Actions and Compliance

(i) Unless already done, do the following actions:

(1) Before further flight as of April 6, 2010 (the effective date of AD 2010–08–01), inspect the elevator inner hinge on the stabilizer following paragraphs A.1., A.2., and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(2) Repetitively thereafter at intervals not to exceed every 1,000 hours time-in-service, inspect the elevator inner hinge on the stabilizer following paragraphs A.1., A.2., and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(3) If, as a result of the inspection required by paragraph (f)(1) or (f)(2) of this AD, you find any elevator inner hinge on the elevator is cracked or damaged, before further flight, replace it following paragraphs A.3. and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(ii) For any requirement identified by paragraph (f)(1) or (f)(2) of this AD, you are required to replace any spot-welded, V-band exhaust coupling with a riveted, V-band exhaust coupling instead of stating the specific P/N to be replaced. Also, in the Cost of Compliance section, we incorrectly stated that Model PA–32R–301T airplanes, instead of Model PA–46–350P airplanes, are equipped with two of the affected V-band clamps. We are issuing this document to help eliminate any confusion that this AD may have created.

DATES: The effective date of this correction is July 26, 2010. The effective date of this AD (2010–13–07) remains July 28, 2010.

FOR FURTHER INFORMATION CONTACT: Darby Mirocha, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474–5573; fax: (404) 474–5606; e-mail: darby.mirocha@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion


In the published AD, we incorrectly stated that the AD requires replacing any spot-welded, V-band exhaust coupling with a riveted, V-band exhaust coupling instead of stating the specific P/N to be replaced. Also, in the Cost of Compliance section, we incorrectly stated which of the affected model airplanes are equipped with two of the affected V-band clamps.

Need for the Correction

This correction is needed to help eliminate any confusion that this AD may have created.

Correction of Publication

Accordingly, the publication of June 23, 2010 (75 FR 35619), of Amendment 39–16338; AD 2010–13–07, which was the subject of FR Doc. 2010–14991, is corrected as follows:

On page 35619, under the heading “Summary,” in line 5, change the word “any” to “specific.”

On page 35620, under the heading “Discussion,” in line 11, change the word “any” to “specific.”
On page 35620, under the heading “Comments,” under the subheading “Comment Issue No. 2: Correct the Cost of Compliance,” in paragraph 3, change the second sentence to “After further research, we determined that Model PA–46–350P (Mirage) has two of the affected V-Band clamps installed, and Model PA–32R–301T (Saratoga II TC) has one.”

On page 35620, under the heading “Costs of Compliance,” change the entire section to read as follows:

“We estimate that this AD affects 596 airplanes in the U.S. registry provided they have the affected V-band exhaust coupling installed.

We estimate the following costs to do the replacement for Model PA–32R–301T airplanes. These airplanes have one V-band clamp installed:

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Total cost per Model PA–32R–301T airplane</th>
</tr>
</thead>
<tbody>
<tr>
<td>$714 per V-band clamp</td>
<td>$714 × 2 = $1,428</td>
<td>$1,768</td>
</tr>
</tbody>
</table>

The effective date of this AD (2010–13–07) remains July 28, 2010.

Issued in Kansas City, Missouri, on July 15, 2010.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.

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