§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

Socata Groupe Aerospatiale: Docket No. 94– CE-26-AD.

Applicability: TBM 700 airplanes, serial numbers 1 to 49, certificated in any category. Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent ice accumulation on the elevator horn, which could lead to loss of control of the airplane, accomplish the following:

(a) Install pneumatic deicers on the elevator horn leading edges in accordance with Technical Instruction of Modification No. OPT70 K020–30, dated February 1993. This installation is referenced in Socata TBM Service Bulletin SB 70–020–30, dated February 1993.

(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, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106

Issued in Kansas City, Missouri, on January 12, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–1428 Filed 1–19–95; 8:45 am] BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 92-CE-63-AD]

Airworthiness Directives; Piper Aircraft Corporation PA-25 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document proposes to revise an earlier proposed airworthiness directive (AD) that proposed repetitively inspecting the wing forward spar fuselage attachment assembly for cracks or corrosion on certain Piper Aircraft Corporation (Piper) PA-25 series airplanes, and replacing or repairing any cracked or corroded part. Since issuance of the proposal, a second incident where the wing separated from one of the affected airplanes while in flight prompted the Federal Aviation Administration (FAA) to issue AD 93-21-12 (priority letter and subsequent Amendment 39–8763) to require a onetime inspection of the wing forward spar fuselage attachment assembly on these PA-25 series airplanes, with appropriate repair or replacement. The proposed action would retain this initial inspection, and propose a repetitive inspection. The actions specified by the proposed AD are intended to prevent possible in-flight separation of the wing from the airplane caused by a cracked or corroded wing forward spar fuselage attachment assembly.

DATES: Comments must be received on or before March 27, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92–CE–63–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 relates to the proposed AD may be inspected 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. 92–CE–63–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. 92–CE–63–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Piper PA–25 series airplanes was published in the **Federal Register** on September 8, 1993 (58 FR 47227). The action proposes to require repetitively inspecting the wing forward spar fuselage attachment assembly for cracks or corrosion, and replacing or repairing any cracked or corroded part.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the eight comments received from two commenters.

One commenter (referred to as Commenter No. 1 hereon) states that the wings must be removed from the fuselage in order to properly inspect the wing forward spar fuselage attachment assembly. The FAA concurs, and this was the intent of the proposal. The FAA has specified removal of the wings in the supplemental NPRM to eliminate any confusion regarding this matter.

Commenter No. 1 recommends a onetime inspection of the assembly, consisting of removing the wing forward spar fuselage attach fitting from the fuselage structure. The FAA does not concur with this recommendation. The