

Model	Serial numbers
SA227-CC	CC784 and CC790 through CC863.
SA227-DC	DC784 and DC790 through DC863.

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 use the authority provided in paragraph (c) of this AD to request approval from the 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 airplane from the applicability of this AD.

Compliance: Required within the next 600 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent airplane flight control jammings caused by objects falling through the cockpit floor openings, accomplish the following:

(a) Install foreign object damage (FOD) barriers in the floorboards of the cockpit between the pedestal and floor from Fuselage Station (FS) 79.38 to FS 88.06 and on the outboard forward edge of the left-hand and right-hand cockpit forward floorboards at FS 79.38. Accomplish this action in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of either Fairchild Service Bulletin (SB) 226-53-012, Fairchild SB 227-53-005, or Fairchild SB CC7-53-002, all Issued: September 22, 1994, as applicable.

(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, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(d) All persons affected by this directive may obtain copies of the service bulletins referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these service bulletins 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 June 9, 1995.

Gerald W. Pierce,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14637 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-ANE-53]

Airworthiness Directives; Teledyne Continental Motors and Rolls-Royce, plc O-200 Series Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Teledyne Continental Motors (TCM) O-200 series reciprocating engines, that currently requires resetting engine timing to 24° Before Top Center (BTC). This action would return to the 28° BTC engine timing for those engines equipped with improved cylinders that have strengthened heads. This action would also add license-built Rolls-Royce, plc O-200 series engines to the AD's applicability and drop the TCM O-200C model which never went into production. This proposal is prompted by the availability of improved cylinders. The actions specified by the proposed AD are intended to prevent possible cylinder cracking with subsequent loss of engine power.

DATES: Comments must be received by August 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-53, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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 FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Aerospace Engineer, Atlanta

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

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 94-ANE-53." 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. 94-ANE-53, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On June 9, 1977, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 77-13-03, Amendment 39-2925 (42 FR 31770, June 23, 1977), applicable to Teledyne Continental Motors (TCM) O-200A, O-200B, and O-200C series reciprocating engines, to require resetting engine timing to 24° Before Top Center (BTC). That action was prompted by reports of cylinder cracking. Reduction of engine timing reduced cylinder head stress and lowered cylinder head temperature for

any given cooling air flow, thereby substantially reducing the likelihood of cylinder head problems. Reducing engine timing results in a power loss of approximately 1.5% at full power during an engine calibration test. That condition, if not corrected, could result in possible cylinder cracking with subsequent loss of engine power.

Since the issuance of that AD, TCM has redesigned the cylinder head for additional strength. Cylinder, Part Number (P/N) 641917, and subsequent (higher) numbers (the P/N is stamped on the cylinder barrel flange) have the strengthened head. Accordingly, any O-200A or B engine with P/N 641917 cylinders or any combination of 641917 and subsequent (higher) part number cylinders installed can return the timing to 28° BTC. Airworthiness directive 77-13-03 applies to the TCM O-200C engine as well as the O-200A and B engines; since there was never a production TCM O-200C engine built, that engine model has been dropped from this proposed AD. The current AD also does not apply to the Rolls-Royce, plc O-200 series engines that were built under a licensing agreement with TCM. Teledyne Continental Motors now has the continuing airworthiness responsibility for these engines and they have been included in this proposed AD.

The FAA has reviewed and approved the technical contents of TCM Service Bulletin (SB) No. SB94-8, dated September 14, 1994, that lists the magneto to engine timing for each TCM engine and specifically addresses the O-200A and B engines in Note 5.

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 supersede AD 77-13-03 to retain the 24° BTC engine timing for engines with cylinders that have P/N lower than 641917; allow the return to 28° BTC engine timing for those engines with cylinder P/N 641917 and subsequent (higher) part numbers, restamp the engine data plate to indicate engine timing of 28° BTC; adds the Rolls-Royce, plc O-200A, O-200B, and O-200C series engines to the AD's applicability; and drops the TCM O-200C series engines from the AD's applicability.

The FAA estimates that 23,500 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 2 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. This AD adds no additional requirements; the resetting of engine timing for engines with the improved

cylinders is option. Therefore, there would be no cost imposed by the proposed actions. However, if the timing was reset on all applicable engines, based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,820,000.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-2925 (42 FR 31770, June 23, 1977) and by adding a new airworthiness directive to read as follows:

Teledyne Continental Motors and Rolls-Royce, plc.: Docket No. 94-ANE-53. Supersedes AD 77-13-03, Amendment 39-2925.

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 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 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 airworthiness directive (AD), reset the engine timing to 24° (+1°, -0°) 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°, -0°) 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.

(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 methods of

compliance with this airworthiness directive, 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.

Issued in Burlington, Massachusetts, on June 7, 1995.

Ronald L. Vavruska,

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

[FR Doc. 95-14639 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-AWP-16]

Proposed Establishment of Class D Airspace Area, Chandler Municipal Airport, AZ

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish a Class D airspace area at Chandler Municipal Airport, AZ. The intent of this proposal is to provide adequate airspace for instrument flight rules (IFR) operations at Chandler Municipal Airport, Chandler, AZ.

DATES: Comments must be received on or before July 31, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, System Management Branch, AWP-530, Docket No. 95-AWP-16, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California, 90009.

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, System Management Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT:

Scott Speer, System Management Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297-0010.

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. Comments 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. 95-AWP-16." 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 System Management Branch, Air Traffic Division, 15000 Aviation Boulevard, Lawdale, 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, System Management Branch, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009. 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 part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class D airspace area to Chandler Municipal Airport, AZ. The intended effect of this proposal is to provide adequate Class D airspace for

aircraft executing instrument approach procedures at Chandler Municipal Airport, Chandler, AZ. Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document would be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended follows:

Paragraph 5000 Class D Airspace

* * * * *

AWP AZ D Chandler Municipal Airport, AZ [New]

Chandler Municipal Airport, AZ
(Lat. 33°16'09" N, long. 111°48'40" W)