

**PART 110—EXPORT AND IMPORT OF NUCLEAR EQUIPMENT AND MATERIAL**

19. The authority citation for Part 110 continues to read as follows:

**Authority:** Secs. 51, 53, 54, 57, 63, 64, 65, 81, 82, 103, 104, 109, 111, 126, 127, 128, 129, 161, 181, 182, 183, 187, 189, 68 Stat. 929, 930, 931, 932, 933, 936, 937, 948, 953, 954, 955, 956, as amended (42 U.S.C. 2071, 2073, 2074, 2077, 2092–2095, 2111, 2112, 2133, 2134, 2139, 2139a, 2141, 2154–2158, 2201, 2231–2233, 2237, 2239); sec. 201, 88 Stat. 1242, as amended (42 U.S.C. 5841); sec 5, Pub. L. 101–575, 104 Stat 2835 (42 U.S.C. 2243).

Sections 110.1(b)(2) and 110.1(b)(3) also issued under Pub. L. 96–92, 93 Stat. 710 (22 U.S.C. 2403). Section 110.11 also issued under sec. 122, 68 Stat. 939 (42 U.S.C. 2152) and secs. 54c and 57d, 88 Stat. 473, 475 (42 U.S.C. 2074). Section 110.27 also issued under sec. 309(a), Pub. L. 99–440. Section 110.50(b)(3) also issued under sec. 123, 92 Stat. 142 (42 U.S.C. 2153). Section 110.51 also issued under sec. 184, 68 Stat. 954, as amended (42 U.S.C. 2234). Section 110.52 also issued under sec. 186, 68 Stat. 955 (42 U.S.C. 2236). Sections 110.80–110.113 also issued under 5 U.S.C. 552, 554. Sections 110.130–110.135 also issued under 5 U.S.C. 553. Sections 110.2 and 110.42(a)(9) also issued under sec. 903, Pub. L. 102–496 (42 U.S.C. 2151 *et seq.*).

**§ 110.4 [Amended]**

20. In § 110.4, the telephone number is revised to read “(301) 415–2344.”

**§ 110.26 [Amended]**

21. In § 110.26(a)(2), the words “South Korea” are revised to read “Republic of Korea.”

**§ 110.52 [Amended]**

22. In § 110.52(c), “subpart J” is revised to read “subpart I.”

**§ 110.111 [Amended]**

23. In § 110.111(f), “subpart L” is revised to read “subpart K.”

Dated at Rockville, Maryland, this 21st day of October 1997.

For the Nuclear Regulatory Commission.

**L. Joseph Callan,**

*Executive Director for Operations.*

[FR Doc. 97–28988 Filed 10–31–97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 97–CE–90–AD; Amendment 39–10188; AD 97–23–01]

**RIN 2120–AA64**

**Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 93–15–02 R2, which currently requires the following on Fairchild Aircraft, Inc. (Fairchild Aircraft) SA226 and SA227 series airplanes that are equipped with a certain Simmonds-Precision pitch trim actuator: repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage; immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage is evident; and, eventually replacing the actuator regardless of the inspection results. This action retains the repetitive inspections and replacement requirements, adds the repetitive inspections after the installation of certain Barber-Coleman pitch time actuators, and removes the terminating action. This action is the result of failure of the no-backs on a Barber-Colman pitch time actuator installed on a Fairchild Aircraft SA227 series airplane. The actions specified by this AD are intended to prevent failure of the pitch trim actuator, which could cause loss of control of the airplane.

**DATES:** Effective December 1, 1997.

The incorporation by reference of Fairchild Aircraft SA226 Series Service Letter 226–SL–014, Fairchild Aircraft SA227 Series Service Letter 227–SL–031, and Fairchild Aircraft SA227 Series Service Letter CC7–SL–021, all Issued: October 3, 1997, is approved by the Director of the Federal Register as of December 1, 1997.

The incorporation by reference of Fairchild Aircraft SA226 Series Service Letter 226–SL–005, and Fairchild Aircraft SA227 Series Service Letter 227–SL–011, both Issued: April 8, 1993, Revised: May 22, 1996, listed in the regulations was previously approved by the Director of the Federal Register as of July 25, 1996 (61 FR 36817, July 15, 1996).

Comments for inclusion in the Rules Docket must be received on or before January 2, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 97–CE–90–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Field Support Engineering, Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279–0490; telephone (210) 824–9421; facsimile (210) 820–8609. This information may also be examined at the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket 97–CE–90–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. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5133; facsimile (817) 222–5960.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

Airworthiness Directive (AD) 93–15–02 R2, Amendment 39–9689 (61 FR 36817, July 25, 1996), currently requires the following on Fairchild Aircraft SA226 and SA227 series airplanes that are equipped with a certain Simmonds-Precision pitch trim actuator: repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage; immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage is evident; and eventually replacing the actuator regardless of the inspection results.

Accomplishment of the inspections required by AD 93–15–02 R2 is in accordance with Fairchild Aircraft SA226 Series Service Letter (SL) 226–SL–005, or Fairchild Aircraft SA227 Series SL 227–SL–011, both Issued: April 8, 1993, Revised: May 22, 1996.

In addition, AD 93–15–02 R2, Amendment 39–9689 (61 FR 36817, July 15, 1996), eliminates the initial inspection and the repetitive inspection if a Barber-Colman actuator (part number (P/N) 27–19008–001 or –002 is installed.

**Actions Since Issuance of the Previous Rule**

Since issuance of AD 93–15–02 R2, the FAA received an incident report of a failure of a pitch trim actuator installed on a Fairchild SA227 series airplane during a landing approach. The failure was specifically of the no-backs

on a Barber-Colman pitch trim actuator (P/N 27-19008-002), which caused the horizontal stabilizer to go full leading edge down, resulting in a violent pitch-up of the airplane. According to the report, both pilots had to use extreme force on the control column to recover from the pitch-up and get the airplane safely on the ground.

Because of this incident, Fairchild re-examined the possible fail rate of these pitch trim actuators. This examination shows that the no-backs in the Barber-Coleman pitch trim actuators installed on the Fairchild SA226 and SA227 series airplanes are subject to failure after accumulating a certain amount of hours time-in-service (TIS). As a result, Fairchild now recommends repetitive inspections of the Barber-Colman pitch trim actuators (P/N 27-19008-001/-002).

#### Relevant Service Information

Fairchild has issued SA226 Series Service Letter (SL) 226-SL-014, Fairchild Aircraft SA227 Series SL 227-SL-031, and Fairchild Aircraft SA227 Series SL CC7-SL-021, all Issued: October 3, 1997, which specify procedures for inspecting and testing all Fairchild SA226 and SA227 series airplanes equipped with a Barber-Colman pitch trim actuator P/N 27-19008-001 or -002.

#### The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced service information, the FAA has determined that AD action should be taken in order to prevent failure of the pitch trim actuator, which could cause loss of control of the airplane.

#### Explanation of the Provisions of This AD

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild SA226 and SA227 series airplanes of the same type design, the FAA is issuing this AD to supersede AD 93-15-02 R2. This AD retains the inspection requirements for airplanes equipped with the Simmonds-Precision pitch trim actuators, and changes the inspection requirements for airplanes equipped with Barber-Colman pitch trim actuators to require repetitively inspecting the actuator. This action eliminates the terminating action in AD 93-15-02 R2. Inspecting the Barber-Colman actuator (P/N 27-19008-001 or -002) is required in accordance with the instructions in Fairchild SL 226-SL-014, SL 227-SL-031, or CC7-SL-021, all Issued: October 3, 1997,

whichever is applicable. Inspecting the Simmonds-Precision actuators will continue to be accomplished in accordance with Fairchild Aircraft SA226 Series SL 226-SL-005, or Fairchild Aircraft SA227 Series SL 227-SL-011, both Issued: April 8, 1993, Revised: May 22, 1996.

#### Determination of the Effective Date of the AD

Since a situation exists (failure of the pitch-trim actuators) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-CE-90-AD." The postcard will be date stamped and returned to the commenter.

#### Regulatory Impact

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

#### 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 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing AD 93-15-02 R2, Amendment 39-9689 (61 FR 36817, July 15, 1996), and by adding a new airworthiness directive (AD) to read as follows:

#### 97-23-01 Fairchild Aircraft, Inc.:

Amendment 39-10188; Docket No. 97-CE-90-AD. Supersedes AD 93-15-01 R2, Amendment 39-9689.

*Applicability:* All SA226 and SA227 series airplanes (all models and serial numbers), certificated in any category, that are equipped with a Simmonds-Precision pitch trim actuator, (part number (P/N) DL5040M5 or P/N DL5040M6) or a Barber-Colman pitch trim actuator (P/N 27-19008-001 or P/N 27-19008-002).

**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 (d) 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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the pitch trim actuator, which could cause loss of control of the airplane, accomplish the following:

**Note 2:** The paragraph structure of this AD is as follows:

- Level 1: (a), (b), (c), etc.
- Level 2: (1), (2), (3), etc.
- Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Accomplish the following at the times specified in the chart in paragraph (b) of this AD:

(1) *Initial and repetitive inspections:*

(i) For airplanes equipped with a Simmonds-Precision actuator, P/N DL5040M5 and P/N DL5040M6, measure the freeplay (inspection) of the pitch trim actuator and inspect the actuator for rod slippage in accordance with the INSTRUCTIONS section of Fairchild Aircraft SA226 Series Service Letter (SL) 226-SL-005, or Fairchild Aircraft SA227 Series SL 227-SL-011, both Issued: April 8, 1993, Revised: May 22, 1996, as applicable.

(ii) For airplanes equipped with Barber-Colman actuators, P/N 27-19008-001 or P/N 27-19008-002, conduct a functional inspection of the actuator in accordance with the INSTRUCTIONS section of Fairchild Aircraft SL 226-SL-014, 227-SL-031, or CC7-SL-021, Issued: October 3, 1997, whichever is applicable.

**Note 3:** the actions in this AD are the same as the actions in AD 93-15-02 R2, except for the repetitive inspections added to the Barber-Colman actuator, P/N 27-19008-001 or P/N 27-19008-002.

(2) *Initial and repetitive replacements:* Replace the pitch trim actuator with one of the following, in accordance with the instructions in the applicable maintenance manual at the time specified in the Repetitive Replacement column of the chart in paragraph (b) of this AD. However, if certain freeplay limitations that are specified in the service letters are exceeded or if rod slippage is found, replace the pitch trim actuator prior to further flight.

(i) A new Simmonds-Precision actuator, P/N DL5040M5 or P/N DL5040M6.

(ii) A pitch trim actuator with an overhauled, zero-timed part of the same design and part number.

(iii) A Barber-Colman actuator, P/N 27-19008-001 or P/N 27-19008-002.

(b) The following chart presents the initial and repetitive inspection and replacement compliance times of this AD:

Condition	Initial inspection	Repetitive inspection	Repetitive replacement
With an original Simmonds-Precision actuator, P/N DL5040M5, installed.	Upon accumulating 3,000 hours TIS on a Simmonds-Precision P/N DL5040M5 actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after initial inspection until accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the last inspection required by AD 93-15-02 R1, whichever occurs later.	Initially upon accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the initial inspection, whichever occurs later, and thereafter as indicated below.
With a replacement Simmonds-Precision actuator, P/N DL5040M5, installed.	Initially upon accumulating 5,000 hours TIS on the new actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
With a replacement Simmonds-Precision actuator, P/N DL5040M6, installed. This part can be new, modified from a P/N DL5040M5 actuator, or overhauled and zero-timed.	Initially upon accumulating 7,500 hours TIS on the new or modified actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 9,900 hours TIS on the actuator.	Upon accumulating 9,900 hours TIS on the actuator.
With a replacement P/N DL5040M5 actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were replaced with new assemblies during overhaul.	Initially upon accumulating 5,000 hours TIS on the overhauled actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
With a replacement P/N DL5040M5 actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were not replaced with new assemblies during overhaul.	Initially upon accumulating 3,000 hours TIS on the overhauled actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after the initial inspection until accumulating 5,000 hours TIS on the actuator.	Upon accumulating 5,000 hours TIS on the actuator.
With a Barber-Colman pitch trim actuator installed, P/N 27-19008-001 or 27-19008-002, currently in-service with less than 1,000 hours TIS since new or overhauled, zero-timed.	Upon accumulating 500 hours total TIS on the new or overhauled zero-timed pitch trim actuator, or within 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.
For newly fabricated and overhauled, zero-timed Barber-Colman actuator, P/N 27-19008-001 or P/N 27-19008-002 actuators.	Upon accumulating 500 hours total TIS on the actuator, or within 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.

(c) 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.

(d) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office. Alternative methods of compliance, approved in accordance with AD 93-15-02-R2, are not considered to be approved as alternative methods of compliance with this AD.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Airplane Certification Office.

(e) The inspections required by this AD for Fairchild SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators shall be done in accordance with Fairchild Aircraft SA226 Series Service Letter 226-SL-014, Fairchild Aircraft SA227 Series Service Letter 227-SL-031, or Fairchild Aircraft SA227 Series Service Letter CC7-SL-021, all Issued: October 3, 1997, whichever is applicable. This incorporation by reference is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The inspections required by this AD on Fairchild Aircraft SA226 and SA227 series airplanes equipped with Simmonds-Precision pitch trim actuators shall be done in accordance with Fairchild Aircraft SA226 Series Service Letter (SL) 226-SL-005, and Fairchild Aircraft SA227 Series SL 227-SL-011, both Issued: April 8, 1993, Revised: May 22, 1996. This incorporation by reference was previously approved by the Director of the Federal Register as of July 25, 1996 (61 FR 36817, July 15, 1996). Copies of all of the documents may be obtained from Field Support Engineering, Fairchild Aircraft Inc., P.O. Box 790490, San Antonio Texas 78279-0490.

Copies may be inspected at the FAA, Central Region, Office of the Regional 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.

(f) This amendment (39-10188) supersedes AD 93-15-02 R2, Amendment 39-9689.

(g) This amendment (39-10188) becomes effective on December 1, 1997.

Issued in Kansas City, Missouri, on October 27, 1997.

**Mary Ellen A. Schutt,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-28880 Filed 10-31-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 84-CE-27-AD; Amendment 39-10189; AD 85-02-05 R1]

RIN 2120-AA64

#### Airworthiness Directives; The New Piper Aircraft, Inc. PA-20, PA-22, PA-23, PA-24, PA-25, PA-30, PA-31P, PA-36, PA-39, and PA-44 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document clarifies information in Airworthiness Directive (AD) 85-02-05, which applies to all The New Piper Aircraft, Inc. (Piper) PA-20, PA-22, PA-23, PA-24, PA-25, PA-30, PA-31P, PA-36, PA-39, and PA-44 series airplanes. AD 85-02-05 currently requires installing on the pilot's instrument panel a Piper part number (P/N) 81090-02 placard, which provides information for operation of the parking brake. Piper has superseded that placard with a P/N 683-107 placard, and operators in need of a new placard can only obtain the P/N 683-107 placard. In this scenario, the owners/operators of the affected airplanes could not comply with AD 85-02-05 as currently written. The P/N 683-107 placard contains the same wording as the P/N 81090-02 placard. The actions specified in that AD are intended to prevent airplane controllability problems while involved in ground operation because of improper brake operations. This document maintains the placard requirement of AD 85-02-05, and adds the installation of the P/N 683-107 placard as an option of compliance.

**DATES:** Effective November 21, 1997.

**FOR FURTHER INFORMATION CONTACT:** William Herderich, Aerospace Engineer, Atlanta Certification Office, FAA, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6084; facsimile (770) 703-6097.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

AD 85-02-05, Amendment 39-4984, currently requires the following on Piper PA-20, PA-22, PA-23, PA-24, PA-25, PA-30, PA-31P, PA-36, PA-39, and PA-44 series airplanes: installing on the pilot's instrument panel a Piper part number (P/N) 81090-02 placard, which provides information for operation of the parking brake. The

actions required by AD 85-02-05 are intended to prevent airplane controllability problems while involved in ground operation because of improper brake operations.

#### Need for the Correction

Piper has superseded the P/N 81090-02 placard with a P/N 683-107 placard, and owners/operators in need of a new placard can only obtain the P/N 683-107 placard. In this scenario, the owners/operators of the affected airplanes could not comply with AD 85-02-05 as currently written. The P/N 683-107 placard contains the same wording as the P/N 81090-02 placard.

#### Correction of Publication

This document maintains the placard requirement of AD 85-02-05, adds the installation of the Piper P/N 683-107 placard as an option of compliance, adds a paragraph that allows the pilot to install the placard, adds the standard alternative method of compliance paragraph, and adds the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

Since this action only adds the Piper P/N 683-107 placard as an option of compliance, it has no adverse economic impact and imposes no additional burden on any person than would have been necessary to comply with AD 85-02-05. Therefore, the FAA has determined that prior notice and opportunity for public comment are unnecessary.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### Adoption of the Correction

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 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD)