32 series airplanes of the same type design, the proposed AD would supersede AD 76–25–06, Amendment 39–2788, with a new AD that would retain the clearance inspection and hose replacement for the Piper Model PA–28–140 airplanes, and make the inspection and replacement repetitive for these airplane models as well as other PA–28 series and the PA–32 series airplanes. It would also provide the option of installing an approved TSO–C53a, Type D, hose assembly as terminating action for the repetitive inspection requirement.

The replacement compliance time for the proposed AD is presented in both hours time-in-service (TIS) and calendar time with the prevalent compliance time being that which occurs first. Deterioriation or failure of the oil cooler hose assemblies could occur as a result of normal flight operation or as a result of time. Therefore, the FAA has determined that this proposed dual replacement compliance time is needed to assure that the oil cooler hose assemblies are replaced before they deteriorate and rupture or fail.

The FAA estimates that 25,000 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours (1 workhour inspection and 1 workhour replacement) per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$110 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$5,750,000. This figure does not take into the account the cost of repetitive inspections or repetitive replacements. The FAA has no way of determining the number of repetitive inspections or replacements each owner/operator would incur over the life of the airplane.

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 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

## § 39.13 [Amended]

2. Section 39.13 is amended by removing AD 76–25–06, Amendment 39–2788, and by adding a new airworthiness directive to read as follows:

**Piper Aircraft Corporation:** Docket No. 94–CE–28–AD; Supersedes AD 76–25–06, Amendment 39–2788.

Applicability: The following airplane models, all serial numbers, that are equipped with one of the applicable oil cooler hose assembly part numbers (specified below), certificated in any category:

Models	Part Nos.
PA-28-140	63901–69 or 63901– 72.
PA-28-150, PA-28- 160, PA-28S-160, PA-28-180, and PA-28S-180.	63635–00, 63636–00, 63701–00, 63901– 20, 63901–26, 63901–43, or 63901–72.
PA-28R-180, PA- 28R-200, and PA- 28R-201.	63901–43.
PA-28-151 and PA- 28-161.	63901–34 or 63901– 49.
PA-28-181	63901–26, 63901–43, or 63901–50.
PA-28-235	61413–3, 63901–16, or 63901–26.
PA-28-236	35801 or 35801–7.
PA-32-260	63901–26.
PA-32-300, PA-	63901–26, 63901–35,
32S–300, and PA– 32–301.	or 63901–73.

Models	Part Nos.
PA-32R-300, PA- 32RT-300, PA- 32R-301(SP), and PA-32R-301(HP). PA-32RT-300T, PA- 32R-301T, and PA-32-301T.	63901–98, 63901–99, or 63901–100. 63901–26 or 63901– 91.

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 use the authority provided in paragraph (f) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any aircraft from the applicability of this AD.

*Compliance:* Required as indicated in the body of this AD, unless already accomplished.

To prevent oil cooler hoses from failing or rupturing, which could result in engine stoppage and subsequent loss of control of the airplane, accomplish the following:

- (a) Within the next 100 hours time-inservice (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS, inspect the oil cooler hoses to ensure that the hoses meet the criteria presented in the paragraphs below.
- (1) For airplanes that have any oil cooler mounted at the front or back of the airplane, or both, the fire sleeve of the hose should not be soaked with oil or have a brownish or whitish color, and there should be no evidence of deterioration as a result of heat, brittleness, or oil seepage. Prior to further flight, replace any hose that is soaked with oil, has a brownish or whitish color, or has evidence of deterioration.
- (2) On airplanes that have any oil cooler mounted in the front of the airplane, ensure that the following exists, and, prior to further flight, adjust accordingly:
- (i) The hose passes underneath and behind the electrical ground cable and in front of the lower of the two engine mount struts when the hose is routed to the rear of the engine; and
- (ii) The hose is tied to the engine mount strut and a clearance of at least 2 inches exists between the oil hose and exhaust stack.

**Note 2:** Figure 1 of this AD relates to the conditions specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

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