

occur as a result of normal flight operation or as a result of time. Therefore, the FAA has determined that this 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 will be affected by this AD, that it will take approximately 2 workhours (1 workhour per inspection and 1 workhour per replacement) per airplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$558 per airplane (\$279 per oil cooler hose with two hoses per airplane). Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$16,950,000 or \$678 per airplane. 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 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 removing Airworthiness Directive (AD) 76-25-06, Amendment 39-2788, and by adding a new AD to read as follows:

95-26-13 The New Piper Aircraft, Inc.: Amendment 39-9472; Docket No. 94-CE-28-AD; Supersedes AD 76-25-06, Amendment 39-2788.

Applicability: The following airplane models (all serial numbers), certificated in any category, that are equipped with oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements:

PA28-140
PA28-180
PA28R-201
PA28-235
PA32S-300
PA32R-301(SP)
PA32-301T
PA28-150
PA28S-180
PA28-151
PA28-236
PA32-301
PA32R-301(HP)
PA28-160
PA28R-180
PA28-161
PA32-260
PA32R-300
PA32RT-300T
PA28S-160
PA28R-200
PA28-181
PA32-300

PA32RT-300
PA32R-301T

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 (f) 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 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-in-service (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 hose assembly 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 hose assembly 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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