Issued in Fort Worth, Texas, on May 31, 1996.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96–14761 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Parts 27 and 29

[Docket No. 28008; Amendment No. 27–33, 29–40]

RIN 2120–AF65

Rotorcraft Regulatory Changes Based on European Joint Aviation Requirements

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to the final rule published in the Federal Register on May 10, 1996; (61 FR 21904). The final rule amended the airworthiness standards for normal and transport category rotorcraft.

EFFECTIVE DATE: August 8, 1996.

FOR FURTHER INFORMATION CONTACT: Carroll Wright, (817) 225–5120.

Correction of Publication

In rule document 96–11493, on page 21904, in the issue of Friday, May 10, 1996, make the following correction:

On page 21904, in the first column, in the heading, Amendment ''No. 29–39]'', should read ''No. 29–40]''.

Issued in Washington, DC on June 7, 1996.

Joseph A. Conte,

Acting Assistant Chief Counsel.

[FR Doc. 96–15067 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 29

[Docket No. 24802; Amendment No. 29–39]

RIN 2120–AB36

Airworthiness Standards; Transport Category Rotorcraft Performance

AGENCY: Federal Aviation Administration, (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to the final rule published in the Federal Register on May 10, 1996 (61 FR 21894). The final rule adopted new and revised airworthiness standards for the performance of transport category rotorcraft.

EFFECTIVE DATE: June 10, 1996.

FOR FURTHER INFORMATION CONTACT: T.E. Archer, (817) 222–5126.

Correction of Publication

In rule document 96–11494, on page 21894, in the issue of Friday, May 10, 1996, make the following correction:

On page 21894, in the first column, in the heading, Amendment ''No. 20–40]'' should read ''No. 29–39]''.

Issued in Washington, DC on June 7, 1996.

Joseph A. Conte,

Acting Assistant Chief Counsel.

[FR Doc. 96–15066 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 94–ANE–53; Amendment 39–9648; AD 96–12–06]

RIN 2120–AA64

Airworthiness Directives; Teledyne Continental Motors and Rolls-Royce, plc O–200 Series Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD's), applicable to Teledyne Continental Motors and Rolls-Royce, plc O–200 series reciprocating engines, that currently require resetting engine timing to 24° Before Top Center (BTC). This amendment returns to the 28° BTC engine timing for those engines equipped with improved cylinders that have strengthened heads. In addition, this amendment drops the TCM O–200C model which never went into production. This amendment is prompted by the availability of improved cylinders. The actions specified by this AD are intended to prevent possible cylinder cracking with subsequent loss of engine power.

DATES: Effective July 18, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 18, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438–3411. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803–5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Ave., Suite 2–160, College Park, GA 30337–2748; telephone (404) 305–7371, fax (404) 305–7348.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding airworthiness directive (AD) 77–13–03, Amendment 39–2925 (42 FR 31770, June 23, 1977), which is applicable to Teledyne Continental Motors (TCM) O–200A, O–200B, was published in the Federal Register on June 15, 1995 (60 FR 31421). That action proposed to retain the 24° before top center (BTC) engine timing for engines with cylinders that have part number (P/N) lower than 641917; allow the return to 28° BTC engine timing for those engines with cylinder P/N 641917 and subsequent (higher) part numbers, restamp the engine data plate to indicate engine timing of 28° BTC; and drop the TCM O–200C series engines from the AD's applicability. The actions must be accomplished in accordance with TCM Service Bulletin (SB) No. SB94–8, dated September 14, 1994.

This AD also supersedes AD 78–19–02, Amendment 39–3301 (43 FR 41374, September 18, 1978), applicable to Rolls-Royce, plc (R–R) O–200A, O–200B, and O–200C series engines, which also requires resetting the engine timing to 24°. This AD combines the TCM applicability of AD 77–13–03 with the R–R applicability of AD 78–19–02 into one, superseding AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment.

One commenter (the manufacturer) states that the timing adjustment may be set to the limits of (+1°, −1°). The NPRM incorrectly limited the timing adjustment to (+1°, −0°). The FAA concurs and has revised this final rule accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 23,500 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per engine to accomplish the required actions, and that the average labor rate

is $60 per work hour. This AD adds no additional requirements; the resetting of engine timing for engines with the improved cylinders is optional. Therefore, there is no cost imposed by the required actions. However, if the timing was reset on all applicable engines, based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $2,820,000.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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 removing Amendment 39–2925 (42 FR 31770, June 23, 1977), and Amendment 39–3301 (43 FR 41374, September 18, 1978), and by adding a new airworthiness directive, Amendment 39–9648, to read as follows:

96–12–06 Teledyne Continental Motors and Rolls-Royce, plc.: Amendment 39–9648. Docket 94–ANE–53. Supersedes AD 77–13–03, Amendment 39–2925 and AD 78–19–02, Amendment 39–3301.

Applicability: Teledyne Continental Motors (TCM) Model O–200A and O–200B and Rolls-Royce, plc. Model O–200A, O–200B, and O–200C reciprocating engines. These engines are installed on but not limited to American Champion Models 7ECA and 402; Cessna Model 150, 150A through 150M, A150K through A150M; Reims Models F–150G through F–150M, FA–150K and FA–150L; and Taylorcraft Model F19 aircraft.

Note: This airworthiness directive (AD) applies to each engine 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 engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (g) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent possible cylinder cracking with subsequent loss of engine power, accomplish the following:

(a) For engines that have one or more cylinders with part numbers (P/N) lower than 641917, within the next 50 hours time in service (TIS) after the effective date of this AD, reset the engine timing to 24° (+1°, −1°) Before Top Center (BTC) on both magnetos in accordance with the magneto to engine timing procedure for direct drive engines in TCM Service Bulletin (SB) No. SB94–8, dated September 14, 1994.

(b) For engines that have all four cylinders with P/N 641917 or higher, the engine timing may be reset to 28° (+1°, −1°) BTC on both magnetos in accordance with the magneto engine timing procedure for direct drive engines in TCM SB No. SB94–8, dated September 14, 1994.

(c) Subsequent installation of cylinders must be of the P/N listed in paragraph (b) of this AD to retain the 28° BTC timing.

Note: The P/N is stamped on the cylinder barrel flange.

(d) This AD supersedes AD 77–13–03 and AD 78–19–02.

(e) When paragraph (a) is accomplished, restamp the engine data plate to indicate magneto timing of 24° BTC.

(f) When paragraph (b) is accomplished, restamp the engine data plate to indicate magneto timing of 28° BTC.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

Note: Information concerning the existence of approved alternative method of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(h) 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 aircraft to a location where the requirements of this AD can be accomplished.

(i) The actions required by this AD shall be done in accordance with the following service bulletin:

Document No.	Pages	Date
TCM SB No. SB94–8. Total pages: 6.	1–6	September 14, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438–3411. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on July 18, 1996.

Issued in Burlington, Massachusetts, on May 29, 1996.

Robert E. Guyotte,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–14867 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–ANE–16; Amendment 39–9647; AD 96–12–05]

RIN 2120–AA64

Airworthiness Directives; AlliedSignal, Inc. (Formerly Textron Lycoming) LTS101 Series Turboshaft and LTP101 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal, Inc.