

repetitive inspections or possible replacements. The FAA has no way of determining how many main gear side brace studs may need replacement or how many repetitive inspections each 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 Rules Docket at the location provided under the caption ADDRESSES.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation 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 adding a new AD to read as follows:

**Piper Aircraft Corporation:** Docket No. 93-CE-61-AD. Applicability: PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 series airplanes (all models and serial numbers), certificated in any category. Compliance: Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished, and thereafter as indicated.

To prevent main landing gear (MLG) collapse caused by main gear side brace stud cracks, which, if not detected and corrected, could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Remove both the left and right main gear side brace studs from the airplane in accordance with the instructions contained in the Landing Gear section of the maintenance manual, and inspect each main gear side brace stud for cracks, using FAA-approved dye penetrant or magnetic particle methods.

(1) For any main gear side brace stud found cracked, prior to further flight, replace the cracked stud with an FAA-approved serviceable part (part numbers referenced in the table in paragraph (b) of this AD) in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and reinspect as specified in paragraph (b) of this AD.

(2) For any main gear side brace stud not found cracked, prior to further flight, reinstall the uncracked stud in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and reinspect as specified in paragraph (b) of this AD.

(b) Reinspect both the left and right main gear side brace studs, using FAA-approved dye penetrant or magnetic particle procedures, at the applicable intervals presented below, and replace any cracked stud or reinstall any uncracked stud as specified in paragraphs (a)(1) and (a)(2) of this AD, respectively:

Part number installed	TIS inspection interval	Series Airplanes Installed on
20829-00 .....	1,000 hours ..	PA24.
22512-00 .....	1,000 hours ..	PA24, PA30, and PA39
95299-00 or 95299-02.	500 hours .....	PA28R, PA32R, PA32RT, PA34-200, PA34-200T, and PA44.
78717-02 (contained in the part number 95643-06 or 95643-07 bracket assembly).	1,000 hours ..	PA28R, PA32R, PA32T, PA34-200, PA34-200T, and PA44.

**Note 1:** Main gear side brace studs, part numbers, 95299-00 and 95299-02, are no longer manufactured, and any main gear side brace stud found cracked incorporating one of these part numbers may be replaced with a part number 78717-02 main gear side brace stud contained in the part number 95643-06 and 95643-07 bracket assembly.

**Note 2:** Accomplishing the actions of this AD does not affect the requirements of AD 77-13-21, Amendment 39-3093. The tolerance inspection requirements of that AD still apply for Piper PA24, PA30, and PA39 series airplanes.

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

(e) Information related 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.

Issued in Kansas City, Missouri, on February 14, 1995.

**Barry D. Clements,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-4251 Filed 2-21-95; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 39**

[Docket No. 94-ANE-30]

**Airworthiness Directives; Superior Air Parts, Inc. Pistons Installed on Teledyne Continental Motors O-470 Series Reciprocating Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Superior Air Parts, Inc. pistons installed on Teledyne Continental Motors O-470 series reciprocating engines. This proposal would require removal from service of certain pistons. This proposal is prompted by reports of piston failures. The actions specified by the proposed AD are intended to

prevent piston failure, which can result in engine power loss, engine failure and loss of the aircraft.

**DATES:** Comments must be received by April 24, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-30, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Superior Air Parts, Inc., 14280 Gillis Rd., Dallas, TX 75244-3792; telephone (800) 487-4884. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

**FOR FURTHER INFORMATION CONTACT:** Richard Karanian, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; telephone (817) 222-5195, fax (817) 222-5959.

#### **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 summarizing 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 Number 94-ANE-30." 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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-30, 12 New England Executive Park, Burlington, MA 01803-5299.

##### **Discussion**

The Federal Aviation Administration (FAA) has received reports of failures of Superior Air Parts, Inc. pistons, Part Number (P/N) SA626992, installed on Teledyne Continental Motors O-470 series engines. Investigation revealed that an undetermined number of these pistons had sharp edged casting lines in the area of the piston pin boss that could cause a stress riser. In 1981, Superior Air Parts, Inc. introduced an improved design piston, P/N SA640518, recommended to replace piston, P/N SA626992, at major overhaul. However, the older model pistons, which are subjected to high stresses due to heat, firing pressures, and uneven forces applied to the piston skirt as the clearance between the piston and cylinder barrel increases during service, are being reused over more than one overhaul cycle. This condition, if not corrected, could result in engine power loss, engine failure and loss of the aircraft.

The FAA has reviewed and approved the technical contents of Superior Air Parts, Inc. Service Bulletin (SB) No. 93-007, dated November 18, 1993, that describes identification procedures for determining the piston P/N, and recommends replacement of all affected pistons at major overhaul.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require removal from service of Superior Air Parts, Inc. pistons, P/N SA626992, at the next access to the piston, top overhaul, or major overhaul. The affected pistons can be identified by either a stamped-in P/N on the piston dome (SA626992 or SA626992P15) or, by a raised number (SA632932) along one of the piston pin bosses on the underside of the piston. The actions would be required to be accomplished in accordance with the SB described previously.

The manufacturer has informed the FAA that 5,585 pistons were shipped between December 1976 and June 1981 and would be affected by this proposed AD. The FAA estimates that it would

take approximately 2 work hours per piston to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$156 per piston. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,541,460.

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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 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, 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 adding the following new airworthiness directive:

**Superior Air Parts, Inc.:** Docket No. 94-ANE-30.

**Applicability:** Superior Air Parts, Inc. pistons, Part Numbers (P/N) SA626992, SA626992P15, and SA632932, installed on

Teledyne Continental Motors Model O-470-K, -L, -R reciprocating engines. These engines are installed on but not limited to Cessna 182 series aircraft.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent piston failure, which can result in engine power loss, engine failure and loss of the aircraft, accomplish the following:

(a) At the next access to the piston, top overhaul, or major overhaul after the effective date of this airworthiness directive, whichever occurs first, remove from service pistons, P/N SA626992, and replace with a serviceable part.

**Note:** The affected pistons can be identified by either a stamped-in P/N on the piston dome (SA626992 or SA626992P15) or, by a raised number (SA632932) along one of the piston pin bosses on the underside of the piston.

(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, Fort Worth Special Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Special Certification Office.

**Note:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Fort Worth Special Certification Office.

Issued in Burlington, Massachusetts, on February 14, 1995.

**James C. Jones,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 95-4250 Filed 2-21-95; 8:45 am]

BILLING CODE 4910-13-P

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## DEPARTMENT OF COMMERCE

### International Trade Administration

#### 19 CFR Part 353, 355, and 356

[Docket No. 941264-4364]

RIN 0625-AA45

#### Antidumping Duties; Countervailing Duties; Article 1904 of the North American Free Trade Agreement

**AGENCY:** Import Administration, International Trade Administration, Department of Commerce.

**ACTION:** Advance Notice of Proposed Rulemaking; Extension of Comment Period.

**SUMMARY:** The Department of Commerce issued an advance notice of proposed rulemaking and request for comments as the first step in the process of conforming the existing antidumping, countervailing duty, and NAFTA Article 1904 regulations to the Uruguay Round

Agreements Act. In an effort to accommodate parties interested in submitting comments in this rulemaking proceeding, the Department is extending the comment period announced in the advanced notice of proposed rulemaking.

**DATES:** Final comments should be received on or before April 3, 1995.

**ADDRESSES:** Address written comments to Susan G. Esserman, Assistant Secretary for Import Administration, Central Records Unit, Room B-099, U.S. Department of Commerce, Pennsylvania Avenue and 14th Street, N.W., Washington, DC 20230. Comments should be addressed: Attention: Advance Notice of Proposed Rulemaking/Uruguay Round Agreements Act. Each person submitting a comment should include his or her name and address, and give reasons for any recommendation.

**FOR FURTHER INFORMATION CONTACT:** William D. Hunter, (202) 482-4412, or David Mason Jr., (202) 482-4969.

**SUPPLEMENTARY INFORMATION:** On January 3, 1995, the Department of Commerce (the Department) published an Advance Notice of Proposed Rulemaking and Request for Comments in the **Federal Register** (*Antidumping Duties; Countervailing Duties; Article 1904 of the North American Free Trade Agreement* ("Advance Notice of Proposed Rulemaking")) (60 FR 80) as the first step in the process of conforming the Department's existing antidumping duty, countervailing duty, and NAFTA Article 1904 regulations to the Uruguay Round Agreements Act. In its notification, the Department requested initial comments by February 3, 1995 and final comments by February 24, 1995. In an effort to accommodate parties interested in submitting comments in this rulemaking proceeding, the Department now extends the time in which to file final comments pursuant to the Advance Notice of Proposed Rulemaking. The new due date for final comments is April 3, 1995.

**FORMAT AND NUMBER OF COPIES:** Parties should submit comments in the following format: (1) Number each comment in accordance with the number designated for that issue as indicated in the list of issues set forth in the Department's Advance Notice of Proposed Rulemaking (60 FR 80; January 3, 1995)); (2) begin each comment on a separate page; (3) concisely state the issue identified and discussed in the comment; and (4) provide a brief summary of the comment (a maximum of 3 sentences)

and label this section "summary of the comment."

To simplify the processing and distribution of these comments, parties are encouraged to submit documents in electronic form accompanied by an original and one paper copy. All documents filed in electronic form must be on DOS formatted 3.5" diskettes, and must be prepared in either WordPerfect format or a format that the WordPerfect program can convert and import into WordPerfect. Each comment submitted should be on a separate file on the diskette and labeled by the number designated for that issue based upon the list of issues outlined below.

Comments received on diskette will continue to be made available to the public on Internet under the following address: FTP://FWUX.FEDWORLD.GOV/PUB/IMPORT

In addition, the Department will continue to make comments available to the public on 3.5" diskettes, with specific instructions on accessing compressed data, at cost, and paper copies available for reading and photocopying in Room B-099 of the Central Records Unit. Any questions concerning file formatting, document conversion, access on Internet, or other file requirements should be addressed to Andrew Lee Beller, Director of Central Records, (202) 482-1248.

#### List of Subjects in 19 CFR Parts 353, 355, and 356

Business and industry, Foreign trade, Imports, Trade Practices.

Dated: February 16, 1995.

**Barbara R. Stafford,**

*Acting Assistant Secretary for Import Administration.*

[FR Doc. 95-4453 Filed 2-21-95; 8:45 am]

BILLING CODE 3510-DS-P

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Parts 52 and 63

[WA22-1-6362; FRL-5157-4]

#### Approval and Promulgation of Implementation Plans, Washington; Approval of Section 112(I) Authority; Preconstruction and Operating Permits; Washington

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA invites public comment on its proposal to approve in part and disapprove in part, numerous revisions to the State of Washington