Actions and Compliance

(f) Unless already done, do the following actions:

(1) Within the next 3 months after January 28, 2009 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 months, visually inspect the control bridge in areas of juncture with the two control sticks for cracks. Do the inspection following paragraph A of LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007, except use a 10X magnifier and do a dye penetrant inspection following the procedures in chapter 5, section 5, of FAA Advisory Circular AC 43.13–1B CHG 1, dated September 27, 2001.

(2) If cracks are found in the control bridge bedding during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the defective control bridge bedding, Dwg. No. A740 371N, in the control bridge assembly, Dwg. No. A740 370N, following LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007; and Appendix No. 1, ''Replacement of Bearings 608 CSN 024630 at Control Bridge Dwg. No. A740 370N in a Bedding Dwg. No. A740 371N,'' to LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007.

(3) Doing the replacement required in paragraph (f)(2) of this AD terminates the 12-month repetitive inspection required in paragraph (f)(1) of this AD. After the replacement required in paragraph (f)(2) of this AD, perform subsequent inspections on the new control bridge assembly according to LET Aircraft Industries, a.s. Documentation Bulletin No.: L23/020 d, dated August 6, 2007.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) The service information requires a visual inspection with a 6X magnifier. We are requiring a dye penetrant inspection and a 10X magnifier to detect cracks that could go undetected using only a 6X magnifier.

(2) The MCAI requires updating the maintenance manuals to add repetitive inspections of the control bridge. Since the maintenance manual is only one way of establishing a maintenance program, the only way we can mandate these repetitive inspections is through an AD action. We have made these repetitive inspections part of this AD.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; fax: (816) 329–4090. Before using any approved AMOC on any sailplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2007–0261, dated October 2, 2007; LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007; Appendix No. 1, ''Replacement of Bearings 608 CSN 024630 at Control Bridge Dwg. No. A740 370N in a Bedding Dwg. No. A740 371N,'' to LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007; LET Aircraft Industries, a.s. Documentation Bulletin No.: L23/020 d, dated August 6, 2007; and FAA Advisory Circular AC 43.13–1B CHG 1, dated September 27, 2001, for related information. FAA Advisory Circular AC 43.13–1B CHG 1, dated September 27, 2001, can be found on the Internet at *http://rgl.faa.gov/*.

Material Incorporated by Reference

(i) You must use LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007; Appendix No. 1, ''Replacement of Bearings 608 CSN 024630 at Control Bridge Dwg. No. A740 370N in a Bedding Dwg. No. A740 371N,'' to LET Aircraft Industries, a.s. Mandatory Bulletin MB No. L23/050a, Revision No. 2, dated September 12, 2007; and LET Aircraft Industries, a.s. Documentation Bulletin No.: L23/020 d, dated August 6, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Aircraft Industries, a.s. Na Záhonech 1177, 686 04 Kunovice, Czech Republic; phone: +420–572816002; fax: +420–572816006; Internet: *http://www.let.cz/*.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued in Kansas City, Missouri, on December 16, 2008.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–30405 Filed 12–23–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–1250; Directorate Identifier 2008–SW–49–AD; Amendment 39–15755; AD 2008–17–51]

RIN 2120–AA64

Airworthiness Directives; MD Helicopters, Inc. Model MD900 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 2008–17–51, which was sent previously to all known U.S. owners and operators of MD Helicopters, Inc. (MDHI) Model MD900 helicopters by individual letters. This AD requires, before further flight, fluorescent magnetic particle inspecting the aft threads of the forward directional control cable (control cable) for a crack and replacing the control cable with an airworthy part if you find a crack. If you do not find a crack, this AD requires that you demagnetize the cable threads until you reach a certain gauss level. This AD also requires visually inspecting the aft cable attach bracket for a crack and for interference with movement of the control cable or for deformation of the aft cable attach bracket. If a crack or interference with movement of the control cable or deformation of the aft cable attach bracket exists, this AD requires replacing the bracket with an airworthy part. This AD also requires modifying the control cable conduit and the rotating cone control rod and identifying the rotating cone control rod with a certain part number. This amendment is prompted by three reports of in-flight failure of the control cable and loss of yaw control resulting in emergency landings and subsequent damage to the helicopter. The actions specified by this AD are intended to prevent loss of yaw control and subsequent loss of control of the helicopter.

DATES: January 8, 2009, to all persons except those persons to whom it was made immediately effective by Emergency AD 2008–17–51, issued on August 14, 2008, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 8, 2009.

Comments for inclusion in the Rules Docket must be received on or before February 23, 2009.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov*. Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may get the service bulletin identified in this AD from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215–9734, telephone 1–800–388–3378, fax 480–346–6813, or on the Web at *http://www.mdhelicopters.com*. You may purchase the American Society for Testing and Material standard from ASTM International on the Web at *http://www.astm.org/*.

Examining the Docket: You may examine the docket that contains the AD, any comments, and other information on the Internet at *http://www.regulations.gov*, or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Operations office (telephone (800) 647–5527) is located in Room W12–140 on the ground floor of the West Building at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Eric D. Schrieber, FAA, Los Angeles Aircraft Certification Office, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone 562–627–5348, fax 562–627–5210.

SUPPLEMENTARY INFORMATION: On August 14, 2008, we issued Emergency AD 2008–17–51 for the specified MDHI model helicopters. The Emergency AD requires fluorescent magnetic particle inspecting the aft threads of the control cable for a crack and replacing the control cable with an airworthy part if you find a crack. If you do not find a crack, the Emergency AD requires that you demagnetize the cable threads until you reach a certain gauss level. The Emergency AD also requires visually inspecting the aft cable attach bracket for a crack and for interference with movement of the control cable or for deformation of the aft cable attach bracket. If a crack or interference with movement of the control cable or deformation of the aft cable attach bracket exists, the Emergency AD requires replacing the bracket with an airworthy part. The Emergency AD also requires modifying the control cable conduit and the rotating cone control rod and identifying the rotating cone control rod with part number ''900C2010582–105.'' The Emergency AD was prompted by three reports of in-flight failure of the control cable and loss of yaw control resulting in emergency landings and subsequent damage to the helicopter. This condition, if not corrected, could result in loss of yaw control and subsequent loss of control of the helicopter.

MDHI has issued Service Bulletin SB900–108R1, dated August 13, 2008, which describes procedures for magnetic particle inspecting and modifying the control cable and rotating cone control rod installation.

Since the unsafe condition described is likely to exist or develop on other MDHI model helicopters of the same type design, we issued Emergency AD 2008–17–51 to prevent loss of yaw control and subsequent loss of control of the helicopter. The Emergency AD requires the following, before further flight:

- Remove the rotating cone, the thruster extension, and the rotating cone control rod, and NAS1193K4CP lock device (2 parts).
- Do a fluorescent magnetic particle inspection for a crack in the aft threads of the control cable. If you find a crack, replace the control cable with an airworthy part. If you do not find a crack, demagnetize the cable threads until you reach a gauss level of +/− 3.
- Visually inspect the aft cable attach bracket for a crack. Inspect for interference with the movement of the control cable or for deformation of the aft cable attach bracket. If a crack or interference with the movement of the control cable or deformation of the aft cable attach bracket exists, replace the bracket with an airworthy part.
- Cut and modify the aft end of the control cable conduit.
- Modify the rotating cone control rod by drilling lock wire holes. Using permanent ink, identify the rotating cone control rod with part number 900C2010582–105.
- Inspect the control cable for proper adjustment.
- Install the rotating cone control rod.
- Install the thruster extension.
- Install the rotating cone. If you adjust the control cable at the attach brackets, inspect for interference with the movement of the control cable or for deformation of the aft cable attach bracket. If interference with the movement of the control cable or deformation of the aft cable attach bracket exists, replace the bracket with an airworthy part.
- Rerig the antitorque directional control system.

The actions must be done by following specified portions of the service bulletin described previously. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, the actions described previously are required before further flight, and this AD must be issued immediately.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on August 14, 2008, to all known U.S. owners and operators of MDHI Model MD900 helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to 14 CFR 39.13 to make it effective to all persons.

The FAA estimates that this AD will affect 33 helicopters of U.S. registry. It will take about 5.5 work hours to remove, modify, visually inspect, and install parts, and 2 work hours to fluorescent magnetic particle inspect the aft threads in the control cable per helicopter at an average labor rate of $80 per work hour. The kits required to modify the control cable cost about $8,603 for the entire fleet. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be $28,403.

Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any

written data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2008–1250; Directorate Identifier 2008–SW–49–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to *http://www.regulations.gov*, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket Web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect 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.

For the reasons discussed above, I certify that the regulation:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the 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.

We prepared an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

2008–17–51 MD Helicopters, Inc.: Amendment 39–15755. Docket No. FAA–2008–1250; Directorate Identifier 2008–SW–49–AD.

Applicability: Model MD900 helicopters, serial numbers 900–00008 through 900–00128, with part number (P/N) 900C3010045–105 forward directional control cable (control cable), P/N 900C2010582–103 rotating cone control rod, and P/N 9000F2318021 (all dash numbers) tailboom assembly, installed, certificated in any category.

Compliance: Before further flight, unless done previously.

To prevent loss of yaw control and subsequent loss of control of the helicopter, do the following:

(a) Remove the rotating cone, the thruster extension, the rotating cone control rod, and the NAS1193K4CP lock device (2 parts). Do not reinstall the lock device. Use your hand and turn the telescopic part on the aft end of the control cable until it is fully forward on the control cable.

Note: The MDHI maintenance manuals CSP–900RMM–2, Sections 67–20–00, 29–00–00, 53–40–00; CSP–SPM, Section 20–30–00; and CSP–900IPL–4 Illustrated Parts pertain to the subject of this AD.

(b) Do a fluorescent magnetic particle inspection for a crack in the aft threads of the control cable as depicted in Figure 2 and by following MD Helicopters, Inc. (MDHI) Service Bulletin SB900–108R1, dated August 13, 2008, Section 2, Accomplishment Instructions (SB), paragraphs (5)(a) through 5(j). The inspection must be done by an inspector qualified under the guidelines established by MIL–STD–410E, ATA Specification 105, AIA–NAS–410, or an FAA-accepted equivalent for qualification standards of NDT Inspection/Evaluation Personnel. The inspector that accepts or rejects the inspected part must be certified to a Non-Destructive Testing (NDT) UT minimum Level II. The part must be inspected to the inspection facilities written procedure approved by a person certified to a Level III. For the magnetic particle examination process and qualifications, follow the American Society for Testing and Material (ASTM) E 1444–93 ε_1.

(1) If you find a crack, replace the control cable with an airworthy part.

(2) If you do not find a crack, demagnetize the cable threads by following paragraphs (6)(a) or (6)(b) of the SB until you reach a gauss level of +/ − 3.

(c) Visually inspect the aft cable attach bracket, depicted in Figure 3 of the SB, for a crack. Inspect for interference with the movement of the control cable or for deformation of the aft cable attach bracket by following paragraphs (9)(a) through (9)(c) of the SB. If a crack or interference with the movement of the control cable or deformation of the aft cable attach bracket exists, replace the bracket with an airworthy part.

(d) Cut and modify the aft end of the control cable conduit as depicted in Figure 4 of the SB by following paragraphs (10)(a) through (10)(g) of the SB.

(e) Modify the rotating cone control rod by drilling lock wire holes as depicted in Figure 5 of the SB by following paragraphs (11)(a) through (11)(g) of the SB. Using permanent ink, mark the rotating cone control rod with ''900C2010582–105.''

(f) Inspect the control cable for proper adjustment by following paragraphs (12)(a) through (12)(c), of the SB.

(g) Install the rotating cone control rod as depicted in Figure 6 of the SB by following paragraphs (13)(a) through (13)(c) of the SB. Make sure the control cable threads are past the witness hole in the rotating cone control rod.

(h) Install the thruster extension.

(i) Install the rotating cone. If you adjust the control cable at the attach brackets, inspect for interference with the movement of the control cable or for deformation of the aft cable attach bracket by following paragraph (15) of the SB. If interference with the movement of the control cable or deformation of the aft cable attach bracket exists, replace the bracket with an airworthy part.

(j) Rerig the antitorque directional control system.

(k) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA, ATTN: Eric D. Schrieber, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone 562–627–5348, fax 562–627–5210, for information about previously approved alternative methods of compliance.

(l) Special flight permits will not be issued.

(m) The inspections and modification must be done by following the specified portions of MD Helicopters, Inc. Service Bulletin SB900–108R1, dated August 13, 2008. Copies of this service bulletin may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215–9734, telephone 1–800–388–3378, fax 480–346–6813, or on the Web at *http://www.mdhelicopters.com*. The inspection must also be done by following the magnetic particle examination process and qualifications found in American Society for Testing and Material (ASTM) E 1444–93 ε_1, approved February 15, 1993, Standard Practice for Magnetic Particle Examination. Copies of this information may be purchased from AMST International on the Web at *http://www.astm.org/*. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

(n) This amendment becomes effective on January 8, 2009, to all persons except those persons to whom it was made immediately effective by Emergency AD 2008–17–51, issued August 14, 2008, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on November 19, 2008.

Scott A. Horn,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E8–28367 Filed 12–23–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–1085; Directorate Identifier 2008–CE–057–AD; Amendment 39–15777; AD 2008–26–11]

RIN 2120–AA64

Airworthiness Directives; Piper Aircraft, Inc. Models PA–46–350P, PA–46R–350T, and PA–46–500TP Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Piper Aircraft, Inc. (Piper) Models PA–46–350P, PA–46R–350T, and PA–46–500TP airplanes. This AD requires you to install a stall warning heat control modification kit. This AD results from ice forming on the stall vane heater during flights into icing conditions with the landing gear down. We are issuing this AD to prevent ice from forming on the stall vane, which may result in failure of the stall warning system. This failure could result in the pilot being unaware of an approaching stall situation.

DATES: This AD becomes effective on January 28, 2009.

On January 28, 2009, the Director of the **Federal Register** approved the incorporation by reference of certain publications listed in this AD.

ADDRESSES: For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567–4361; fax: (772) 978–6573; Internet: *http://www.newpiper.com/*.

To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at *http://www.regulations.gov*. The docket number is FAA–2008–1085; Directorate Identifier 2008–CE–057–AD.

FOR FURTHER INFORMATION CONTACT: John Lee, Aerospace Engineer, Federal Aviation Administration, Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349; telephone: (770) 994–6736; fax: (770) 703–6097.

SUPPLEMENTARY INFORMATION:

Discussion

On October 3, 2008, we issued 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 Models PA–46–350P, PA–46R–350T, and PA–46–500TP airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on October 10, 2008 (73 FR 60201). The NPRM proposed to require you to install a stall warning heat control modification kit.

Comments

We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Costs of Compliance

We estimate that this AD affects 803 airplanes in the U.S. registry.

We estimate the following costs to do the modification:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1.5 work-hours × $80 per hour = $120	$95	$215	$172,645

Warranty credit may be given to the extent noted in the service bulletin.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for