

2003–24–07 The New Piper Aircraft, Inc.:
Amendment 39–13376; Docket No.
2003–CE–03–AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 9, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
PA–31, PA–31–300, PA–31–325.	31–2 through 31–8312019
PA–31–350	31–5001 through 31–8553002
PA–31P	31P–1 through 31P–7730012
PA–31P–350	31P–8414001 through 31P–8414050
PA–31T	31T–7400001 through 31T–8120104
PA–31T1	31T–7804001 through 31T–1104017
PA–31T2	31T–8166001 through 31T–1166008

Model	Serial numbers
PA–31T3	31T–8275001 through 31T–5575001

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of rudder tube corrosion. The actions specified by this AD are intended to detect and correct corrosion in the rudder torque tube assembly and rudder rib, which could result in failure of the rudder torque tube. This failure could lead to loss of rudder control.

What Must I Do to Address This Problem?

(e) To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Install an inspection hole in the rudder skin for the rudder torque tube assembly; OR instead of installing an inspection hole, use the tooling hole in the rudder bottom rib. You may enlarge the diameter of the tooling hole no more than 0.25 inches to facilitate inspection and corrosion treatment.	Within the next 150 hours time-in-service (TIS) after February 9, 2004 (the effective date of this AD), unless already accomplished.	Install an inspection hole per The New Piper Aircraft, Inc. Service Bulletin No. 1105A, dated September 22, 2003. Protect bare metal per Section 8, FAA Advisory Circular (AC) 43.13–1B.
(2) Visually inspect the rudder torque tube and associated ribs for corrosion.	Before further flight after the installation required in paragraph (e)(1) of this AD and thereafter at intervals not to exceed 12 calendar months.	Follow The New Piper Aircraft, Inc. Service Bulletin No. 1105A, September 22, 2003.
(3) If you find corrosion damage: (i) Replace the rib/rudder torque assembly; OR (ii) Repair the damaged torque tube using an FAA-approved repair design.	Before further flight after any inspection required in paragraph (e)(2) of this AD where corrosion damage is found.	Follow The New Piper Aircraft, Inc. Service Bulletin No. 1105A, dated September 22, 2003. Repairs must address items in paragraph (f) of this AD and may be approved per FAA Order 8300.10 (Volume 2, Chapter 1), Airworthiness Inspector's Handbook.

(f) All repairs must address the following:

(1) Detect hidden corrosion damage:

(i) In the faying surface between the rudder ribs and torque tube assembly attachments.

(ii) Inside the bore of the torque tube.

(2) Establish procedures for removing corrosion or for corrosion prevention of repaired parts. Advisory Circular (AC) 43.13–1B Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair, and AC 43–4A, Corrosion Control for Aircraft, provide resources for establishment of these procedures.

(3) For repairs involving material removal without reinforcement: Define a clear, accurate, and complete description of negligible damage limits. Note that acceptable amounts of material removal may be location-dependent. Higher-stressed areas will be less tolerant of material removal.

(4) For all repairs involving reinforcement: A clear, accurate, and complete description of the repair design must be established per 14 CFR part 21.31.

(5) Verify that all repairs follow Subpart C—Strength Requirements and Subpart D—Design and Construction of Civil Aviation Regulations (CAR) 3, dated May 15, 1956 (the original certification basis for the Piper PA–31 Series as shown in type certificate data sheets A8EA and A20SO).

May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Atlanta Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact William O. Herderich, Aerospace Engineer, FAA, Atlanta ACO, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703–6082; facsimile: (770) 703–6097.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in The New Piper Aircraft, Inc. Service Bulletin No. 1105A, dated September 22, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin per 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567–4361; facsimile: (772) 978–6584. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on November 24, 2003.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03–29871 Filed 12–2–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–16503; Airspace Docket No. 03–ACE–87]

Modification of Class E Airspace; Winterset, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action modifies the Class E airspace area at Winterset, IA. A review of controlled airspace for Winterset-Madison County Airport, Winterset, IA, indicates it does not comply with the criteria for 700 feet Above Ground Level (AGL) airspace