

add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive,

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

(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 aircraft to

a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following R-R SBs:

Document No.	Pages	Revision	Date
RB.211-72-B482	1	3	September 27, 1996.
	2	2	March 11, 1996.
	3	3	September 27, 1996.
	4	2	March 11, 1996.
	5	3	September 27, 1996.
	6	2	March 11, 1996.
	7-8	3	September 27, 1996.
	9	2	March 11, 1996.
Total Pages: 9.			
RB.211-72-9764	1	2	November 10, 1995.
	2	Original	August 20, 1993.
	3	2	November 10, 1995.
	4-6	1	August 25, 1995.
	7-30	Original	August 20, 1993.
Supplement	1	Original	August 20, 1993.
Total Pages: 31.			

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 Rolls-Royce North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. 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.

(g) This amendment becomes effective on June 6, 1997.

Issued in Burlington, Massachusetts, on March 26, 1997.

James C. Jones,

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

[FR Doc. 97-8474 Filed 4-4-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-ANE-43; Amendment 39-9977; AD 97-01-04]

RIN 2120-AA64

Airworthiness Directives; Textron Lycoming and Superior Air Parts, Inc.

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) 97-01-04 that was sent previously to all known U.S. owners and operators of certain Textron Lycoming TIO-540,

LTIO-540, and IO-540 series reciprocating engines with certain Superior Air Parts, Inc. Parts Manufacture Approval (PMA) replacement cylinder assemblies installed by individual letters. This AD requires removal from service of affected cylinder assemblies for higher time cylinder assemblies and replacement with serviceable parts, and initial and repetitive dye penetrant inspections for mid-time cylinder assemblies, or replacement with serviceable parts. This amendment is prompted by a report of an inflight engine failure of a Textron Lycoming TIO-540 reciprocating engine with affected Superior Air Parts, Inc. PMA cylinder assemblies installed. The actions specified by this AD are intended to prevent cylinder head separation, inflight loss of power, possible engine failure, and fire.

DATES: Effective April 22, 1997 to all persons except those persons to whom it was made immediately effective by priority letter AD 97-01-04, issued on December 27, 1996, 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 April 22, 1997.

Comments for inclusion in the Rules Docket must be received on or before June 6, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-43, 12 New England Executive Park, Burlington, MA 01803-5299.

The applicable service information may be obtained from Superior Air Parts, Inc., 14280 Gillis Road, Dallas, TX 75244-3792; telephone (800) 400-5949, fax (972) 702-8723. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: M. Monica Merritt, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Ft. Worth, TX 76137-4298; telephone (817) 222-5196, fax (817) 222-5136.

SUPPLEMENTARY INFORMATION: On December 27, 1996, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 97-01-04, applicable to Textron Lycoming Models TIO-540-A2C, -J2B, -F2BD, -J2BD, -N2BD, -R2AD, -S1AD, and LTIO-540-J2B, -F2BD, -J2BD, -N2BD, -R2AD, and IO-540-M1B5D reciprocating engines, with Superior Air Parts, Inc. Parts Manufacture Approval (PMA) part number SL54000-A1, -A2, -A2P, -A20P, and A21P series replacement cylinder assemblies installed, with serial numbers 001 through 650. That action was prompted by a report from the Australian Civil Aviation Authority (CAA) of a New Piper Company Model PA31-350 aircraft, with a Textron Lycoming TIO-540 engine installed, that suffered an inflight engine failure. An examination

of the engine revealed that a Superior Air Parts, Inc. PMA part numbers SL54000 series replacement cylinder assembly experienced a cylinder head separation. A soap leak check of the other 5 cylinders detected bubbles in 2 cylinders indicating a crack. Superior Air Parts has reported 12 fractured cylinders from the field. The cause of the cylinder head fractures and separations appears to be that the design of the PMA cylinder wall thickness is too thin. This condition, if not corrected, could result in cylinder head separation, inflight loss of power, possible engine failure, and fire.

The FAA has reviewed and approved the technical contents of Superior Air Parts, Inc. Mandatory Service Bulletin (MSB) No. 96-002, Revision A, dated December 17, 1996, that describes procedures for dye penetrant inspections of cylinder assemblies for cracking.

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, the FAA issued priority letter AD 97-01-04 to prevent cylinder head separation, inflight loss of power, possible engine failure, and fire. The AD requires removal of cylinders from engines with 300 or more hours Time in Service (TIS) since installation of the affected cylinder assemblies on the effective date of this AD within 5 hours TIS after the effective date of this AD, and replacement with serviceable parts. For engines with 245 hours or more TIS since installation of the affected cylinder assemblies on the effective date of this AD, this AD requires an initial dye penetrant inspection within 5 hours TIS after the effective date of this AD, followed by repetitive dye penetrant inspections at intervals not to exceed 25 hours TIS until reaching the 300 hours TIS limit, upon which the cylinder assemblies must be removed from service. Instead of the dye penetrant inspections, operators may optionally remove affected cylinder assemblies and replace with serviceable parts. Cylinder assemblies with less than 245 hours TIS since installation of the affected cylinder assemblies on the effective date of this AD must begin the dye penetrant inspections upon reaching 250 hours TIS since installation of the affected cylinder assemblies. The actions are required to be accomplished in accordance with the MSB described previously.

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 December 27, 1996, to all known U.S. owners and operators of certain Textron Lycoming TIO-540, LTIO-540, and IO-540 series reciprocating engines with certain Superior Air Parts, Inc. PMA replacement cylinder assemblies installed. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD 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 Number 96-ANE-43." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 adding the following new airworthiness directive:

97-01-04 Textron Lycoming and Superior Air Parts, Inc.: Amendment 39-9977. Docket 96-ANE-43.

Applicability: Textron Lycoming Models TIO-540-A2C, -F2BD, -J2B, -J2BD, -N2BD, -R2AD, -S1AD, and LTIO-540-J2B, -F2BD, -J2BD, N2BD, -R2AD, and IO-540-M1B5D reciprocating engines, with Superior Air Parts, Inc. Parts Manufacture Approval (PMA) part numbers SL54000-A1, -A2, -A2P, -A20P, and A21P replacement cylinder assemblies installed, with serial numbers 001 through 650. These engines are installed on but not limited to the following aircraft: Bellanca DW-1 (Eagle), The New Piper Aircraft Co. PA-31 and PA-32 series, Riley Aircraft Cessna 310 conversion, and Twin Commander Aircraft Corp. 700 series.

Note 1: 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 request approval for an alternative method of compliance in accordance with paragraph (e) 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent cylinder head separation, inflight loss of power, possible engine failure, and fire, accomplish the following:

(a) Within 5 hours Time in Service (TIS) after the effective date of this AD, for engines with 300 or more hours TIS since installation of the affected cylinder assemblies on the effective date of this AD, remove from service affected cylinder assemblies and replace with serviceable parts.

(b) Within 5 hours TIS after the effective date of this AD, for engines with 245 hours but less than 300 hours TIS since installation of the affected cylinder assemblies on the effective date of this AD, accomplish the following:

(1) Perform an initial dye penetrant inspection for cracks in accordance with Superior Air Parts, Inc. Mandatory Service Bulletin (MSB) No. 96-002, Revision A, dated December 17, 1996, or remove and replace with a serviceable part.

(2) Thereafter, perform repetitive dye penetrant inspections for cracks at intervals not to exceed 25 hours TIS since last inspection, in accordance with Superior Air Parts, Inc. MSB No. 96-002, Revision A, dated December 17, 1996, or remove and replace with a serviceable part.

(3) Prior to further flight, remove from service cylinder assemblies found cracked during dye penetrant inspections and replace with serviceable parts.

(4) Upon accumulating 300 hours TIS since installation of the affected cylinder assemblies, prior to further flight remove from service affected cylinder assemblies and replace with serviceable parts.

(c) For engines with less than 245 hours TIS since installation of the affected cylinder assemblies on the effective date of this AD, accomplish the following:

(1) Upon accumulating 250 hours TIS since installation of the affected cylinder assemblies, perform an initial dye penetrant inspection for cracks in accordance with Superior Air Parts, Inc. MSB No. 96-002, Revision A, dated December 17, 1996, or remove and replace with a serviceable part.

(2) Thereafter, perform repetitive dye penetrant inspections for cracks at intervals not to exceed 25 hours TIS since last inspection, in accordance with Superior Air Parts, Inc. MSB No. 96-002, Revision A, dated December 17, 1996, or remove and replace with a serviceable part.

(3) Prior to further flight, remove from service cracked cylinder assemblies and replace with serviceable parts.

(4) Upon accumulating 300 hours TIS since installation of the affected cylinder assemblies, prior to further flight remove from service affected cylinder assemblies and replace with serviceable parts.

(d) For the purpose of this AD, a serviceable part is defined as a cylinder assembly other than a Superior Air Parts, Inc. PMA part number SL54000 -A1, -A2, -A2P, -A20P, and A21P replacement cylinder assembly, with serial numbers 001 through 650.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Special Certification Office.

(f) Special flight permits in accordance with Sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) may not be issued.

(g) The actions required by this AD shall be accomplished in accordance with the following Superior Air Parts, Inc. MSB:

Document No.	Pages	Revision	Date
96-002	1-4	A	December 17, 1996.
Total pages 4.			

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 Superior Air Parts, Inc., 14280 Gillis Road, Dallas, TX 75244-3792; telephone (800) 400-5949, fax (972) 702-8723. 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.

(h) This amendment becomes effective April 22, 1997, to all persons except those persons to whom it was made immediately effective by priority letter AD 97-01-04, issued December 27, 1996, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on March 26, 1997.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 97-8476 Filed 4-4-97; 8:45 am]

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DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms

27 CFR Part 4

[T.D. ATF-388; Ref. Notice Nos. 581, 749 and 793]

RIN 1512-AB08

Gamay Beaujolais Wine Designation (92F-042P)

AGENCY: Bureau of Alcohol, Tobacco and Firearms (ATF), Department of the Treasury.

ACTION: Treasury Decision, Final Rule.

SUMMARY: This final rule amends the wine labeling regulations to allow use of the term "Gamay Beaujolais" on American wine labels for a period of 10 years. From the time this final rule takes effect until the end of the phase-out period, a wine which derives not less than 75 percent of its volume from Pinot noir grapes, Valdiguié ("Napa Gamay") grapes, or a combination of both varieties, may use "Gamay Beaujolais"

as a type designation of varietal significance. However, from January 1, 1999, until the end of the phase-out period, brand labels using the designation "Gamay Beaujolais" must also bear in direct conjunction therewith the varietal names Pinot noir and/or Valdiguié, along with the following statement on the brand or back label: "Gamay Beaujolais is made from at least 75 percent Pinot noir and/or Valdiguié grapes." After the expiration of the phase-out period, the term "Gamay Beaujolais" will no longer be recognized as a designation for American wines.

EFFECTIVE DATE: This final rule is effective May 7, 1997.

FOR FURTHER INFORMATION CONTACT: Thomas B. Busey, Wine, Beer and Spirits Regulation Branch, Bureau of Alcohol, Tobacco and Firearms, 650 Massachusetts Avenue, NW, Washington, DC 20226, Telephone: (202) 927-8230.