

(4) No reduction in grade will be recognized for any pears that fail the grade standard due to uninsurable causes of loss.

(d) This endorsement may be canceled by either you or us for any succeeding crop year by giving written notice on or before the cancellation date preceding the crop year for which the cancellation of this endorsement is to be effective.

Signed in Washington, D.C., on April 18, 1996.

Kenneth D. Ackerman,
Manager, Federal Crop Insurance
Corporation.

[FR Doc. 96-10145 Filed 4-24-96; 8:45 am]

BILLING CODE 3410-FA-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-CE-09-AD]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. PA24, PA28R, PA30, PA32R, PA34, and PA39 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 95-20-07, which currently requires repetitively inspecting the main gear side brace studs for cracks on certain The New Piper Aircraft, Inc. (Piper) PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes, and replacing any cracked main gear side brace stud. The proposed action would retain the repetitive inspection and possible replacement requirements of AD 95-20-07, would remove airplanes with a certain main gear side brace assembly configuration from the "Applicability" section of the current AD, and would incorporate additional modification and replacement options. Additional information on the design and service history of the affected airplanes concerning this subject received by the Federal Aviation Administration (FAA) after issuance of AD 95-20-07 prompted the proposed action. The actions specified by the proposed AD are intended to prevent a main landing gear collapse caused by main gear side brace stud cracks, which, if not detected and corrected, could result in loss of

control of the airplane during landing operations.

DATES: Comments must be received on or before June 25, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-09-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.

Information that applies to the proposed AD 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. 96-CE-09-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. 96-CE-09-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 95-20-07, Amendment 39-9386 (60 FR 52073, October 5, 1995), currently requires repetitively inspecting (using liquid penetrant or magnetic particle methods) the main gear side brace studs for cracks on certain Piper PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes, and replacing any cracked main gear side brace stud. A minor correction on this action that specified who could accomplish the inspection was published in the Federal Register on November 15, 1995 (60 FR 57333).

The FAA has re-examined all available information related to AD 95-20-07, including additional information received from The New Piper Aircraft, Inc., and owners/operators of the affected airplanes. From this examination, the FAA has determined the following:

- That a third main gear side brace assembly containing the 5/8-inch stud, part number (P/N) 78717-02, with a two-piece bushing, P/N 67026-09, was installed (at manufacture) on Piper Model PA34-200T, serial numbers 34-7670325 through 34-7770372. AD 95-20-07 should not apply to these airplanes with this main gear side brace assembly configuration; and
- That Piper PA28R, PA32R, and PA34 series airplane owners/operators should have the option of incorporating a modification that would eliminate the repetitive inspection requirement of AD 95-20-07. This modification consists of reaming the existing two-piece bushings, P/N 67026-6, to an inside diameter of .624-inch to .625-inch, rechamfering the bushings, and installing the 5/8-inch stud, P/N 78717-02. The owner/operator would have the choice of incorporating this modification, installing a P/N 95643-06/-07/-08/-09 main gear side brace bracket assembly, or continuing to reinspect the main gear side brace assembly.

Based upon the information described above, the FAA has determined that AD action should be taken to prevent a main landing gear collapse caused by main gear side brace stud cracks, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

Since an unsafe condition has been identified that is likely to exist or

develop in other Piper PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes of the same type design, the proposed AD would supersede AD 95-20-07 with a new AD that would (1) retain the requirement of repetitively inspecting the main gear side brace assembly, and replacing any cracked main gear side brace stud. This includes the inspection-terminating replacement contained in AD 95-20-07; (2) remove from the "Applicability" section of the current AD the Piper Model PA34-200T airplanes that incorporate a main gear side brace assembly containing the $\frac{5}{8}$ -inch stud, part number (P/N) 78717-02, with a two-piece bushing, P/N 67026-09; and (3) incorporate, as an option, an inspection-terminating modification for Piper PA28R, PA32R, and PA34 airplanes. This modification consists of reaming the existing two-piece bushings, P/N 67026-6, to an inside diameter of .624-inch to .625-inch, rechamfering the bushings, and installing the $\frac{5}{8}$ -inch stud, P/N 78717-02.

The FAA estimates that 13,200 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 5 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$3,960,000. This figure represents the total cost of the proposed initial inspection, and does not reflect costs for any of the proposed repetitive inspections or possible replacements. The FAA has no way of determining how many main gear side brace studs may need replacement or how many repetitive inspections each owner/operator may incur over the life of the airplane.

In addition, the proposed AD would require the same inspections required by AD 95-20-07. The only difference between the proposed AD and AD 95-20-07 is the addition of an inspection-terminating modification option and the elimination from the "Applicability" section certain airplanes that incorporate a certain main side brace stud assembly. The proposed AD would not provide any additional cost impacts over that already required by AD 95-20-07.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 95-20-07, Amendment 39-9386, and by adding a new AD to read as follows:

The New Piper Aircraft, Inc.: Docket No. 96-CE-09-AD; Supersedes AD 95-20-07, Amendment 39-9386.

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

1. All serial numbers of Models PA24, PA24-250, PA24-260, PA24-400, PA30, and PA39 airplanes;

2. The following model and serial number airplanes that are not equipped with a part number (P/N) 78717-02 main landing gear side brace stud in both right and left main landing gear sidebrace bracket assemblies:

Model	Serial No.
PA28R-180	28R-30002 through 28R-31135, and 28R-7130001 through 28R-7130013.
PA28R-200	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7635539.
PA28R-201	28R-7737002 through 28R-7737096.

Model	Serial No.
PA28R-201T	28R-7703001 through 28R-7703239.
PA32R-300	32R-7680001 through 32R-7780444.
PA34-200 PA34-200T	All serial numbers. 34-7570001 through 34-7770372.

Note 1: P/N 78717-02 side brace stud was installed at manufacture on Piper Model PA34-200T airplanes, serial numbers 34-7670325 through 34-7770372.

Note 2: 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 (e) 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 initially as follows, and thereafter as specified in the body of this AD:

1. For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes: Within the next 100 hours time-in-service (TIS) after the effective date of this AD or, if the main gear side brace stud has already been inspected or replaced as specified in this AD, within 500 hours TIS after the last inspection or replacement, whichever occurs later.

2. For the affected Models PA24, PA24-250, PA24-260, PA24-400, PA30, and PA39 airplanes: Within the next 100 hours time-in-service (TIS) after the effective date of this AD or, if the main gear side brace stud has already been inspected or replaced as specified in this AD, within 1,000 hours TIS after the last inspection or replacement, whichever occurs later.

To prevent main landing gear (MLG) collapse caused by main gear side brace stud cracks, which, if not detected and corrected, could result in loss of control of the airplane during landing operations, accomplish the following:

Note 3: 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.

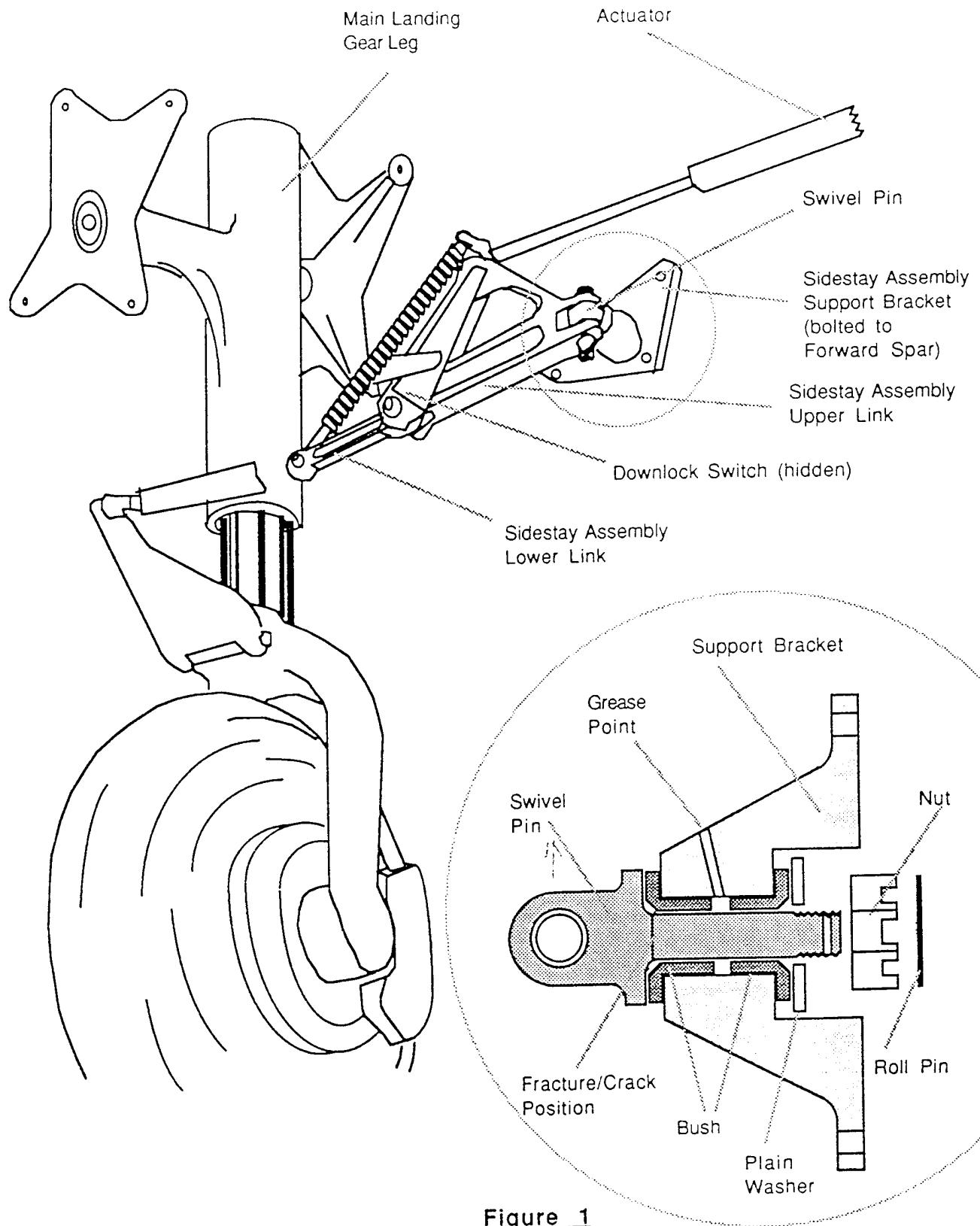
Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Remove both the left and right main gear side brace studs from the airplane in accordance with the instructions contained in the Landing Gear section of the maintenance manual, and inspect each main gear side brace stud for cracks, using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Figure 1 of this

AD depicts the area of the sidebrace stud shank where the sidebrace stud is to be inspected.

Note 4: All affected Models PA24 and PA24-250 airplanes were equipped at manufacture with P/N 20829-00 main gear side brace studs. All affected Models PA24-260, PA24-400, PA30, and PA39 airplanes were equipped at manufacture with P/N 22512-00 main gear side brace studs. The Appendix included with this AD contains information on determining the P/N of the bracket assembly on the affected PA28R, PA32R, and PA34 series airplanes.

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**Figure 1**

(1) For any main gear side brace stud found cracked, prior to further flight, replace the cracked stud with an FAA-approved serviceable part (part numbers referenced in the table in paragraph (b) of this AD or FAA-approved equivalent) in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and accomplish one of the following, as applicable:

(i) Reinspect and replace (as necessary) as specified in paragraph (b) of this AD; or

(ii) For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes, the P/N 95299-00 or 95299-02 main gear side brace studs are no longer manufactured. Install a new main gear side brace stud bracket assembly, P/N 95643-06,

P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable. No repetitive inspections will be required by this AD for these affected airplane models when this bracket assembly is installed; or

(iii) For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes, ream the existing two-piece bushings, P/N 67026-6, to an inside diameter of .624-inch to .625-inch, rechamfer the bushings, and install the 5/8-inch stud, P/N 78717-02. No repetitive inspections will be required by this AD when this action is accomplished. If the bushings cannot be reamed while installed in the bracket (i.e., the brackets are loose), then install a main gear side brace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N

95643-09, as applicable. No repetitive inspections will be required by this AD when this bracket assembly is installed.

(2) For any main gear side brace stud not found cracked, prior to further flight, reinstall the uncracked stud in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and reinspect and replace (as necessary) as specified in paragraph (b) of this AD.

(b) Reinspect both the left and right main gear side brace studs, using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Replace any cracked stud or reinstall any uncracked stud as specified in paragraphs (a)(1) and (a)(2) of this AD, respectively:

Part No. installed	TIS inspection interval (hours)	Model airplanes installed on
20829-00	1,000	PA24 and PA24-250.
22512-00	1,000	PA24-260, PA24-400, PA30, and PA39.
95299-00 or 95299-02.	500	PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T.

Note 5: Accomplishing the actions of this AD does not affect the requirements of AD 77-13-21, Amendment 39-3093. The tolerance inspection requirements of that AD still apply for Piper PA24, PA30, and PA39 series airplanes.

(c) Owners/operators of the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes may accomplish one of the following at any time to terminate the repetitive inspection requirement of this AD:

(1) Install a main gear side brace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable, which contains the 5/8-inch diameter main gear side brace stud, P/N 78717-02, and the one-piece bushing, P/N 67026-12; or

(2) Ream the existing two-piece bushings, P/N 67026-6, to an inside diameter of .624-inch to .625-inch, rechamfer the bushings, and install the 5/8-inch stud, P/N 78717-02. If the bushings cannot be reamed while installed in the bracket (i.e., the brackets are loose), then install a main gear side brace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable.

(d) 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.

(e) 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, Atlanta Aircraft Certification Office (ACO), 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 ACO.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(f) Alternative methods of compliance approved in accordance with AD 95-20-07, Amendment 39-9386, are considered approved as alternative methods of compliance with this AD.

(g) Information related to this AD may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(h) This amendment supersedes AD 95-20-07, Amendment 39-9386.

Appendix to Docket No. 96-CE-09-AD—Information To Determine Main Gear Side Brace Stud Assembly Part Number (P/N)

—The P/N 95643-00/-01/-02/-03 bracket assembly contains the 9/16-inch diameter main gear side brace stud, P/N 95299-00/-02, and a two-piece bushing, P/N 67026-6.

—The P/N 95643-06/-07/-08/-09 bracket assembly contains the 5/8-inch diameter main gear side brace stud, P/N 78717-02, and a one-piece bushing, P/N 67026-12.

—Both the one-piece and the two-piece bushing have a visible portion of the bushing flange, i.e., bushing shoulder.

—Whether a one-piece or two-piece bushing is installed may be determined by measuring the outside diameter of the bushing flange with a micrometer (jaws of the caliper must be 3/32-inch or less). The two-piece bushing will have an outside diameter of 1.00 inch and the one-piece bushing will have an outside diameter of 1.128 to 1.130 inches.

—The one-piece bushing contains a visible chamfer in the center of the bushing, and the chamfer in the two-piece bushing is not visible when the stud is installed.

—If P/N 95643-00/-01/-02/-03 bracket assembly is installed on the above

information cannot be utilized, the main gear side brace stud will need to be removed from the bracket to determine the shank diameter and main gear side brace stud P/N.

—P/N 95299-00 and P/N 95299-02 main gear side brace studs are 9/16-inch in diameter.

—P/N 95643-00/-01/-02/-03 bracket assembly may have been modified to accommodate the 5/8-inch diameter main gear side brace stud, P/N 78717-02.

Issued in Kansas City, Missouri, on April 19, 1996.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-10167 Filed 4-24-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-115-AD]

Airworthiness Directives; McDonnell Douglas Model DC-8 Series Airplanes Equipped With Swivel-Type Bogie Beams on the Main Landing Gears

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-8 series airplanes, that would have required an inspection to detect cracking of the swivel bogie beam lugs, and repair, if necessary. For airplanes on which no cracking is