

alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously. To prevent degradation of the structural integrity of the fuselage pressure vessel due to the problems associated with cracking and corrosion in the gussets of the rear passenger door and rear baggage door apertures, accomplish the following:

(a) Prior to the accumulation of 12,000 total landings or within 1,500 landings after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and corrosion of the gussets of the rear passenger door aperture, in accordance with Jetstream Service Bulletin ATP-53-29, dated October 31, 1994.

(1) If any crack is found, prior to further flight, replace the gusset in accordance with the service bulletin.

(2) If any corrosion is found, prior to further flight, either replace the gusset in accordance with the service bulletin, or repair the gusset in accordance with the Structural Repair Manual, chapter 53-10-12.

(b) Prior to the accumulation of 15,000 total landings or within 1,500 landings after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and corrosion of the gussets of the rear baggage door aperture, in accordance with Jetstream Service Bulletin ATP-53-29, dated October 31, 1994.

(1) If any crack is found, prior to further flight, replace the gusset in accordance with the service bulletin.

(2) If any corrosion is found, prior to further flight, either replace the gusset in accordance with the service bulletin, or repair the gusset in accordance with the Structural Repair Manual, chapter 53-10-12.

(c) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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 October 6, 1995.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25449 Filed 10-12-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-CE-37-AD]

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA28, PA32, PA34, 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 New Piper Aircraft, Inc. (Piper) PA28, PA32, PA34, and PA44 series airplanes. The proposed action would require inspecting and modifying the flap lever assembly. Reports of worn flap handle attach bolts and elongated holes in the flap lever to cable mounting attach point prompted this proposed AD action. The actions specified by the proposed AD are intended to prevent failure of the flap handle attach bolt and sudden retraction of the flaps, which, if not detected and corrected, could result in possible loss of control of the airplane.

DATES: Comments must be received on or before December 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-37-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.

Piper Service Bulletin (SB) No. 965, dated September 1, 1993, may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2629 Piper Dr., Vero Beach, Florida 32960. This information also may be examined 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. 95-CE-37-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. 95-CE-37-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received reports of worn flap handle attach bolts and elongated holes in the flap lever to cable mounting attach points on certain Piper PA28, PA32, PA34, and PA44 series airplanes. This condition, if left uncorrected, could result in the inability to lower the flaps or, if the retaining bolt breaks or comes free while the flaps are in a down position, a sudden retraction of the flaps creating a reduction in lift and possible loss of control of the airplane.

Piper has issued SB No. 965, dated September 1, 1993, which specifies procedures for: (1) Measuring and enlarging the cable mounting attach hole diameter, (2) installing a new bushing (Piper Part Number (P/N) 63900-174), (3) replacing the flap lever handle attach bolt with a new clevis bolt (Piper P/N 400 673), and (4) inspecting the washer (P/N 407-584), nut (P/N 404-392), and cotter pin (P/N 424-051) for damage, and replacing as applicable.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent failure of the flap handle attach bolt and sudden

retraction of the flaps, which, if not detected and corrected, could result in loss of control of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Piper PA28, PA32, PA34, and PA44 series airplanes of the same type design, the proposed AD would require (1) measuring and enlarging the cable mounting attach point hole diameter to .316 of an inch and if the measurement is larger than .316 of an inch, replacing the flap lever; (2) installing a new bushing (Piper P/N 63900-174) for increased durability of the joint; (3) replacing the flap lever handle attach bolt with a new clevis bolt (Piper P/N 400 673), and (4) inspecting the washer (P/N 407-584), nut (P/N 404-392), and cotter pin (P/N 424-051) for damage, and replacing as applicable.

The FAA estimates that 30,000 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$16 per airplane. Based on these figures, the total cost impact of the proposed 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 would be reduced by \$1,088,000 from \$4,080,000 to \$2,992,000.

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, 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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

The New Piper Aircraft, Inc. (formerly Piper Aircraft Corporation); Docket No. 95-CE-37-AD.

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

Models	Serial No.
PA-28-140 ..	28-20000 through 28-26946 and 28-7125001 through 28-7725290.
PA-28-150, PA-28-160, and PA-28-180.	28-1 through 28-5859, 28-7105001 through 28-7505259, 28-E13, and 28-03.
PA-28-151 ..	28-7415001 through 28-7715314.
PA-28-161 ..	28-7716001 through 28-8616057 and 2816001 through 2816102.
PA-28-161 ..	2841001 through 2841346.
PA-28-181 ..	28-7690001 through 28-8690062 and 2890001 through 2890169.
PA-28-235 ..	28-10001 through 28-11378, 28-7110001 through 28-7710828-77, and 28-E11.
PA-28-236 ..	28-7911001 through 28-8611008 and 2811001 through 2811034.
PA-28-201T	28-7921001 through 28-7921095.
PA-28R-180	28R-30001 through 28R-31270 and 28R-7130001 through 28R-7130013.
PA-28R-200	28R-35001 through 28R-35820 and 28R-7135001 through 28R-7635462.
PA-28R-201	28R-7737001 through 28R-7837319 and 2837001 through 2837059.

Models	Serial No.
PA-28R-201T.	28R-7703001 through 28R-7803374 and 2803001 through 2803012.
PA-28RT-201.	28R-7918001 through 28R-8218026.
PA-28RT-201T.	28R-7931001 through 28R-8631005 and 2831001 through 2831038.
PA-32-260 ..	32-1 through 32-1297 and 32-7100001 through 32-7800008.
PA-32-300 ..	32-40000 through 32-40974 and 32-7140001 through 32-7940290.
PA-32-301 ..	32-8006001 through 32-8406020.
PA-32-301T	32-8024001 through 32-8424002.
PA-32R-300	32R-7680001 through 32R-7880068.
PA-32RT-300.	32R-7885001 through 32R-7985105.
PA-32RT-300T.	32R-7887001 through 32R-7987126.
PA-32R-301	32R-8013001 through 32R-8413024.
PA-32R-301T.	32R-8029001 through 32R-8429028.
PA-34-200 ..	34-7250001 through 34-7450220.
PA-34-200T	34-7570001 through 34-8170092.
PA-34-220T	34-8133001 through 34-8233088.
PA-44-180 ..	44-7995001 through 44-8195026 and 4495001 through 4495013.
PA-44-180T	44-8107001 through 44-8107066.

Note 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability 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 Piper Service Bulletin (SB) 965, dated September 1, 1993.

Note 3: The instructions in the proposed AD do not mirror the service bulletin and the

AD instructions take precedence over the service bulletin instructions. The proposed AD will require installing the clevis bolt, regardless of the condition of the current part.

To prevent failure of the flap handle attach bolt and sudden retraction of the flaps, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Measure the cable mounting attach hole diameter and enlarge the hole to .316 of an inch diameter. If the diameter of the cable mount attach hole is larger than .316 of an inch, prior to further flight, replace the flap lever handle (refer to the applicable illustrated parts catalog for part number), in accordance with Piper SB No. 965, dated September 1, 1993.

(b) Install a new bushing (Piper Part Number (P/N) 63900-174) into the cable mounting attach hole, in accordance with Piper SB No. 965, dated September 1, 1993.

(c) Replace the flap lever handle attach bolt with a new clevis bolt (Piper P/N 400 673) in accordance with Piper SB No. 965, dated September 1, 1993.

(d) Inspect, and if damaged, prior to further flight, replace the washer (P/N 407-584), nut (P/N 404-392), and cotter pin (P/N 424-051) as applicable in accordance with Piper SB No. 965, dated September 1, 1993.

(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 airplane to a location where the requirements of this AD can be accomplished.

(f) 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 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.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to The New Piper Aircraft, Inc., Attn: Customer Service, 2629 Piper Dr., Vero Beach, Florida, 32960; 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 October 6, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25438 Filed 10-12-95; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

31 CFR Part 103

RIN 1506-AA13

Proposed Amendment to the Bank Secrecy Act Regulations—Requirement To Report Suspicious Transactions

AGENCY: Financial Crimes Enforcement Network, Treasury.

ACTION: Notice of extension of time for submission of comments.

SUMMARY: This document extends until November 13, 1995, the deadline for the submission of comments on the Notice of Proposed Rulemaking to require banks to file with the Financial Crimes Enforcement Network reports of suspicious transactions under the Bank Secrecy Act. The extension is intended to facilitate the submission of comments on the notice without delaying implementation of the suspicious transaction reporting system. The notice was published in the Federal Register on September 7, 1995 (60 FR 46556) and comments were to be received on or before October 10, 1995.

DATES: Comments must be submitted on or before November 13, 1995.

ADDRESSES: Comments should be sent to: Office of Regulatory Policy and Enforcement, Financial Crimes Enforcement Network, Department of the Treasury, 2070 Chain Bridge Road, Vienna, VA 22182, Attention: NPRM—Suspicious Transaction Reporting. Comments received will be available for public inspection and copying at the Treasury Department Library, Room 5030, 1500 Pennsylvania Avenue NW., Washington, DC 20220.

FOR FURTHER INFORMATION CONTACT: Charles Klingman, Office of Financial Institutions Policy, FinCEN, at (703) 905-3920, or Joseph M. Myers, Attorney-Advisor, Office of Legal Counsel, FinCEN, at (703) 905-3590.

SUPPLEMENTARY INFORMATION: The Annunzio-Wylie Anti-Money Laundering Act, Title XV of the Housing and Community Development Act of 1992, Pub. L. 102-550, and the Money Laundering Suppression Act of 1994, Title IV of the Riegle Community Development and Regulatory Improvement Act of 1994, Pub. L. 103-325, amended the Bank Secrecy Act to grant Treasury authority to require reporting of suspicious transactions and to require Treasury to designate a single government recipient for reports of suspicious transactions. FinCEN has been working with the Office of the Comptroller of the Currency (the

“OCC”), the Board of Governors of the Federal Reserve System (the “Board”), the Federal Deposit Insurance Corporation (the “FDIC”), the Office of Thrift Supervision (the “OTS”), and the National Credit Union Administration (the “NCUA”) to create a single coordinated process for the reporting of suspicious transactions under the Bank Secrecy Act and known or suspected criminal violations involving financial institutions under the regulations of those agencies.

FinCEN published a notice of proposed rulemaking relating to the suspicious transaction reporting system on September 7, 1995. The notice invited comments from interested parties and requested that they address specific questions. Because all of the agencies were working to implement the system in October, 1995, and because FinCEN’s notice related closely to notices already issued by the Board and the OCC, comments were requested by October 10, 1995.

The agencies involved in creating the suspicious transaction reporting system have postponed the target date for the system to become operable until December 15, 1995. The FDIC, whose notice of proposed rulemaking was published on September 14, 1995, has already stated its intention to accept comments through November 13, 1995. All of the agencies involved in the system are working together to review comments as they are submitted and harmonize the proposed rules. Accordingly, given the fact that extending the time to the end of the FDIC’s period will not delay implementation of the system, FinCEN has determined to extend the comment period until November 13, 1995.

Dated: October 10, 1995.

William F. Baity,

Acting Director, Financial Crimes Enforcement Network.

[FR Doc. 95-25570 Filed 10-12-95; 8:45 am]

BILLING CODE 4820-03-P