''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 U.S.C. 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:

I. A. M. Rinaldo Piaggio S.P.A: Docket No. 95–CE–78-AD.

Applicability: Model P–180 (serial numbers 1002 and 1004 through 1022), certificated in any category.

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 request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

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

To prevent the possibility of not getting the emergency exit door open during an emergency evacuation of the airplane, which, if not detected and corrected, could result in injury to the passengers., accomplish the following:

(a) Modify the passenger seat cushion in accordance with Piaggio Service Bulletin (SB) 80–0043; Original Issue: September 30, 1993.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviations 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, 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 Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to I. A. M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154 Genoa, Italy; 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 April 19, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–10453 Filed 4–26–96; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 39

[Docket No. 95–CE–55–AD]

RIN 2120–AA64

Airworthiness Directives; the New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA31, PA31P, and PA31T Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 75–26–18, which currently requires modifying the landing gear selector cable forward attachment pin assembly by installing a safety lock wire on certain The New Piper Aircraft Inc., (Piper) PA31, PA31P and PA31T series airplanes. The proposed action would require the same action as AD 75–26–18. An incorrect designation of Piper Model PA31 airplanes as Piper Model PA31–310 airplanes in AD 75–26–18 prompted the proposed AD action. The actions specified by the proposed AD are intended to prevent the landing gear selector cable forward attachment pin assembly from becoming separated from the powerpack control arm, which, if not corrected, could cause loss of landing gear retraction or extension.

DATES: Comments must be received on or before June 28, 1996.

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–55–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.

Service information that applies to the proposed AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 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–55–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–55–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

It has been brought to the attention of the FAA that AD 75–26–18, which is applicable to Piper PA31 series airplanes, should not have listed a Piper Model PA31–310 airplane. The Piper Model PA31–310 airplane is not a recognized model on the Type Certificate Data Sheet No. A20SO and the airplane's data plate for the airplane subject to the AD states Model PA31, not Model PA31–310. The concern was raised that some owners/operators of Model PA31 airplanes may not have complied with AD 75–26–18, since the AD currently describes the airplane as a Piper Model PA31–310, even though their serial number falls within the serial number range in the current AD. For this reason, the FAA is proposing to supersede the current AD to change the model designation in the Applicability section of the AD from a Piper Model PA31–310 airplane to Piper Model PA31 airplane.

Piper has issued service bulletin (SB) No. 488, dated October 24, 1975, which specifies procedures for modifying the landing gear selector cable forward attachment pin assembly.

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 the landing gear selector cable forward attachment pin assembly from becoming separated from the powerpack control arm.

Since an unsafe condition has been identified that is likely to exist or develop in other Piper PA31, PA31P, and PA31T series airplanes of the same type design, the proposed AD would supersede AD 75–26–18 with a new AD that would retain the same requirement as AD 75–26–18 which is modifying the landing gear selector cable forward attachment pin assembly, part number (P/N) 53599–00, by installing 3 inches of safety lock wire (MS20995C41) onto the attachment pin assembly, and the proposed action requires changing the Applicability section for the model designations from Piper Model PA31–310 airplanes to Piper Model PA31 airplanes.

The FAA estimates that 875 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per airplane to accomplish the proposed action, and that the average labor rate is approximately $60 an hour. Parts cost approximately 25 cents per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $52,718.75.

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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD), 75–26–18, Amendment 39–2504, and by adding a new AD to read as follows:

The New Piper Aircraft, Inc.: Docket No. 95–CE–55–AD; Supersedes AD 75–26–18, Amendment 39–2504.

Applicability: PA31, PA31P, and PA31T series airplanes with the following Model and serial numbers, certificated in any category.

Models	Serial Nos.
PA–31 and PA–31–325.	31–7300950 through 31–7612017
PA–31–350	31–7305048, 31–7305049, and 31–7305052 through 31–7652032
PA–31P	31P–7300128 through 31P–7630005
PA–31T	31T–7400002 through 31T–7620013.

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 request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 50 hours time-in-service (TIS) after February 9, 1976 (effective date of AD 75–26–18) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent the landing gear selector cable forward attachment pin assembly from becoming separated from the powerpack control arm, which if not corrected could cause loss of landing gear retraction or extension, accomplish the following:

(a) Modify the landing gear selector cable forward attachment pin assembly by installing a safety lock wire in accordance with the *Instructions* section of Piper service bulletin No. 488, dated October 24, 1975.

(b) Special flight permits may be issued in accordance with 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 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 2: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(d) Alternative methods of compliance approved in accordance with AD 75–26–18 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(e) 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, 2926 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.

(f) This amendment supersedes AD 75–26–18, Amendment 39–2504. Issued in Kansas City, Missouri, on April 19, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–10452 Filed 4–26–96; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 39

[Docket No. 95–NM–175–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300–600 and A310 Series Airplanes Equipped With General Electric Model CF6–80 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 Airbus Model A300–600 and A310 series airplanes. This proposal would require an inspection to detect defects of the directional pilot valves (DPV); and replacement of any defective DPV with a new DPV, or deactivation of the thrust reverser system, if necessary. This proposal is prompted by a report indicating that, during a maintenance check, an uncommanded deployment and stowage of the thrust reverser occurred due to improperly modified DPV's. The actions specified by the proposed AD are intended to prevent uncommanded deployment and stowage of the thrust reverser during maintenance activities, as a result of improperly modified DPV's, which could result in injury to maintenance personnel or other people on the ground.

DATES: Comments must be received by June 10, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–175–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Charles Huber, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (206) 227–2589; fax (206) 227–1149.

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 shall 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 95–NM–175–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, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–175–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A300–600 and A310 series airplanes, equipped with General Electric Model CF6–80 engines. The DGAC advises that it has received a report indicating that, during a maintenance check, an uncommanded deployment and stowage of the thrust reverser occurred.

Investigation of this incident revealed that, when the thrust reverser handle was moved from the ''stow'' position to the thrust reverser test point, the directional pilot valve (DPV) stuck in the ''open'' (''deploy'') position. The air supply first caused the thrust reverser to deploy, and then caused the DPV solenoid to move the DPV to the ''stow'' direction, which resulted in the thrust reverser stowing. This same sequence of events happened when the opposite engine was tested. When both DPV's were replaced and a functional test carried out, no anomaly was found. This indicated that the originally-installed DPV's apparently were faulty.

Further tests carried out at the Airbus flight line on a General Electric CF6–80C2 engine with the faulty DPV's installed, demonstrated that deployment of the thrust reverser could not be reproduced with the engine running. The thrust reverser deployment could be recreated only with a progressive increase of ground air supply at low pressure (approximately 10 to 15 psi) to the ground test point on the airplane. When direct test pressure of 28 psi was applied to the DPV, the valve reseated to the ''stow'' position. (This same scenario was confirmed by bench testing performed by both General Electric and Allied Signal.)

Further investigation of the two faulty DPV's revealed that the valves had been improperly modified when procedures specified in General Electric Service Bulletin 78–031 had been accomplished on the engine. The DPV armature spring had not been replaced with a new stronger spring in accordance with the service bulletin instructions.

Accordingly, such an improperly modified DPV, if not corrected, could result in uncommanded deployment and stowage of the thrust reverser during maintenance activities, which consequently could cause injury to maintenance personnel or other people on the ground.