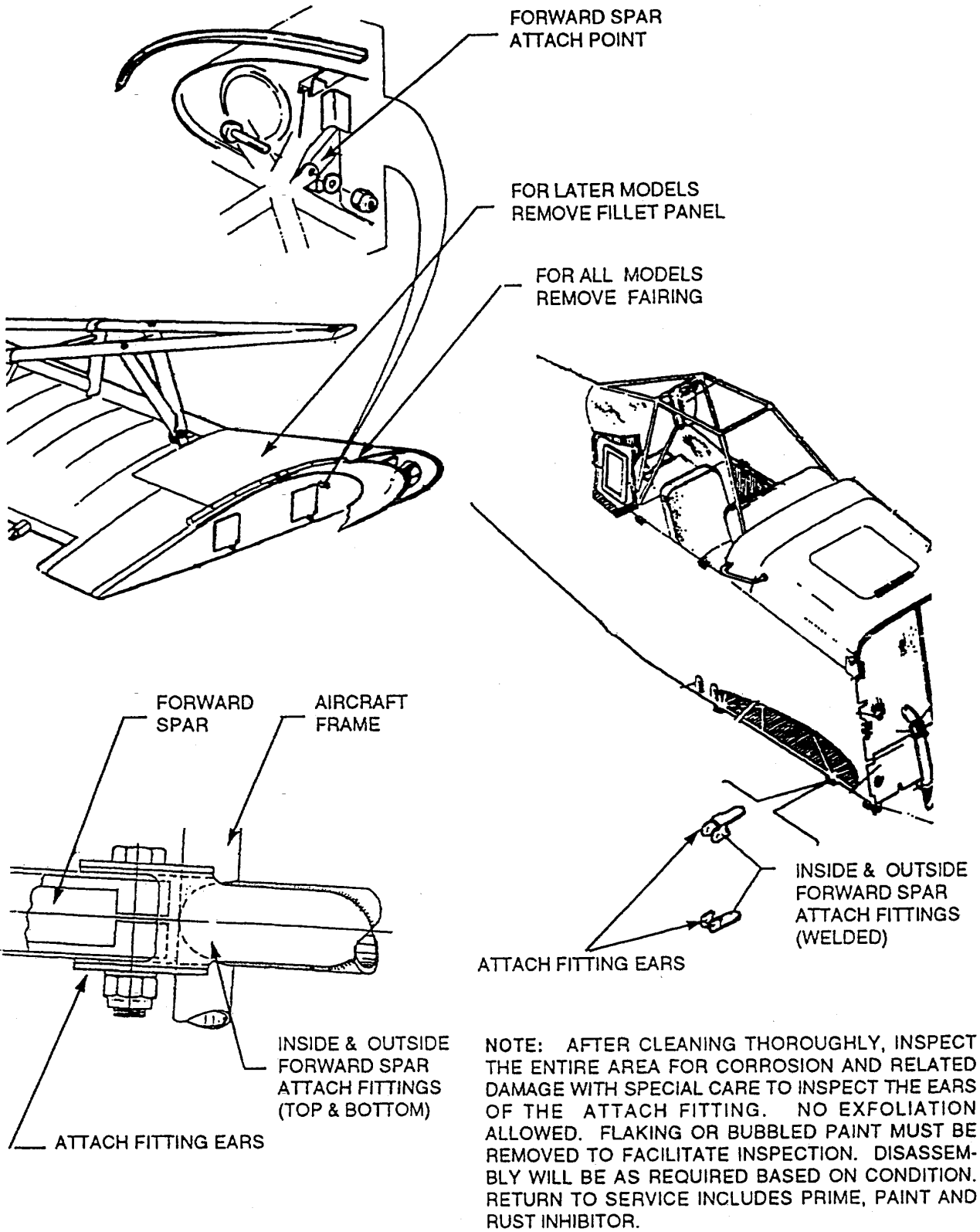

FORWARD SPAR ATTACH POINT
FOR LATER MODELS REMOVE FILLET PANEL
FOR ALL MODELS REMOVE FAIRING
FORWARD SPAR
AIRCRAFT FRAME
INSIDE & OUTSIDE FORWARD SPAR ATTACH FITTINGS (TOP & BOTTOM)
ATTACH FITTING EARS
INSIDE & OUTSIDE FORWARD SPAR ATTACH FITTINGS (WELDED)
ATTACH FITTING EARS
NOTE: AFTER CLEANING THOROUGHLY, INSPECT THE ENTIRE AREA FOR CORROSION AND RELATED DAMAGE WITH SPECIAL CARE TO INSPECT THE EARS OF THE ATTACH FITTING. NO EXFOLIATION ALLOWED. FLAKING OR BUBBLED PAINT MUST BE REMOVED TO FACILITATE INSPECTION. DISASSEMBLY WILL BE AS REQUIRED BASED ON CONDITION. RETURN TO SERVICE INCLUDES PRIME, PAINT AND RUST INHIBITOR.

FIGURE 1

PA-25
Side View of the Front Wing Fitting
and Landing Gear Fittings

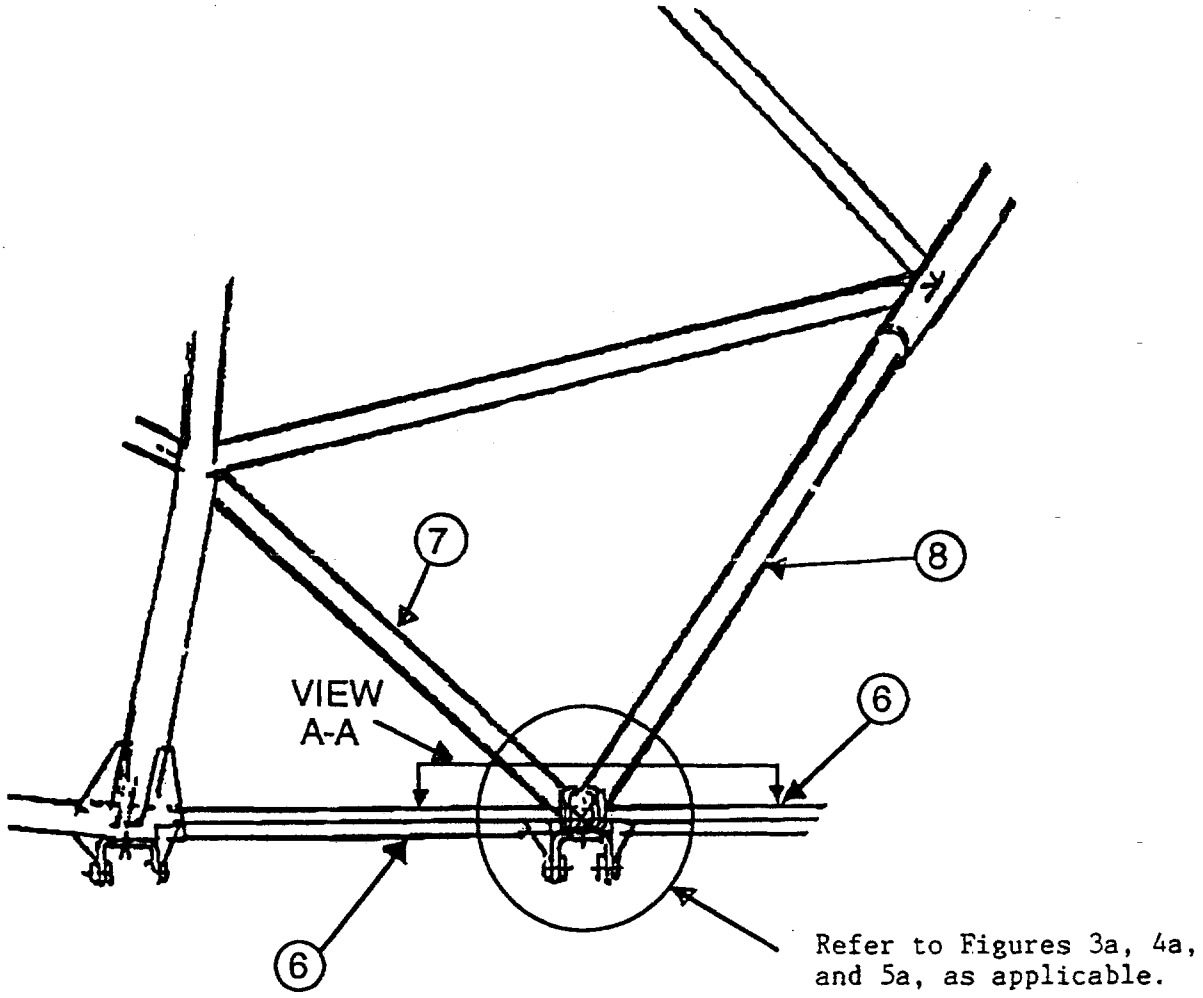
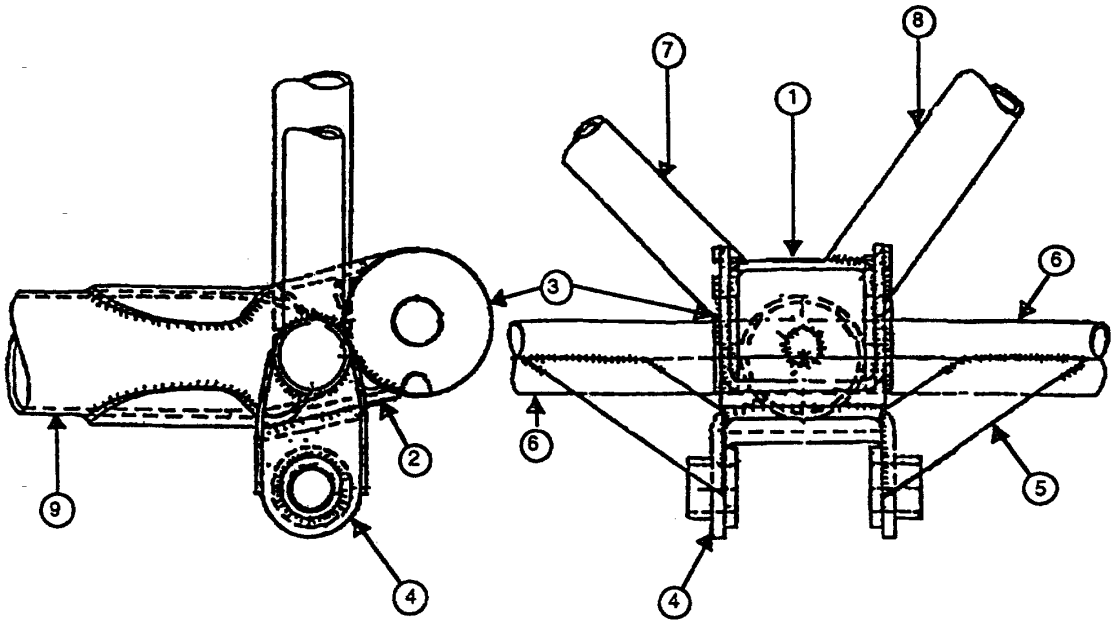


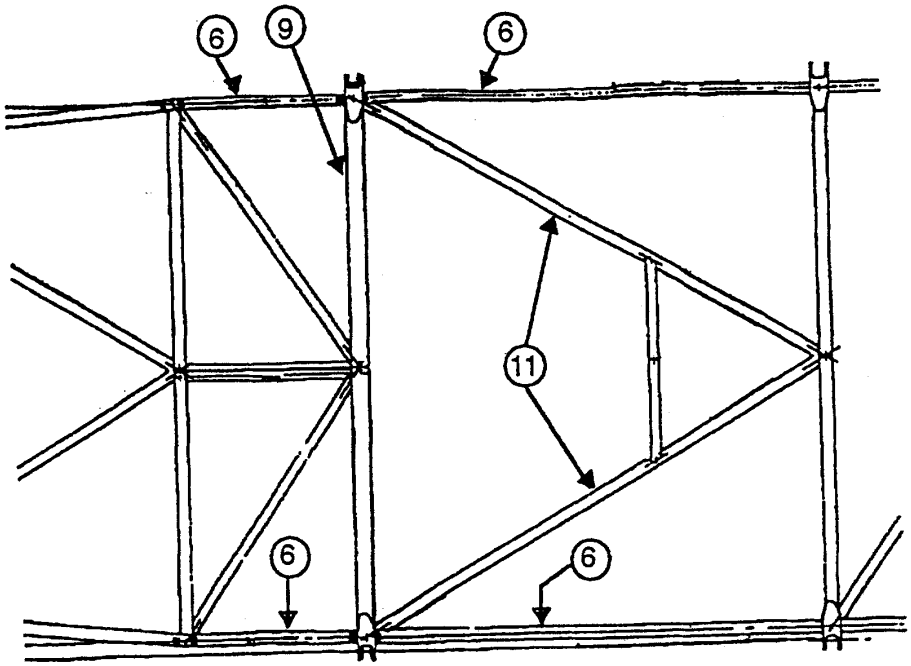
Figure 2

PA-25-150
S/N - ALL



View Looking Aft

Side View



Bottom View (View A-A)
(Both Sides)

Figure 3a

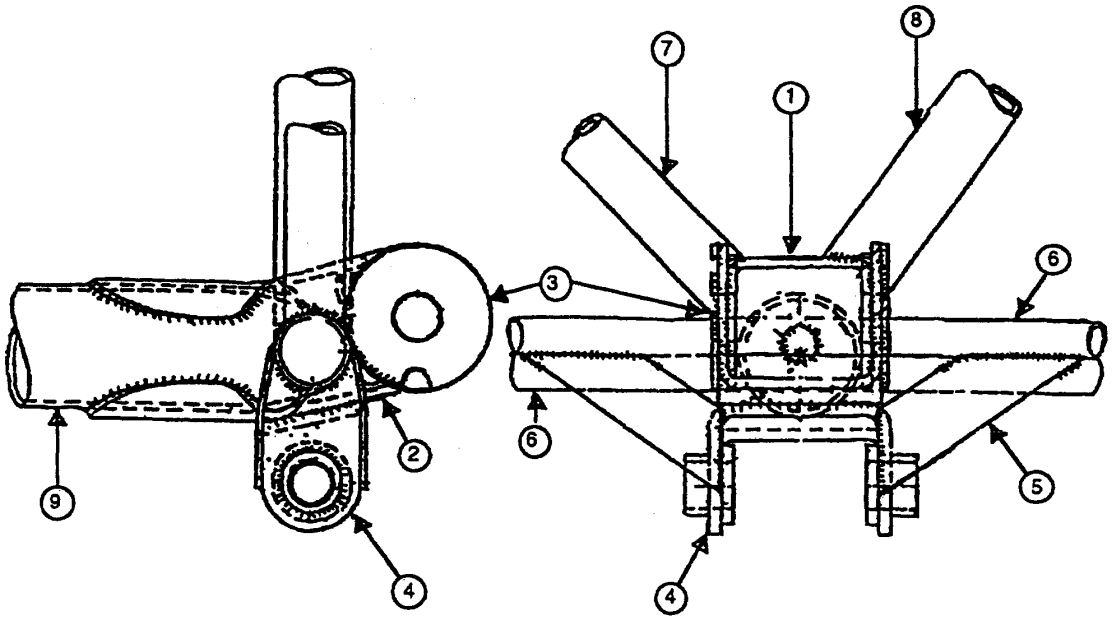
PA-25-150
S/N - ALL
Front Wing Spar Attachment-Fittings and Tubes

NO.	DESCRIPTION	PART NO./TUBE DIMENSIONS
1	Front Spar Fitting	61006-0
2	Channel	61007-0
3	Fitting Assy-Front Spar	61005-0
4	Fitting Assy-Landing Gear	21242-2
5	Brace-Bracket	11994-28
6	Tube	.75 x .035 (4130) N **
7	Tube	.625 x .035 (4130) N **
8	Tube	.75 x .035 (4130) N **
9	Tube	1.25 x .058 (4130) N **
11	Tube	.625 x .028 (1025)

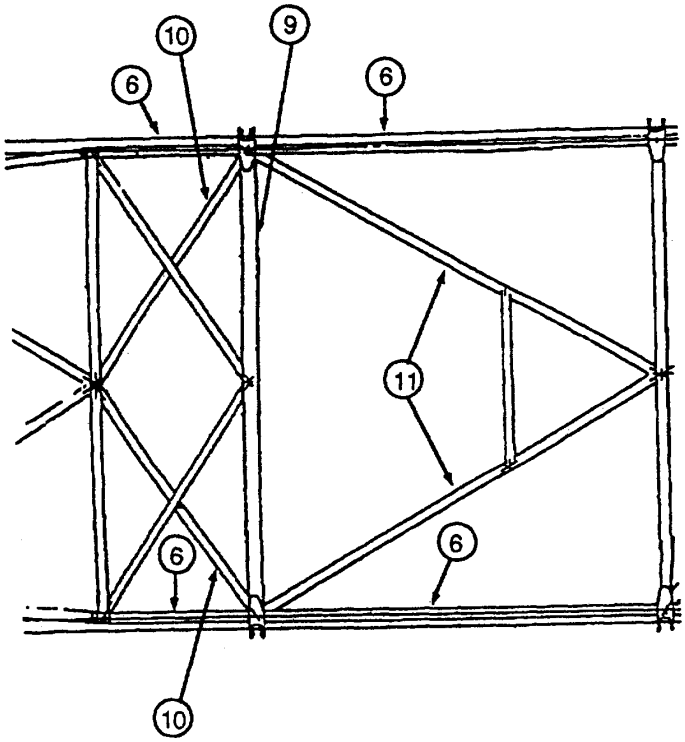
** - MIL-T-6736 Type 1

Figure 3b

PA-25-235
(S/N - 25-2000 To 25-2985)



View Looking Aft Side View



Bottom View (View A-A)
(Both Sides)

Figure 4a

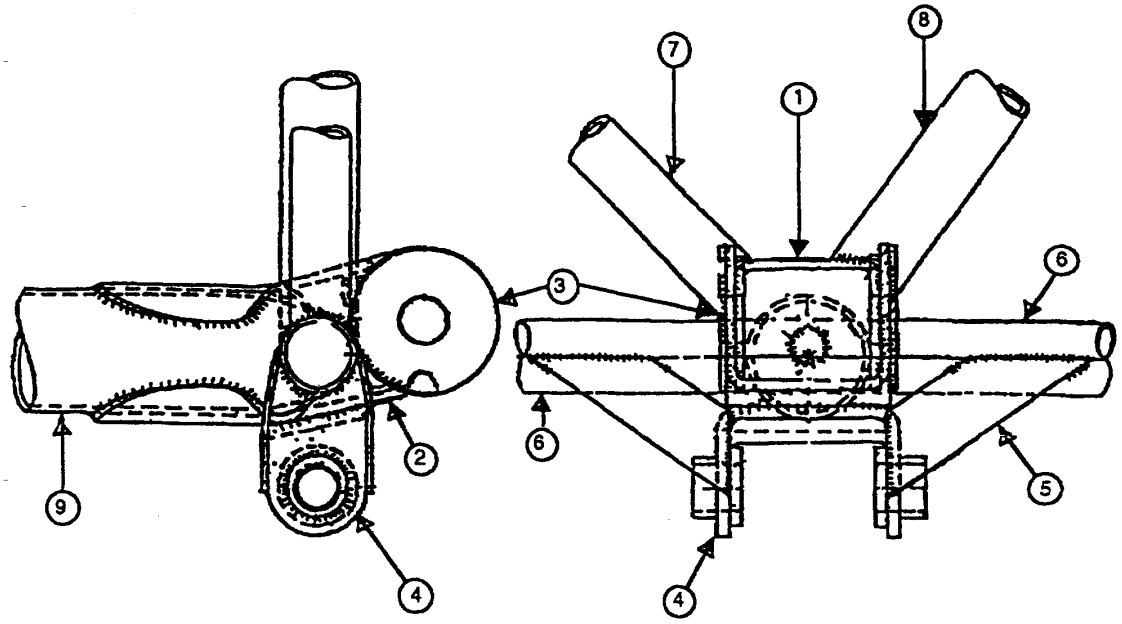
PA-25-235
S/N - 25-2000 to 25-2985
Front Wing Spar Attachment-Fittings and Tubes

NO.	DESCRIPTION	PART NO./TUBE DIMENSIONS
1	Front Spar Fitting	64003-0
2	Channel	64175-0
3	Fitting Assy-Front Spar	64412-0
4	Fitting Assy-Landing Gear	64005-0 (L) 64005-1 (R)
5	Brace-Bracket	11994-28
6	Tube	.75 x .049 (4130) N **
7	Tube	.625 x .049 (4130) N **
8	Tube	.875 x .065 (4130) N **
9	Tube	1.25 x .095 (4130) N **
10	Tube	.75 x .049 (4130) N **
11	Tube	.625 x .028 (1025)

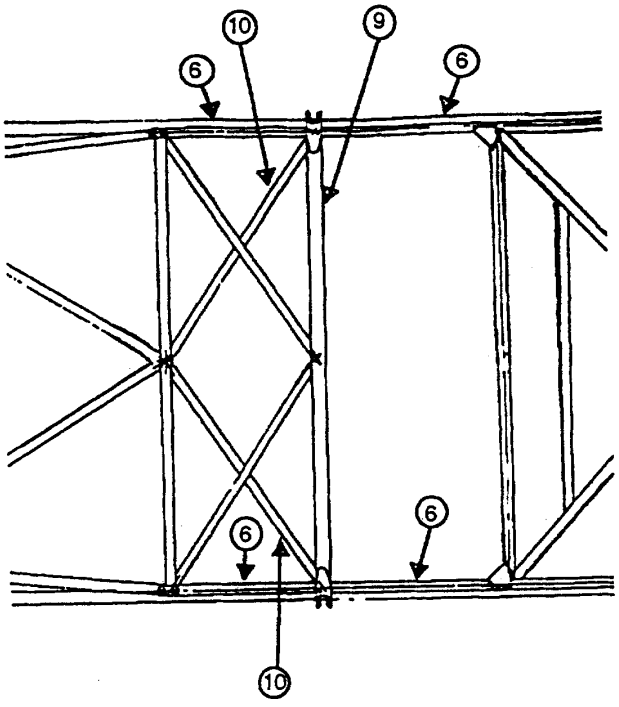
** - MIL-T-6736 Type 1

Figure 4b

PA-25-235, PA-25-260
S/N - 25-2986 and Up



View Looking Aft Side View



Bottom View (View A-A)
(Both Sides)

Figure 5a

PA-25-235,-260
S/N - 25-2986 and Up
Front Wing Spar Attachment-Fittings and Tubes

NO.	DESCRIPTION	PART NO. /TUBE DIMENSIONS
1	Front Spar Fitting	64003-0
2	Channel	64175-0
3	Fitting Assy-Front Spar	64412-0
4	Fitting Assy-Landing Gear	64005-0 (L) 64005-1 (R)
5	Brace-Bracket	11994-28
6	Tube	.75 x .049 (4130) N **
7	Tube	.625 x .049 (4130) N **
8	Tube	.875 x .065 (4130) N **
9	Tube	1.25 x .095 (4130) N **
10	Tube	.75 x .049 (4130) N **

** - MIL-T-6736 Type 1

Figure 5b

Issued in Kansas City, Missouri, on January 12, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–1427 Filed 1–19–95; 8:45 am]

BILLING CODE 4910–13–C

14 CFR Part 71

[Airspace Docket No. 95–ASO–1]

Proposed Establishment of Class D Airspace: Cocoa Beach, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class D Airspace at Cocoa Beach, FL. The United States Air Force operates a part time control tower at the Cape Canaveral AS Skid Strip Airport. Additionally there is a TACAN–A Instrument Approach Procedure (IAP) to the airport. Therefore the United States Air Force has requested the establishment of Class D Airspace at this airport.

DATES: Comments must be received on or before March 2, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 95–ASO–1, Manager, System Management Branch, ASO–530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305–5586.

FOR FURTHER INFORMATION CONTACT: Michael J. Powderly, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Airspace Docket No. 95–ASO–1.'' The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM'S

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, System Management Branch, ASO–530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11–2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class D airspace at Cocoa Beach, FL. The United States Air Force operates a part time control tower at the Cape Canaveral AS Skid Strip Airport. Additionally there is a TACAN–A IAP to the airport. Therefore the United States Air Force has requested the establishment of Class D airspace for this airport. Designations for Class D airspace are published in Paragraph 5000 at FAA Order 7400.9B dated July 18, 1994 and effective September 16, 1994, which is incorporated by reference in CFR 71.1. The Class D airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (Air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994 and effective September 16, 1994, is amended as follows:

Para. 5000 Class D Airspace

* * * * *

ASO FL D Cocoa Beach, FL [New]

Cape Canaveral AS Skid Strip Airport, FL (lat. 28°28′06″ N, long. 80°34′00″ W)

That airspace extending upward from the surface to and including 2500 feet MSL within a 4.4-mile radius of the Cape Canaveral AS Skid Strip Airport. This airspace lies within the confines of R–2932. Contact Patrick Approach on 134.95/358.3 for the status of this Class D airspace area.

* * * * *

Issued in College Park, Georgia, on January 9, 1995.

Michael J. Powderly,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 95–1535 Filed 1–19–95; 8:45 am]

BILLING CODE 4910–13–M