

specified in this AD can occur if the flap settings are increased when conditions for ICTS are present.

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 as proposed.

There are approximately 282 Model 240 series airplanes, including Model T-29 (military) airplanes; Model 340 and 440 series airplanes; Model C-131 (military) airplanes, and those models modified for turbo-propeller power; of the affected design in the worldwide fleet. The FAA estimates that 197 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$11,820, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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, 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:

96-03-04 General Dynamics (Convair): Amendment 39-9501. Docket 95-NM-19-AD.

Applicability: All Model 240 series airplanes, including Model T-29 (military) airplanes; Model 340 and 440 series airplanes; and Model C-131 (military) airplanes; including those models modified for turbo-propeller power (commonly referred to as Model 580, 600, and 640 series airplanes); certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flight crew is advised of the potential hazard associated with increasing the flap settings when ice contaminated tailplane stall (ICTS) conditions are present, and the procedures necessary to address it, accomplish the following:

(a) Within 30 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following procedures, which will limit the flap settings during certain icing conditions and air temperatures. This may be accomplished by inserting a copy of this AD in the AFM.

"FLAP LIMITATION IN ICING CONDITIONS

Flap selection is limited to a maximum of 30 degrees after icing conditions have been encountered; or when icing conditions are anticipated during approach and landing; or when the outside air temperature is +5 degrees Celsius or below and any visible moisture is present."

(b) 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, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(c) 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.

(d) This amendment becomes effective on February 28, 1996.

Issued in Renton, Washington, on January 23, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1517 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-88-AD; Amendment 39-9500; AD 95-24-10]

Airworthiness Directives; Michelin Aircraft Tire Corporation Part Number 028-520-1 (22x5.75-12/10PR) Tires Installed on the Main Landing Gear of Airplanes

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) 95-24-10, which was sent previously to all known U.S. owners and operators of airplanes with a Michelin Aircraft Tire Corporation part number (P/N) 028-520-1 (22x5.75-12/10PR) tire installed on the main landing gear. This AD requires replacing any of the affected tires with an FAA-approved tire. Two reports of failure (rupture) of the main landing gear tire during landing operations on Cessna Citation VII airplanes prompted priority letter AD 95-24-10. The actions specified by this AD are intended to prevent loss of control of the airplane during landing operations because of failure of a P/N 028-520-1 (22x5.75-12/10PR) tire.

DATES: Effective February 21, 1996, to all persons except those to whom it was made immediately effective by priority letter AD 95-24-10, issued November 21, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before April 30, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-88-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Information that relates to this AD may be examined at the Rules Docket at the address above, or at the Office of the Federal Register, 800 North Capitol Street NW., 7th Floor, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Denise Bosonetto, Aerospace Engineer,

FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7379; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION: The FAA has received two reports of failure (rupture) of the main landing gear tire during landing operations on Cessna Citation VII airplanes. Analysis of these incidents revealed the following:

- The tires, P/N 028-520-1 (22x5.75-12/10PR), were manufactured by the Michelin Aircraft Tire Corporation (FAA Manufacturing Approval: TSO-C62c);
- The cause of the failure is attributed to separations that developed in the crown region of the tire with the rubber component below the tread reinforcing plies;
- The separations are attributed to low adhesion caused by a misplaced rubber compound; and
- A check of the company records reveals that a total of 137 tires were manufactured in this lot and the remaining 135 tires could contain this same low adhesion problem.

The P/N 028-520-1 (22x5.75-12/10PR) tires are predominantly installed on Cessna Model 650 (Citation III, VI, and VII) airplanes; however, they could be installed on other airplanes.

After reviewing and examining all available information to the incidents received above, the FAA has determined that (1) the remaining 135 tires manufactured in the lot that could have a possible low adhesion problem should be removed from service; and (2) AD action should be taken to prevent loss of control of the airplane during landing operations because of failure of a Michelin Aircraft Tire Corporation P/N 028-520-1 (22x5.75-12/10PR) tire.

Since an unsafe condition has been identified that is likely to exist or develop in other airplanes that are equipped with at least one Michelin Aircraft Tire Corporation P/N 028-520-1 (22x5.75-12/10PR) tire (serial numbers as referenced in the actual AD) installed on the main landing gear, the FAA issued priority letter AD 95-24-10 to require replacing any of the affected tires with an FAA-approved tire.

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 November 21, 1995, to all known U.S. operators of airplanes with a Michelin Aircraft Tire

Corporation P/N 028-520-1 (22x5.75-12/10PR) tires installed on the main landing gear. These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective as to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-88-AD." 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

95-24-10 Michelin Aircraft Corporation: Amendment 39-9500; Docket No. 95-CE-88-AD.

Applicability: Part number (P/N) 028-520-1 (22x5.75-12/10PR) tires with the following serial numbers that are installed on the main landing gear of, but not limited to, Cessna Model 650 (Citation III, VI, and VII) airplanes that are certificated in any category:

Serial Nos.

4279N00339	4279N00340	4279N00341
4279N00342	4279N00343	4279N00597
4279N00598	4279N00599	4279N00600
4279N00601	4280N00075	4280N00199
4280N00200	4280N00201	4280N00203
4280N00204	4280N00205	4280N00206
4280N00360	4280N00361	4282N00352
4283N00099	4283N00100	4283N00101
4283N00102	4283N00200	4283N00201
4283N00202	4283N00453	4283N00454
4283N00455	4283N00456	4284N00612
4284N00613	4284N00614	4284N00615
4284N00616	4285N00100	4285N00101
4285N00102	4285N00103	4285N00104
4285N00105	4285N00106	4285N00107
4285N00108	4285N00347	4285N00348
4285N00349	4285N00353	4285N00354
4285N00355	4285N00356	4285N00608
4285N00609	4286N00103	4286N00104

4286N00105	4286N00106	4286N00442
4286N00443	4286N00444	4286N00445
4286N00446	4286N00447	4286N00448
4286N00449	4286N00450	4286N00600
4286N00601	4286N00602	4286N00603
4286N00604	4286N00605	4286N00606
4286N00608	4286N00609	4287N00088
4287N00089	4287N00090	4287N00091
4287N00092	4287N00093	4287N00094
4287N00095	4287N00096	4287N00097
4287N00357	4287N00358	4287N00359
4287N00360	4287N00361	4287N00362
4287N00363	4287N00364	4288N00118
4288N00119	4288N00120	4288N00121
4288N00302	4288N00303	4288N00304
4288N00305	4288N00306	4288N00307
4290N00111	4290N00113	4290N00114
4290N00115	4290N00116	4290N00117
4290N00355	4290N00356	4290N00606
4290N00607	4290N00608	4290N00609
4290N00610	4290N00611	4290N00612
4291N00082	4291N00083	4291N00084
4291N00085	4291N00086	4291N00087
4291N00088	4291N00089	4291N00091
4291N00273	4291N00274	4291N00275
4291N00276	4291N00277	4291N00278
4291N00620	4291N00621	

Note 1: This AD applies to each tire identified in the preceding applicability provision that is installed on an airplane, 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 (c) 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 prior to further flight after the effective date of this AD (see NOTE 2), except to those operators receiving this action by priority letter issued November 21, 1995, which made these actions effective immediately upon receipt.

To prevent loss of control of the airplane during landing operations because of P/N 028-520-1 (22x5.75-12/10PR) tire failure, accomplish the following:

(a) Replace any of the P/N 028-520-1 (22x5.75-12/10PR) tires identified in the Applicability section of this AD with an FAA-approved tire.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

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

(e) This amendment (39-9500) becomes effective on February 21, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-24-10, issued November 21, 1995, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on January 23, 1996.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1573 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 92-ANE-32; Amendment 39-9490; AD 94-05-05 R1]

Airworthiness Directives; Teledyne Continental Motors Models C75, C85, C90, C125, C145, O-200, O-300, and GO-300 Series and Rolls-Royce, plc C90, O-200 and O-300 Series Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to Teledyne Continental Motors (TCM) Models C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series reciprocating engines, that currently requires inspection of the cylinder rocker shaft bosses for cracks, and inspection of the cylinder rocker shaft for looseness and replacement, if necessary, with a serviceable part. This amendment clarifies that the inspection must be accomplished at the next cylinder removal from the engine or engine overhaul, whichever occurs first, and adds certain Rolls-Royce, plc engines to the AD's applicability. This amendment is prompted by the need to clarify when the inspection must be performed. The actions specified by this AD are intended to prevent engine power loss and engine failure.

DATES: Effective February 13, 1996.

Comments for inclusion in the Rules Docket must be received on or before March 29, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England

Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-ANE-32, 12 New England Executive Park, Burlington, MA 01803-5299.

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 February 18, 1994, the Federal Aviation Administration (FAA) issued AD 94-05-05, Amendment 39-8843 (59 FR 10057, March 3, 1994), applicable to Teledyne Continental Motors (TCM) Models C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series reciprocating engines, to require inspection of the cylinder rocker shaft bosses for cracks, and inspection of the cylinder rocker shaft for looseness and replacement, if necessary, with a serviceable part. That action was prompted by reports of cracked or improperly repaired cylinder rocker shaft bosses. That condition, if not corrected, could result in engine power loss and engine failure.

Since the issuance of that AD, the FAA has received reports indicating confusion among operators as to when the inspection must be performed. The FAA has learned that an operator removed a cylinder from an affected engine but did not do the inspection specified by AD 94-05-05, claiming that the inspection need only be accomplished when a cylinder is removed for an overhaul, but not for a repair. That is not the intent of the current wording of the AD. The FAA has therefore revised the compliance requirement in this AD to state that the inspection must be performed at the next cylinder removal from the engine, or engine overhaul, whichever occurs first.

In addition, the Civil Aviation Authorities of the United Kingdom and Denmark notified the FAA that the AD should apply also to Rolls-Royce, plc C90, O-200 and O-300 series reciprocating engines, as they were produced by Rolls-Royce, plc under a licensing agreement with TCM. Some time after production ceased, continuing airworthiness responsibility reverted to TCM. The FAA has therefore added these Rolls-Royce, plc engines to the AD's applicability.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD revises AD 94-05-05 to clarify that the inspection must be