

compliance with this AD, if any, may be obtained from the Chicago Aircraft Certification Office.

(h) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bellanca, Incorporated, P. O. Box 964, Alexandria, Minnesota 56308; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 10, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-636 Filed 1-19-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-CE-54-AD]

Airworthiness Directives; Cessna Aircraft Company Engine Oil Filter Adapter Assemblies Installed on Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking (NPRM); Reopening of the comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD) that would have required the following on aircraft equipped with certain engine oil filter adapter assemblies manufactured by the Cessna Aircraft Company (Cessna): repetitively inspecting the engine oil filter adapter assembly or torque putty if installed, and replacing any oil filter adapter assembly with oil leakage or security problems. Since issuance of the proposed AD, the Federal Aviation Administration (FAA) has determined that the proposed action should apply to all oil filter adapter assemblies manufactured by Cessna and installed on aircraft. The FAA has also determined that the procedures specified to accomplish the proposed AD should be revised and, that, based on comments submitted on the NPRM, other changes to the AD should be incorporated. Since the addition of oil filter adapter assembly part numbers to the proposal expands the scope of what was originally proposed, the FAA is allowing the public additional time for public comment. The actions specified by the proposed AD are intended to prevent loss of engine oil caused by loose or separated oil filter adapters, which, if not detected and corrected, could result in engine stoppage while in flight and loss of control of the airplane.

DATES: Comments must be received on or before March 21, 1996.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Information that relates to the proposed AD may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946-4143; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 93-CE-54-AD." The postcard will be date stamped and returned to the commenter.

Availability of Supplemental NPRMs

Any person may obtain a copy of this supplemental NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to airplanes utilizing a Cessna engine oil filter adapter assembly, part number 0450404-1, 0450404-3, 0556004-1, 0556010-1, 1250403-6, 1250922-1, or 1250922-2, was published in the Federal Register on September 19, 1994 (59 FR 47821). The action proposed to require (1) applying torque putty between the engine oil filter adapter assembly, nut, and oil pump housing; (2) inspecting the oil filter adapter assembly for oil leakage and proper installation of the adapter retaining nut and fretting of associated threads (security), and replacing any oil filter and adapter assembly with oil leakage or security problems; and (3) repetitively inspecting the torque putty for cracks or misalignment, and reinspecting the oil filter adapter assembly if misalignment or torque putty cracks are found.

Interested persons have been afforded an opportunity to participate in the making of the proposed amendment. Due consideration has been given to the comments received.

One commenter recommends that the FAA require a one-time modification rather than relying on repetitive inspections to eliminate the unsafe condition of loose oil filter adapter assemblies. This commenter states that the repetitive inspections become too time-consuming and expensive, and that a one-time modification would eliminate both of these problems. The FAA concurs that, for the most part, a one-time modification is less time-consuming and less expensive than repetitive inspections. The FAA also believes that if the one-time modification provides an equivalent level of safety to the repetitive inspections, then the chance of further damage to the aircraft is less likely by incorporating the modification than by accomplishing repetitive inspections of the affected engine oil filter adapter assemblies. However, in this case, a one-time modification for the engine oil filter adapter assemblies is not available. If one becomes available that the FAA determines provides an equivalent level of safety to that provided by the repetitive inspections, further rulemaking action may be taken. Until such a modification is developed, the FAA has determined that repetitive inspections of the affected engine oil filter adapter assemblies are necessary. The notice of proposed rulemaking (NPRM) is unchanged as a result of this comment.

Two commenters recommend that the FAA revise the NPRM to give inspection credit for those airplanes already equipped with torque putty. One of these commenters states that the initial removal of the engine oil filter adapter is not necessary as long as the torque putty applied at the last installation is not cracked or otherwise compromised. The FAA concurs. The NPRM was written to require torque putty application to aid in repetitive inspections. The intent was to provide "unless already accomplished" credit for the initial inspection for airplanes already equipped with torque putty, and then require repetitive inspections of the torque putty provided no misalignment, evidence of oil leakage, or torque putty cracks are found. Removal of the engine oil filter and inspection of the oil adapter threads would be required if misalignment, evidence of oil leakage, or torque putty cracks are found during any of the torque putty repetitive inspections. The NPRM has been revised accordingly.

The Twin Commander Aircraft Corporation (Twin Commander) requests that the NPRM not reference certain Twin Commander airplane models. Twin Commander states that while it holds a type certificate for Models 500A and 685D, it does not hold a type certificate for the Models 200D, 500C, and 500D airplanes, and is not aware of these models being type certificated for operation in the United States. The FAA concurs and has deleted all reference to Twin Commander Models 200D, 500C, and 500D airplanes from the proposal.

The Cessna Pilots Association (CPA) recommends that the FAA include a drawing in the NPRM to aid in accomplishing the proposed AD. The FAA concurs, and has developed and incorporated Figure 1 into the proposal.

The CPA states that the AD should not reference accomplishment of any actions in accordance with Cessna Service Bulletin (SB) SEB93-1, dated January 29, 1993. This service bulletin does not include procedures for accomplishing any of the proposed actions. In addition, the CPA provides proposed procedures for inspecting the engine oil filter adapter assemblies and applying and inspecting the torque putty. The FAA concurs that Cessna SB SEB93-1, dated January 29, 1993, does not specify procedures for accomplishing the proposed actions, and the FAA has removed reference to the service bulletin from the AD. The FAA utilized the procedures submitted by the CPA in revising the proposal.

In addition, the CPA states that the pilot should be allowed to accomplish

the repetitive inspections of the torque putty. The FAA concurs that the pilot may inspect the torque putty for misalignment, evidence of oil leakage, or torque putty cracks, as specified in section 43.7(f) of the Federal Aviation Regulations (14 CFR 43.7). The proposal has been revised accordingly.

Cessna recommends that the FAA revise the proposal to include additional engine oil filter adapter assembly part numbers. The FAA concurs and has revised the applicability of the proposed AD to include these additional engine oil filter adapter assembly part numbers.

After examining the circumstances and reviewing all available information related to the subject described above including the comments received, the FAA has determined that the NPRM should be revised and that AD action should still be taken to prevent loss of engine oil caused by loose or separated oil filter adapters assemblies, which, if not detected and corrected, could result in engine stoppage while in flight and loss of control of the airplane.

Since the revision of the NPRM to add certain engine oil filter adapter assembly part numbers goes beyond the scope of what was already proposed, the FAA is reopening the comment period to allow the public additional time to comment on this proposed action.

Since an unsafe condition has been identified that is likely to exist or develop in other airplanes of any type design that utilize any Cessna engine oil filter adapter, the proposed AD would require (1) inspecting the oil filter and adapter assembly (or torque putty, if installed) for oil leakage and proper installation of the adapter retaining nut and fretting of associated threads (security), and replacing any oil filter adapter assembly with security problems; (2) applying torque putty between the engine filter adapter assembly, nut, and oil pump housing (unless already equipped with torque putty); and (3) repetitively inspecting the torque putty for misalignment, evidence of oil leakage, or torque putty cracks, and reinspecting the oil filter and adapter assembly threads if misalignment, evidence of oil leakage, or torque putty cracks are found.

The FAA estimates that 70,000 airplanes in the U.S. registry incorporate one of the affected engine oil filter adapter assemblies and would, therefore, be affected by the proposed AD; that it would take approximately 1 workhour per airplane to accomplish the proposed initial inspection and torque putty application; and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S.

operators is estimated to be \$4,200,000. This figure is based on the assumption that no operator has accomplished the proposed initial inspection, and does not take into account the cost for the proposed repetitive inspections. Since the pilot would be allowed to repetitively inspect the torque putty, the only cost of the proposed repetitive inspections would be the time incurred by the pilot and the cost of an inspection required if misalignment, evidence of oil leakage, or torque putty cracks are found. The FAA has no way of determining how many repetitive inspections each individual operator would incur over the life of the airplane.

The regulations proposed herein would 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 proposal would 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) if promulgated, 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 draft regulatory evaluation prepared for this action has been placed 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Cessna Aircraft Company: Docket No. 93-CE-54-AD.

Applicability: Engine Oil Filter Adapters Assemblies, part numbers 0450404-(all dash numbers), 0556004-(all dash numbers), 0556010-(all dash numbers), 0756023-(all dash numbers), 0756024-(all dash numbers), 1250403-(all dash numbers), 1250417-(all dash numbers), 1250418-(all dash numbers), 1250921-(all dash numbers), and 1250922-(all dash numbers), installed on, but not limited to, the following:

(1) Cessna Model 100, 200, 300, and 400 Series airplanes (all serial numbers) equipped with at least one Teledyne Continental Motors (TCM) engine.

(2) Airplanes that have an affected full flow engine oil adapter installed by field approval, including, but not limited to, the following model or series airplanes:

Manufacturer	Series/models
Rockwell/Aero Commander/Meyers. Twin Commander	200 Series.
Beech	Models 500A and 685.
Piper	33, 35, 36, and 55 Series.
Navion	PA46 Series.
Wren	Rangemaster 17 Series.
Bellanca	Model 460.
	260 and 300 Series.

(3) Airplanes equipped with any of the following Teledyne Continental Motors model or model series engines:

O-200
TSIO-470
TSIO-520
TSIO-550
O-470
O-520
GTSIO-520
IO-470
IO-520
IO-550

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.

Note 2: This AD does not apply to engine oil filter adapter assemblies manufactured by Teledyne Continental Motors (See Figure 1 of this AD).

Compliance: Required initially as specified in both of the following, and thereafter as indicated in the body of this AD:

1. Within the next 100 hours time-in-service (TIS) after the effective date of this

AD or when the engine oil filter is removed, whichever occurs first; and

2. Every time the engine oil filter is removed.

To prevent loss of engine oil caused by loose or separated oil filter adapters, which could result in engine stoppage while in flight and loss of control of the airplane, accomplish the following:

(a) For airplanes with engine oil filter adapter assemblies that do not have torque putty between the engine filter adapter assembly, nut, and oil pump housing, accomplish the following:

(1) Inspect the adapter locking nut installation for evidence of oil leakage.

(2) Check the torque of the adapter nut installation and ensure that the torque value is within the limits of 50 through 60 pounds.

(3) If evidence of oil leakage is found or the torque is not within the 50 through 60-pound limit, prior to further flight, remove the adapter and filter assembly, and:

(i) Inspect the threads of the adapter assembly and engine for signs of damaged or cracked threads; and

(ii) Replace any adapter assembly and engine oil pump housing (if necessary) that have evidence of thread damage or cracks.

(4) Apply torque putty between the engine filter adapter assembly, nut, and oil pump housing as specified in Figure 1 of this AD.

(5) Reassemble the engine oil filter assembly.

BILLING CODE 4910-13-U

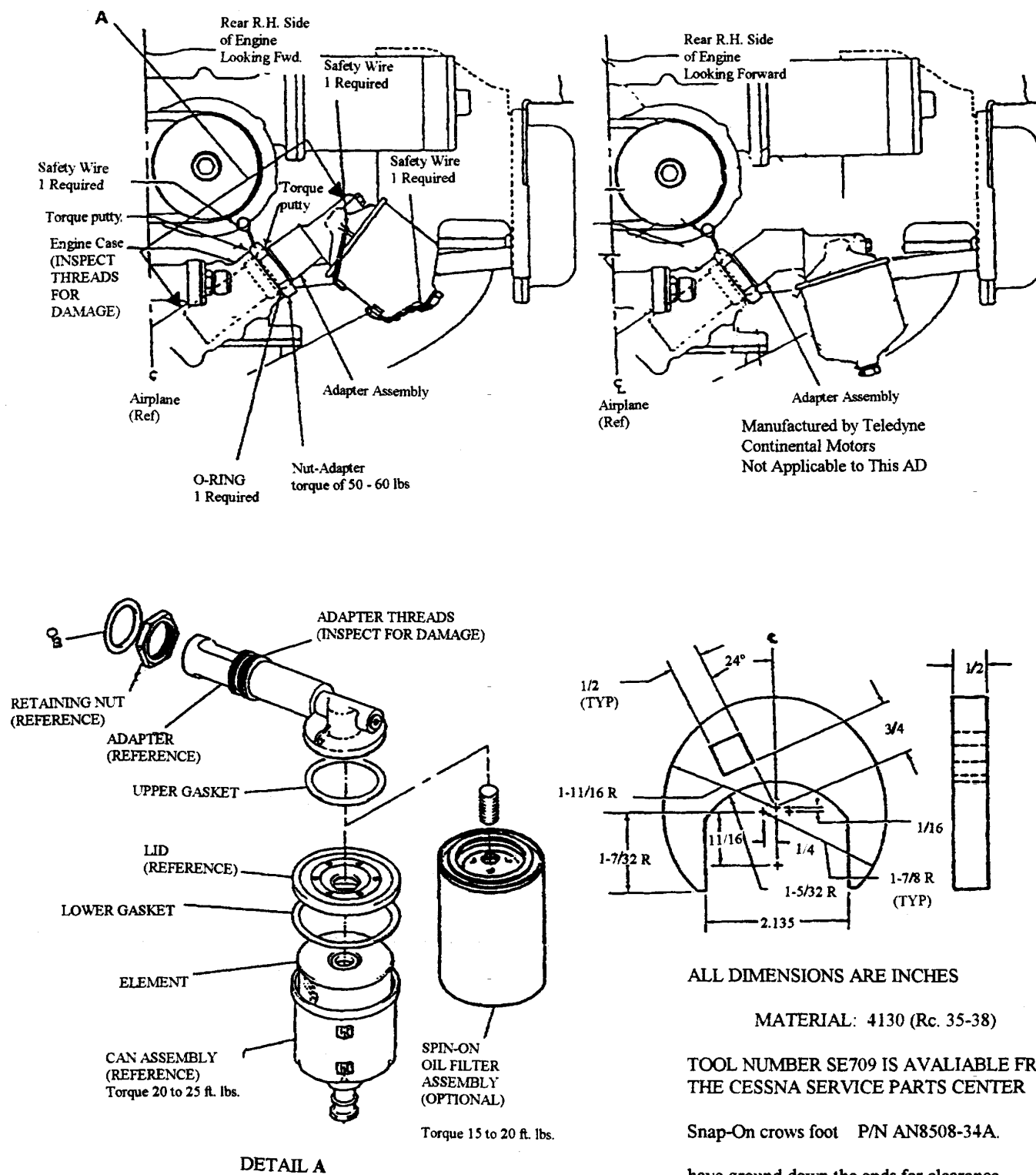


Figure 1. Oil Filter Adapter Installation

(b) For airplanes with torque putty between the engine filter adapter assembly, nut, and oil pump housing, inspect the torque putty for misalignment, evidence of oil leakage, or cracks.

(1) If any misalignment, evidence of oil leakage, or torque putty cracks are found, prior to further flight, accomplish the requirements specified in paragraph (a) of this AD, including all subparagraphs.

(2) If no misalignment, evidence of oil leakage, or torque putty cracks are found, reinspect at intervals not to exceed 100 hours TIS until the engine oil filter is removed.

(c) Replacing the engine oil filter adapter assembly does not eliminate the repetitive inspection requirement of this AD.

(d) The repetitive inspections of the torque putty as required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(e) 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 airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) Information related to this AD may be examined in this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 5, 1996.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft
Certification Service.

[FR Doc. 96-480 Filed 1-19-96; 8:45 am]

BILLING CODE 4910-13-U

FEDERAL TRADE COMMISSION

16 CFR Chapter I

Notice of Intent To Request Public Comments on Rules and Guides

AGENCY: Federal Trade Commission.

ACTION: Notice of intent to request public comments.

SUMMARY: As part of its systematic review of all current Commission regulations and guides, the Federal Trade Commission ("Commission") gives notice that it intends to request public comments on the rules and guides listed below during 1996. The Commission will request comments on, among other things, the economic impact of, and the continuing need for, the rules or guides, possible conflict between the rules or guides and state, local, or other federal laws or regulations, and the effect on the rules or guides of any technological, economic, or other industry changes. No Commission determination on the need for or the substance of a rule, regulation, guide, or interpretation, or any other procedural option, should be inferred from the intent to publish requests for comments. In certain instances the reviews also will address other specific matters or issues.

FOR FURTHER INFORMATION CONTACT: Further details may be obtained from the Commission's contact person(s) listed for each particular item.

SUPPLEMENTARY INFORMATION: The Commission is publishing a list of rules and guides that it intends to initiate reviews of and solicit public comments on during 1996.

Agency Contact for the Following Item: Jessica D. Gray, Boston Regional

Office, Suite 810, 101 Merrimac St., Boston, MA 02114-4719, (617) 424-5960.

(1) Guides for Mirror Industry (16 CFR Part 21).

Agency Contact for the Following Items: Carole I. Danielson, Federal Trade Commission, Bureau of Consumer Protection, Division of Marketing Practices, Room H-238, Sixth Street and Pennsylvania Ave., NW., Washington, DC 20580, (202) 326-3115.

(2) Guides for the Advertising of Warranties and Guarantees (16 CFR Part 239).

(3) Interpretations of Magnuson-Moss Warranty Act (16 CFR Part 700).

(4) Disclosure of Written Consumer Product Warranty Terms and Conditions (16 CFR Part 701).

(5) Pre-Sale Availability of Written Warranty Terms (16 CFR Part 702).

Agency Contacts for the Following Item: Joseph J. Koman, Jr., Federal Trade Commission, Bureau of Consumer Protection, Division of Enforcement, Room S-4302, 601 Pennsylvania Ave., NW., Washington, DC 20580, (202) 326-3014, or Walter Gross III, Federal Trade Commission, Bureau of Consumer Protection, Division of Service Industry Practices, Room H-200, Sixth Street and Pennsylvania Ave., NW., Washington, DC 20580, (202) 326-3319.

(6) Guides for Private Vocational and Home Study Schools (16 CFR Part 254).

Agency Contact for the Following Item: Neil J. Blickman, Federal Trade Commission, Bureau of Consumer Protection, Division of Enforcement, Room S-4302, Sixth Street and Pennsylvania Ave., NW., Washington, DC 20580, (202) 326-3038.

(7) Trade Regulation Rule Concerning Deceptive Advertising and Labeling of Previously Used Lubricating Oil (16 CFR Part 406).

Authority: 15 U.S.C. 41-58.

By direction of the Commission.

Donald S. Clark,
Secretary.

REGULATORY REVIEW—MODIFIED REVOLVING TEN-YEAR PLAN—ARRANGED BY YEAR FOR EACH REVIEW

I. 16 CFR part	II. Topic	III. Earliest/latest FR cities in CFR	IV. Year first issued if after 1981	V. Year reg. flex. review conducted	VI. Office to review	VII. Year to review	VIII. Old standard used	IX. Raises BC issues *	X. Miscellaneous comments
(5)	(35)	(10)	(9)	(9)	(8)	(8)	(9)	(7)	(70)
18	Nursery industry	1979			ENF	1992			
19	Metallic watch bands.	1979			ENF	1992			
23	Jewelry	1979			ENF	1992			