

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.

(formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines, that requires identifying, removing, and replacing certain defective power turbine rotors. This amendment is prompted by reports of workmanship deficiencies on certain power turbine rotors that can reduce the published life limit of the disk. The actions specified by this AD are intended to prevent power turbine rotor failure, which could result in loss of engine power.

DATES: Effective August 12, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 12, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7139, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines was published in the Federal Register on October 16, 1995 (60 FR 53548). That action proposed to require identifying, removing, and replacing certain defective power turbine rotors in accordance with Textron Lycoming Service Bulletins (SB's) No. LT101-72-50-0144, dated January 15, 1993, and No. LT101-72-50-0145, dated November 27, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 645 engines of the affected design in the worldwide fleet. The FAA estimates that 430

engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 25 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. The manufacturer has advised the FAA that all required hardware will be provided at no cost to the operators. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$645,000.

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.

§ 9.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-12-05 AlliedSignal, Inc.: Amendment 39-9647. Docket 95-ANE-16.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft engines installed on, but not limited to, the Eurocopter AS350 and SA366G1, Messerschmitt-Bolkow-Blohm/Kawasaki MBB-BK117 and the Bell Helicopter Textron 222 aircraft, and LTP101 series turboprop engines, installed on but not limited to, the Piaggio P166DL and Airtractor AT302 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 (c) 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 power turbine rotor failure, which could result in loss of engine power, accomplish the following:

(a) For all LTS101 series turboshaft engines except the LTS101-750B2 model, and all LTP101 series turboprop engines, remove and replace power turbine rotors identified in Table 1 of Textron Lycoming Service Bulletin (SB) No. LT101-72-50-0144, dated January 15, 1993, in accordance with the accomplishment procedures in Textron Lycoming SB No. LT101-72-50-0144, dated January 15, 1993, and the following schedule:

(1) For power turbine rotors with more than 1,000 hours time since new (TSN) on the effective date of this AD, remove and replace within the next 50 hours time in service (TIS), not to exceed 1,800 cycles since new (CSN).

(2) For power turbine rotors with 1,000 hours TSN or less, but more than 800 hours TSN on the effective date of this AD, remove and replace within the next 100 hours TIS, not to exceed 1,800 CSN.

(3) For power turbine rotors with 800 hours TSN or less, but more than 400 hours TSN on the effective date of this AD, remove and replace within the next 150 hours TIS, not to exceed 1,800 CSN.

(4) For power turbine rotors with 400 hours TSN or less on the effective date of this AD, remove and replace no later than 600 hours TSN, not to exceed 1,800 CSN.

(b) For all LTS101-750B2 model engines, remove and replace power turbine rotors, in accordance with the accomplishment procedures of Textron Lycoming SB No. LT101-72-50-0145 dated November 27, 1991, within the next 100 hours TIS after the effective date of this AD, or 800 hours TSN on the power turbine rotor, whichever occurs first.

(c) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive,

if any, may be obtained from the Engine Certification Office.

(d) 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.

(e) The actions required by this AD shall be done in accordance with the following Textron Lycoming SB's:

Document No.	Pages	Revision	Date
LT101-72-50-0144	1-9	Original	Jan. 15, 1993.
Total Pages: 9.			
LT101-72-50-0145	1-3	Original	Nov. 27, 1991.
Total Pages: 3.			

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 AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. 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.

(f) This amendment becomes effective on August 12, 1996.

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

Robert E. Guyotte,

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

[FR Doc. 96-14868 Filed 6-12-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-ANE-07; Amendment 39-9649; AD 96-12-07]

RIN 2120-AA64

Airworthiness Directives; Teledyne Continental Motors (formerly Bendix) S-20, S-1200, D-2000, and D-3000 Series Magnetos

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Teledyne Continental Motors (TCM) (formerly Bendix) S-20, S-1200, D-2000, and D-3000 series magnetos equipped with impulse couplings, that currently requires inspections for wear, and replacement, if necessary, of the impulse coupling assemblies. This amendment requires replacement, if necessary, of worn

riveted impulse coupling assemblies with serviceable riveted impulse couplings or snap ring impulse couplings. This amendment is prompted by the availability of an improved design for the impulse coupling assembly. The actions specified by this AD are intended to prevent magneto failure and subsequent engine failure.

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 Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, GA, 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.

SUPPLEMENTARY INFORMATION: On January 4, 1983, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 78-09-07 R3, Amendment 39-4538 (48 FR 1482, January 13, 1983), to require inspections for wear, and replacement, if necessary, of the impulse coupling assemblies on certain Teledyne Continental Motors (TCM) (formerly Bendix) S-20, S-1200, D-2000, and D-3000 series magnetos

equipped with impulse couplings. That action was prompted by reports of numerous magneto failures. That condition, if not corrected, could result in magneto failure and subsequent engine failure.

A proposal to amend part 39 of the Federal Aviation Regulations was published as a notice of proposed rulemaking (NPRM) in the Federal Register on September 21, 1993 (58 FR 48987). That NPRM would have retained the repetitive inspections for wear required by the current AD, but would have also required replacement, if necessary, of the riveted impulse coupling assembly with newly designed, improved, snap ring impulse coupling assemblies. In addition, the proposed AD would have required marking the magneto data plate to indicate installation of a snap ring impulse coupling assembly. Installation of snap ring impulse coupling assemblies would have constituted terminating action to the inspection requirements of this AD. That NPRM was prompted by the manufacturer redesigning the impulse coupling assembly to include snap ring fastening technology which strengthens the cam axle and reduces wear. The snap ring impulse coupling assembly was believed not to have the failure mode of the previous design.

Since the issuance of that NPRM, the FAA received reports of snap ring impulse coupling assemblies being worn beyond limits. The FAA determined that it was necessary to reopen the proposal for public comment, so a Supplemental NPRM was published in the Federal Register on November 17, 1994 (59 FR 59391). That Supplemental NPRM proposed to retain the 500 hour repetitive inspections for wear required by the current AD, but would require these inspections for