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14 CFR Part 39

[Docket No. 95-CE-27-AD; Amendment 39-9443; AD 95-24-13]

RIN 2120-AA64

Airworthiness Directives; Jetstream Aircraft Limited HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 Airplane; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This action makes a correction to Airworthiness Directive (AD) 95-24-13 concerning Jetstream Aircraft Limited (JAL) HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 airplanes, which published in the Federal Register on December 22, 1995 (60 FR 246). That publication incorrectly references the number of aileron mounting spigot nut assemblies to be replaced on the wings of the airplanes. The AD currently requires "replacing the securing nut assemblies and split pins with new special nut assemblies (Part No. SL5022 (Qty. 2))". The intent of the AD is to require replacement of 2 special nut assemblies on each wing, for a total of 4 nut assemblies. The Final Rule AD did not specify "each wing", and stated that only 2 nut assemblies rather than 4 nut assemblies are required. This action corrects the AD to reflect this change.

EFFECTIVE DATE: January 17, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of January 17, 1996.

FOR FURTHER INFORMATION CONTACT: Ms. Dorenda Baker, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508.2715; facsimile (322) 230.6899; or Mr. Jeffrey Morfitt, Project Officer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: On November 17, 1995, the Federal Aviation Administration (FAA) issued

AD 95-24-13, Amendment 39-9443 (60 FR 246, December 22, 1995), which applies to JAL HP 137 Mk1, Jetstream series 200, and Jetstream Models 3101 and 3201 airplanes. This AD requires inspecting (one-time) the threaded portion of the aileron mounting spigots for cracks, replacing any cracked spigots, and replacing the securing nut assemblies with newly designed special nut assemblies and new split pins.

Need for the Correction

The AD incorrectly references the quantity of special nut assemblies, inferring that a quantity of 2 assemblies be replaced without indicating that the 2 assemblies on each wing (left wing and right wing) should be replaced.

Correction of Publication

Accordingly, the publication of December 22, 1995 (60 FR 246) of Amendment 39-9443; AD 95-24-13, which was the subject of FR Doc. 95-66485, is corrected as follows:

§ 39.13 [Corrected]

On page 66486, in the third column, section 39.13, paragraph (a), line 1 through line 4, replace "Inspect the mounting spigots for cracks using both visual and fluorescent dye penetrant methods in accordance with the ACCOMPLISHMENT INSTRUCTIONS * * *" with "Inspect the left and right wing mounting spigots for cracks using both visual and fluorescent dye penetrant methods in accordance with the ACCOMPLISHMENT INSTRUCTIONS * * *".

On page 66486, in the third column, section 39.13, paragraph (a)(2), line 1 through line 5, replace "Prior to further flight, replace the securing nut assemblies and split pins with new special nut assemblies (Part No. SL45022 (Qty. 2)), * * *" with "Prior to further flight, replace the securing nut assemblies and split pins on both wings with new special nut assemblies (Part No. SL45022 (Qty. of 2 on each wing, total Qty. of 4 nut assemblies needed)), * * *".

Action is taken herein to clarify this requirement of AD 95-24-13 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date remains January 17, 1996.

Issued in Kansas City, Missouri on April 17, 1996.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 95-CE-37-AD; Amendment 39-9608; AD 96-10-03]

[RIN 2120-AA64]

Airworthiness Directives; The New Piper Aircraft, Inc. (Formerly Piper Aircraft Corporation) PA28, PA32, PA34, and PA44 Series 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) PA28, PA32, PA34, and PA44 series airplanes. This action will 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 AD action. The actions specified by this 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 loss of control of the airplane.

DATES: Effective June 14, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 14, 1996.

ADDRESSES: Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Attn: Customer Service, 2629 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-37-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: 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to The New Piper Aircraft, Inc. (Piper) PA28, PA32, PA34, and PA44 series airplanes was published in the Federal Register on October 13, 1995 (60 FR 53314). The action proposed to require inspecting