

(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.

Issued in Renton, Washington, on February 15, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4253 Filed 2-21-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-CE-61-AD]

Airworthiness Directives; Piper Aircraft Corporation PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Piper Aircraft Corporation (Piper) PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 series airplanes. The proposed action would require repetitively inspecting the main gear side brace studs for cracks and replacing any cracked main gear side brace stud. Several reports of main gear side brace stud cracks on the affected airplanes, including seven incidents where the main landing gear (MLG) collapsed, prompted the proposed AD. The actions specified by the proposed AD are intended to prevent a 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.

DATES: Comments must be received on or before May 5, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-61-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. 93-CE-61-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. 93-CE-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received several reports of main gear side brace stud cracks on Piper PA24, PA32R, PA34-200, and PA34-200T series airplanes. These reports include an accident in the United Kingdom where the main landing gear (MLG) collapsed on a Piper PA34-200 series airplane because of high cycle fatigue cracking of the main gear side brace stud. Metallurgical examination of the stud revealed that separate fatigue cracks had originated from both the inboard and the outboard edges near the bending radius of the shank. Reverse bending loads then allowed these cracks to extend across

approximately 30-percent of the shank cross-section. The remaining 70-percent of the shank cross-section failed because of overstress. Review of service difficulty records in the United Kingdom and Canada, as well as the United States, indicated that this accident was almost identical to other accidents on Piper airplane models of similar type design.

On February 11, 1994, the FAA issued an advance notice of proposed rulemaking (ANPRM) to solicit comments from owners/operators of the affected airplanes in order to adequately make a determination as to what type of action to take (if any). From responses to this ANPRM, the FAA found that most of the owners/operators that responded are currently inspecting the main gear side brace studs on a routine basis (every annual or 100 hours); however, these operators are not removing the studs or using non-destructive inspection methods. Based on its review of the above-referenced incidents, the FAA has determined that, in order to adequately detect any cracks on the main gear side brace studs, these studs must be removed and inspected using dye penetrant or magnetic particle methods.

After examining the circumstances and reviewing all available information related to the incidents and accidents described above, including the comments received in response to the ANPRM, the FAA has determined that AD action should be taken to prevent 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.

Since an unsafe condition has been identified that is likely to exist or develop in other Piper PA24, PA28R, PA30, PA32R, PA32RT, PA34-200, PA34-200T, PA39, and PA44 series airplanes of the same type design, the proposed AD would require repetitively inspecting (using dye penetrant or magnetic particle methods) the main gear side brace studs for cracks, and replacing any cracked main gear side brace stud.

The FAA estimates that 9,200 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 5 workhours to initially inspect both the right and left main landing gear side brace studs, 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 \$2,760,000. This figure represents the cost of the initial inspection, and does not reflect costs for

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