

Models	Serial numbers
PA28-235	28-10001 through 28-11378, 28-7110001 through 28-7710089, and 28-E11.
PA28-236	28-7911001 through 28-8611008 and 2811001 through 2811034.
PA28-201T	28-7921001 through 28-7921095.
PA28R-180	28R-30001 through 28R-31270 and 28R-7130001 through 28R-7130013.
PA28R-200	28R-35001 through 28R-35820 and 28R-7135001 through 28R-7635462.
PA28R-201	28R-7737001 through 28R-7837319 and 2837001 through 2837059.
PA28R-201T	28R-7703001 through 28R-7803374 and 2803001 through 2803012.
PA28RT-201	28R-7918001 through 28R-8218026.
PA28RT-201T	28R-7931001 through 28R-8631005 and 2831001 through 2831038.
PA32-260	32-1 through 32-1297 and 32-7100001 through 32-7800008.
PA32-300	32-40000 through 32-40974 and 32-7140001 through 32-7940290.
PA32-301	32-8006001 through 32-8406020.
PA32-301T	32-8024001 through 32-8424002.
PA32R-300	32R-7680001 through 32R-7880068.
PA32RT-300	32R-7885001 through 32R-7985105.
PA32RT-300T	32R-7887001 through 32R-7987126.
PA32R-301	32R-8013001 through 32R-8413024.
PA32R-301T	32R-8029001 through 32R-8429028.
PA34-200	34-7250001 through 34-7450220.
PA34-200T	34-7570001 through 34-8170092.
PA34-220T	34-8133001 through 34-8233088.
PA44-180	44-7995001 through 44-8195026 and 4495001 through 4495013.
PA44-180T	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 request approval for an alternative method of compliance in accordance with paragraph (f) 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 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 The New Piper Aircraft Inc. (Piper) Service Bulletin (SB) 965, dated September 1, 1993.

Note 3: The instructions in this AD do not mirror the Piper service bulletin and instructions in this AD take precedence over the service bulletin instructions. This 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 the *INSTRUCTIONS* section

of Piper SB No. 965, dated September 1, 1993.

(b) Install a new bushing (using only Piper Part Number (P/N) 63900-174) into the cable mounting attach hole, in accordance with the *INSTRUCTIONS* section of 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 or standard P/N AN23-11) in accordance with the *INSTRUCTIONS* section of Piper SB No. 965, dated September 1, 1993.

(d) Inspect the washer, nut, and cotter pin, and if damaged, prior to further flight, replace washer (Piper P/N 407-564 or standard P/N AN960-10), nut (Piper P/N 404-392 or standard P/N AN320-3), and cotter pin (Piper P/N 424-051 or standard P/N MS24665-132) as applicable in accordance with the *INSTRUCTIONS* section of 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) The inspections and replacements required by this AD shall be done in accordance with The New Piper Aircraft Inc. Piper Service Bulletin No. 965, dated

September 1, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2629 Piper Dr., Vero Beach, Florida 32960. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-9608) becomes effective on June 14, 1996.

Issued in Kansas City, Missouri, on April 26, 1996.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 96-10911 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-CE-51-AD; Amendment 39-9606; AD 96-10-01]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) Models PA-28-140, PA-28-150, PA-28-160, and PA-28-180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain The New Piper Aircraft, Inc. (Piper) Models PA-28-140, PA-28-150, PA-28-160, and PA-28-180 airplanes. This action requires a

complete landing light support replacement. This AD action is prompted by reports of two accidents and two incidents resulting from the landing light retainer support seal breaking apart and entering the carburetor. The actions specified by this AD are intended to prevent the landing light retainer support seal from being ingested by the updraft carburetor, which, if not detected and corrected, could result in rough engine operation or possible engine failure and loss of control of the airplane.

DATES: Effective June 10, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 10, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida 32960. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-51-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Juanita Craft-Lloyd, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7373; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper Models PA-28-140, PA-28-150, PA-28-160, and PA-28-180 airplanes was published in the Federal Register on October 5, 1995 (60 FR 52131). The action proposed replacing the landing light support and seal assembly. Accomplishment of this action will be

in accordance with Piper Service Bulletin (SB) No. 975, dated November 2, 1994.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 16,440 airplanes in the U.S. registry will be affected by this 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 \$140 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$4,274,400. This figure is based on the assumption that all of the affected airplanes have old landing light support and seal assemblies and that none of the owners/operators of the affected airplanes have replaced the landing light support and seal assemblies with parts of improved design.

Piper has informed the FAA that parts have been distributed to equip approximately 850 airplanes. Assuming that these distributed parts are incorporated on the affected airplanes, the cost of this AD will be reduced by \$221,000 from \$4,274,400 to \$4,053,400.

The regulations adopted herein will 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 final rule does 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) 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 final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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), 40113, 44701.

§ 39.13 [Amended]

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

96-10-01. The New Piper Aircraft, Inc. (formerly Piper Aircraft Corporation): Amendment No. 39-9606; Docket No. 95-CE-51-AD.

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

Models	Serial Numbers
PA-28-140	28-20000 through 28-7725290.
PA-28-150, PA-28-160, and PA-28-180	28-1 through 28-7505259, and 28-E13.

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 (TIS) after the effective date of this AD, or upon replacement of the landing light, whichever occurs first, unless already accomplished.

Note 2: Early compliance is encouraged.

To prevent the landing light seal from lodging in the carburetor, which, if not

detected and corrected, could result in rough engine operation or possible engine failure and possible loss of control of the airplane, accomplish the following:

(a) Replace landing light support and seal assembly in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Piper Service Bulletin No. 975, dated November 2, 1994.

(b) 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.

(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, 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 3: 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) The replacements required by this AD shall be done in accordance with The New Piper Aircraft Inc. Piper Service Bulletin No. 975, dated November 2, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9606) becomes effective on June 10, 1996.

Issued in Kansas City, Missouri, on April 24, 1996.

Henry A. Armstrong,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 96-10913 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-CE-30-AD; Amendment 39-9607; AD 96-10-02]

RIN 2120-AA64

Airworthiness Directives; HB Flugtechnik GmbH Model HB-23/2400 Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that

applies to certain HB Flugtechnik GmbH (Flugtechnik) Model HB-23/2400 sailplanes. This action requires inspecting (one time) the elevator control push rod tube for dents or bending and replacing the push rod tube, if damaged, inspecting the elevator control system for incorrect rigging, and repetitively inspecting the threaded adjustable extension joints in the push rod to control lever connection for cracks. If cracks are found, replacing the threaded adjustable joints at both ends of the push rod. Cracking of the threaded adjustable extension joints and incorrect rigging of the elevator control system prompted this AD action. The actions specified by this AD are intended to prevent failure of the elevator control system, which, if not detected and corrected, could result in possible loss of elevator control and loss of the sailplane.

DATES: Effective June 12, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 12, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from HB Flugtechnik GmbH, Dr. Adolf Scharfstr, 42, PF 74, A-4053 Haid, Austria, telephone 43.7229.80904. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-30-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Herman Belderok, Sailplane Program Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to HB Flugtechnik GmbH (Flugtechnik) Model HB-23/2400 sailplanes was published in the Federal Register on October 13, 1995 (60 FR 53310). This action proposed to require:

- Inspecting (one time) for bending and dents on the elevator control push rod tube, and replacing the elevator control push rod tube, if damaged,
- Inspecting the clearance between the elevator control lever and the elevator control push rod, ensuring the clearance remains at least 3 mm,

- Inspecting the threaded portion of the adjustable push rod joints (located at each end of the push rod) for fatigue cracks and deformation, and if cracked or damaged, (based on the fatigue evaluation), replacing the joints on both ends of the push rod.
- Repetitively inspecting, at intervals not to exceed 500 hours, the threaded portion of the adjustable push rod joints for cracks or deformation, and if cracked or damaged replacing the joints as necessary.

Accomplishment of the proposed action would be in accordance with HB Flugtechnik GmbH service bulletins (SB) HB-23/17/91 and HB-23/18/91, both dated October 28, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that one sailplane in the U.S. registry will be affected by this AD, that it will take approximately 3 hours to accomplish the AD action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$70 per sailplane. Based on these figures, the total cost impact of this AD on the one U.S. operator is estimated to be \$250. This figure is based on the assumption that the affected owner/operator of the affected sailplane has not incorporated the modification or accomplished the inspections. The FAA has no way of determining the number of repetitive inspections the owner/operator may incur over the life of the sailplane.

The regulations adopted herein will 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 final rule does 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