

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-42-AD]

RIN 2120-AA64

Airworthiness Directives; Superior Air Parts, Inc., Piston Pins Installed on Textron Lycoming Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Superior Air Parts, Inc., piston pins installed on Textron Lycoming reciprocating engines. This proposal would require removal from service of defective piston pins, and replacement with serviceable parts. This proposal is prompted by reports of numerous piston pin fractures. The actions specified by the proposed AD are intended to prevent the piston pin from puncturing the engine crankcase by the connecting rod, resulting in the loss of oil leading to total power failure and possible fire, or freeing the connecting rod, possibly puncturing the cylinder or jamming the engine crankshaft, resulting in catastrophic engine failure.

DATES: Comments must be received by March 20, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-42-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov".

Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00

a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Paul Madej, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Ft. Worth, TX 76137-4298; telephone (817) 222-4635, fax (817) 222-5785.

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 summarizing 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 Number 97-ANE-42-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-42-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) received numerous reports of fractured Parts Manufacturer Approval (PMA) Superior Air Parts, Inc. piston

pins, Part Number (P/N) 13444-1, installed on Textron Lycoming IO-540, O-320, IO-720, LTIO-540, IGSO-540, IO-360, LO-360, and O-360 series reciprocating engines. The investigation reveals that some of these piston pins shipped from Superior Air Parts, Inc. between August 24, 1993, through April 22, 1996, may contain subsurface manufacturing imperfections, such as higher impurity levels, retained austenite, and grind burns. The higher impurity levels may provide a stress riser and grind burns or retained austenite may cause weaker material to give way to fatigue cracks, which may propagate to failure. Failure of the piston pin may cause puncturing of the engine crankcase by the connecting rod resulting in the loss of oil leading to total power failure and possible fire. Failure of the piston pin may free the connecting rod, possibly puncturing the cylinder or cause jamming of the engine crankshaft resulting in catastrophic engine failure.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require within 20 hours time in service after the effective date of this AD, removal from service of defective piston pins, and replacement with serviceable parts.

The FAA estimates that 19,000 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 6 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$200 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$10,640,000.

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 proposed 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) 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 is contained 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Superior Air Parts, Inc., Piston Pins Installed on Textron Lycoming Reciprocating Engines: Docket No. 97-ANE-42-AD.

Superior Air Parts, Inc. Parts Manufacturer Approval (PMA) piston pins, Part Number (P/N) 13444-1, installed on Textron Lycoming O-320-B1A, B1B, B2C, B2A, B2B, B3A, B3B, B3C, D1A, D1B, D1C, D2A, D2B, D2C, D1D, D1F, D2G, D2J, D3G, E2A, D2F, D2H, H1AD, H2AD, H1BD, H2BD, H3BD;

LIO-320-B1A, B2A

IO-320-B1A, B2A, C1A, B1C, D1A, B1B, D1B, D1AD, C1B, D2A, D2B, A2C, E2A; AIO-320-B1B, C1B;

O-340-A

O-360-B2A, C1A, C1C, C1F, C2A, C2C, C2E, D2A, F1A6, A1A, A2A, A3A, A1C, A1D, A2D, A2E, C2D, D2B, A1AD, A1F6, A1F6D, A1G6, A1G6D, A1LD, A2F, A2G, A3AD, A4A, A4G, A4J, A4K, A4M, A3AD, C1G, A5AD, E1A6D, F1A6;

LO-360-A1C6D, C1A6D, E1AD, E1A6D, E2A6D, E1BD, E2BD;

IYO-360-A1A, VO-360-A1A, A1B, B1A, B1B;

LTO-360-E1A6D;

C1E6

TO-360-A1G6D, E1A6D, C1A6D;

HO-360-B1A, B1B, A1A;

HIO-360-A1A, A1B, B1A, C1A, C1B, D1A, E1AD, E1BD, F1AD;

IO-360-C1A, C1B, C1C, C1C6, C1D6, C1E6, C1E6D, C1F, A1A, A1B, A1B6, A1B6D, A1C, A1D6, A1D6D, A2A, A2B, A2C, A3B6D, A3D6D, B1A, B1B, B1C, B1D, B1E, B1F, B1F6, B2E, B2F, B2F6, B4A, D1A, E1A, F1A, J1AD, J1A6D, K2A, A1D;

AIO-360-A1A, A1B, A2A, A2B, B1B;

LHIO-360-C1A, C1B, F1AD;

LIO-360-C1E6;

TIO-360-A1B, C1A6D;

AEIO-360-A1E, B1G6, H1A, A1A, A1B, A1B6, A1C, A1D, A1E, A2A, A2B, A2C, B1B, B1D, B1F, B1F6, B2F, B2F6, B4A;

GO-480-B, B1A6, B1B, B1C, B1D, D1A, F6, F1A6, F2A6, F4A6, C1B6, C1D6;

G1A6, G1D6, G1H6, G1J6, G2D6, G2F6, G1B6, C2, G1E6, G1F6, G1G6, D1A, E1A6, F2D6, F3A6, F3B6, F4B6, C2C6, C2D6, C2E6, G1J6;

GSO-480-A1A6, A1C6, A2A6, B1A6, B1B6, B1C6, B1E6, B1F6, B1G6, B1J6, B2C6, B2D6, B2G6, B2H6 B1B3;

IGSO-480-A1A6, A1B6, A1C6, A1D6, A1E6, A1F6, A1G6;

IGO-480-A1B6, A1A6;

O-540-B2B5, B2C5, B4B5, E4A5, E4B5, E4C5, G1A5, H1A5D, H1A5, H2A5, H1B5D, H2B5D, A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B4A5, A1D5, A2B, A3D5, B1A5, B2A5, E4B5, E4C5, F1A5, F1B5, B2B5, G2A5, B1B5, D1A5, L3C5D;

IO-540-A1A5, B1A5, B1B5, B1C5, C2C, C1B5, C1C5, C4B5, C4C5, D4A5, D4B5, D4C5, E1A5, E1B5, E1C5, G1A5, G1B5, G1C5, G1D5, G1E5, G1F5, J4A5, K1A5, K1B5, K1C5, K1D5, K1E5, M1A5, M1A5D, N1A5, P1A5, R1A5, K1E5D, D4A5, K1A5D, K1B5D, K1F5, K1F5D, K1G5, K1G5D, K1H5, K1J5, K1J5D, L1A5, S1A5, T4A5D, T4B5D, L1C5, C4D5D, U4A5D, T4C5D, U1A5D, U1B5D;

TIO-540-A1A, A1B, A2A, A2B, A2C, C1A, E1A, G1A, H1A, J2B, F2BD, J2BD, N2BD, R2AD, S1AD, AA1AD, AB1AD, U2A, C1AD, AF1A, AE2A;

LTIO-540-J2B, F2BD, J2BD, N2BD, R2AD, U2A;

IGO-540-A1A, A1C, B1A, B1C, A1B, B1B;

IGSO-540-A1A, A1C, A1D, A1E, A1H, B1A, B1C, A1H;

AEIO-540-L1B5, L1B5D, D4B5, D4A5, D4C5;

VO-540-A1A, A2A, B1A, B2A, B1B3, B1C, B2C, D1D, B2D, B2G, B1F, B1B, B1E, B2E, C1A, C2A, C1B, C1C3, B1H3, C2C;

TIVO-540-A2A;

TIO-541-A1A, E1A4, E1B4, E1C4, E1D4;

TIGO-541-E1A, B1A, C1A, D1A, D1B, G1AD; and

IO-720-A1A, A1B, B1B, C1B, D1B, B1BD,

D1CD series reciprocating engines, and which were overhauled or had cylinder head maintenance performed by a repair facility other than Textron Lycoming after August 24, 1993. These engines are installed on but not limited to the following aircraft: Aero Bero AB-180;

Aero Commander;

Aero Lark 100;

Aero Victa R-2;

Aromot P-56;

Avioliight P66D;

Beagle A-109, Airedale D5-160, Husky D5-180, J1-U;

Raytheon Beech 76, 95, B-95, M-23;

Bellanca 8GCBC FP;

Bolkow 207, K1-107C;

C.A.A.R.P. S.A.N. M-23III;

Center Regente DR-253;

Cessna 172, 172RG, 177;

Champion Citabria;

Christen Husky A-1;

Daetwyler MD3-160;

DeHavilland DHA-3MK3;

Dinfia (1A-51);

Doyn-Cessna (170, 170A, 170B, 172, 172A, 172B);

Earl Horton Pawnee (Piper PA-25);

FFA Bravo AS-202/15;

Fuji F-200;

General Aviation Pinguino;

Grob G115;

Grumman AA-5;

GY-100-135;

Gyroflug Speed Canard;

Hi Sheer Wing;

Hughes 269A;

Hughes Tool YH-2HU;

InterMntn. Call Air A-6;

Kingsford-Smith J5-6;

Lake C-2, LA-4, 4A, 4P;

Malmö MF, -10, -10B;

Maule MX-7-180;

MBB BO-209C;

Mooney 20B (M20B, M20D, M20E);

Nash Petrel;

Neifa 1PD-5901;

Norman Aeroplance NAC-1 Freelance;

The New Piper, Inc. PA-44; PA-23, PA-22, PA-22S, PA-24, PA-28, PA-28S, PA-30, PA-30T, PA-39;

Partenavia (P-66) P-66, P-66B, P-66C, 131APM;

Pezetel 150;

Procaer F-15-A;

Regente N-591;

Robin DR400-140B, DR400-180, -180R, DR-340, DR-360, R-1180T, R-3140, R-3170;

Robinson R-22;

SAAB 91-D;

SOCATA. TB9, TB10, MS-886, MS-892,

MS-893, Rallye 180Gt, RS-180;

Siai-Marchetti S, -202, -205;

Slingsby T67, T67C, T67M;

Societe Aero. Normande Mousquetaire (D-140), Jodel D-140C;

Std. Helicopter;

Sud Gardan GY-180, GY80-160;

Teal III TSC 1A3;

Uirapuru Aerotec 122;

Valmet PIK-23;

Wassmer WA-50A, -40, 52;

Note 1: Shipping records, engine logbooks, work orders, and parts invoices check may allow an owner or operator to determine if this AD applies.

Note 2: 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 (d) 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 the piston pin from puncturing the engine crankcase by the connecting rod, resulting in the loss of oil leading to total power failure and possible fire, or freeing the connecting rod, possibly puncturing the cylinder or jamming the engine crankshaft, resulting in catastrophic engine failure, accomplish the following:

(a) If an engine has not had a piston pin installed after August 23, 1993, or if an engine has had a piston pin installed after August 23, 1993, but it was installed by Textron Lycoming, then no action is required.

(b) For engines that had a piston pin installed after August 23, 1993, by an entity other than Textron Lycoming, within 20 hours time in service (TIS) after the effective date of this AD, determine if a suspect PMA Superior Air Parts, Inc. piston pin, P/N 13444-1, could have been installed. If unable to verify that a suspect piston pin was not installed using a records check, disassemble the engine in accordance with the applicable Maintenance Manual or Overhaul Manual, visually inspect or verify for suspect piston pins, and accomplish the following:

(1) If it is determined that suspect PMA Superior Air Parts, Inc. piston pins, P/N 13444-1, could have been installed, remove from service defective piston pins and replace with serviceable piston pins.

(2) If it is determined that suspect PMA Superior Air Parts, Inc. piston pins, P/N 13444-1, could not have been installed, no further action is required.

(c) For the purpose of this AD, a serviceable piston pin is any piston pin that has been verified not to be a PMA Superior Air Parts, Inc. piston pin, P/N 13444-1, shipped from Superior Air Parts, Inc., from August 24, 1993, through April 22, 1996. Installation of a PMA Superior Air Parts Inc. piston pin, P/N 13444-1, that cannot be verified to be outside of the suspect shipping period range, is prohibited after the effective date of this AD.

(d) 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. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Special Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Special 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 inspection may be performed.

Issued in Burlington, Massachusetts, on February 6, 1998.

James C. Jones,

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

[FR Doc. 98-3797 Filed 2-17-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-5]

Proposed Establishment of Class E Airspace; Delano, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to establish a Class E airspace area at Delano, CA. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing departure procedures at Delano Municipal Airport. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Delano Municipal Airport, Delano, CA.

DATES: Comments must be received on or before March 31, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-5, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California, 90261.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California, 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking

by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with the comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-AWP-5." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Airspace Branch, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California 90261, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Airspace Branch, 15000 Aviation Boulevard, Lawndale, California 90261. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 to establish a Class E airspace area at Delano, CA. Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing departures procedures at Delano Municipal Airport. The intended effect of this proposal is to provide adequate controlled airspace for aircraft executing IFR operations at Delano Municipal Airport, Delano, CA. Class E airspace