approved by the FAA to perform either dye penetrant or magnetic particle inspections.

One commenter agrees with the proposal, but feels that the FAA should express the compliance time in landings instead of hours time-in-service (TIS). The FAA does not concur. Airplane owners/operators are not required to log the number of landings for this type design airplane. A correlation between the number of landings and the number of flight hours for an airplane fleet is a portion of the information (when available) used by the FAA in establishing appropriate compliance times. The FAA has re-evaluated this information and considers hours TIS as the best method of establishing a compliance time for this AD. The AD is unchanged as a result of this comment.

No comments were received regarding the FAA's estimate of the cost impact upon U.S. operators of the affected airplanes. The FAA did, however, miscalculate the number of airplanes that would be affected by the proposal. Upon further examination, the FAA has determined that 13,200 airplanes will be affected by this AD. No airplane models or serial numbers have been added to the Applicability section of the AD; therefore, this economic information change will not add any additional burden upon U.S. owners/operators of the affected airplanes over that which was already proposed.

In addition to the comments received, the FAA re-evaluated the proposed compliance time and decided that the initial inspection compliance time should be adjusted to account for those operators who already accomplished the inspection. The initial inspection compliance time has been rewritten to give credit to those operators already accomplishing the inspection at least once.

In addition, the FAA has included an inspection to detect an unapproved alteration of the main gear side brace bracket assembly. The FAA received documentation of several mechanics taking the %16-inch stud bracket assembly and modifying it to accommodate the 5/8-inch stud. The unapproved alteration is easy to detect because of the number of installed bushings. The 9/16-inch main gear side brace stud bracket assembly contains two bushings and the 5/8-inch main gear side brace stud bracket assembly contains one bushing. The FAA has included a note in the AD to specify that the "PA34-200T Illustrated Parts Catalog (Revision dated May 1983, Piper P/N 761 589), Figure 45, Item 52, illustrates this one and two-bushing installation.'

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the compliance change, the economic information correction, the addition of the inspection for unapproved main gear side brace stud bracket assemblies, minor editorial corrections, and the changes referenced above pertaining to the comments received as a result of the notice of proposed rulemaking. The FAA has determined that the addition, changes, and minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

The FAA estimates that 13,200 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 5 workhours per airplane to initially inspect both the right and left main landing gear side brace studs, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$3,960,000. This figure represents the cost of the initial inspection, and does not reflect costs for 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.

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.

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) 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 final evaluation prepared for this action is contained 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.

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 USC 106(g), 40101, 40113, 44701.

## §39.13 [Amended]

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

95–20–07 The New Piper Aircraft, Inc. (formerly Piper Aircraft Corporation): Amendment 39–9386; Docket No. 93– CE–61–AD.

*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) 95643–06, 95643–07, 95643–08, or 95643–09 bracket assembly, which includes a part number 78717–02 main landing gear side brace stud:

Serial numbers			
28R-30002	through	28R-3	1135,
and 28R-7	130001	through	28R-
28R-35001	through	28R-3	5820,
and 28R–7	135001	through	28R-
7635539.	0 thre	hugh	200
7737096.		Jugii	208-
28R-770300	1 thro	bugh	28R-
7703239.		-	_
32R-768000	1 thro	bugh	32R-
All serial num	hore		
	10013.		
34–7570001	through	34–7770	)372.
	Se 28R-30002 and 28R-7 7130013. 28R-35001 and 28R-7 7635539. 28R-773700 7737096. 28R-770300 7703239. 32R-768000 7780444. All serial nun 34-7570001	Serial numb 28R-30002 through and 28R-7130001 7130013. 28R-35001 through and 28R-7135001 7635539. 28R-7737002 thro 7737096. 28R-7703001 thro 7703239. 32R-7680001 thro 7780444. All serial numbers. 34-7570001 through	Serial numbers 28R–30002 through 28R–3 and 28R–7130001 through 7130013. 28R–35001 through 28R–3 and 28R–7135001 through 7635539. 28R–7737002 through 7737096. 28R–7703001 through 7703239. 32R–7680001 through 7780444. All serial numbers. 34–7570001 through 34–7770

Note 1: This AD applies to each airplane identified in the preceding applicability revision, 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