

§ 39.13 [Amended]

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

95-26-15 Allied Signal Commercial Avionics Systems: Amendment 39-9495 Docket 95-NM-270-AD.

Applicability: All CAS-81 Traffic Alert and Collision Avoidance Systems (TCAS) that are installed in, but not limited to, the following airplanes, certificated in any category:

Aerospatiale Models ATR42 and ATR72 series airplanes;
Airbus Industries Models A300, A310, and A340 series airplanes;
Beech Models 1900 and BE-65 through -90 (inclusive) series airplanes;
Boeing Models 727-100, 727-200, 737-200, 737-300, 737-400, 737-500, 747-100, 747-200, 747-300, 747-400, 747SP, 757-200, 767-200, and 767-300 series airplanes;
Convair Model CV-580 airplanes;
de Havilland Model DHC-7 series airplanes and Model DHC-8-100 airplanes;
EMBRAER Model EMB-120 series airplanes;
Fairchild Model F227 airplanes;
Fokker Models F28 Mark 100, Mark 1000, and Mark 4000 series airplanes;
General Dynamics Models Convair 340 and 440 airplanes;
Gulfstream Models G-159 and G-IV airplanes;
Lockheed Model L-1011 series airplanes;
McDonnell Douglas Models DC-8-60, DC-9-31, DC-9-51, DC-10-10, DC-10-30, DC-10-30F, MD-11, and MD-80 series airplanes;
Rockwell International NA-265-65 airplanes;
Saab Model 340 series airplanes; and
Shorts Model 360 series airplanes.

Note 1: This AD applies to, but is not limited 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 (b) 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 affected airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is advised of the potential hazard associated with failure of the audio output of the CAS-81 TCAS, and of the procedures necessary to address it, accomplish the following:

(a) Within 3 calendar days after receipt of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

"In order to ensure that the audio output of the CAS-81 TCAS operates properly, accomplish the following:

- Prior to the first flight of the day; prior to the accumulation of 10 hours of uninterrupted power; and at the mid-point of any one flight scheduled to exceed 10 hours: Cycle the power to the TCAS processor via the circuit breaker or power bus.
- Prior to taxi before takeoff: Initiate the TCAS functional test in accordance with AFM procedures to verify operational condition of the CAS-81 TCAS."

(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, FAA, Atlanta Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Operations 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.

(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 5, 1996.

Issued in Renton, Washington, on January 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1571 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-ANE-36; Amendment 39-9471; AD 94-11-10]

Airworthiness Directives; Curtiss-Wright R1820 Series Reciprocating Engines

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) 94-11-10 that was sent previously to certain U.S. owners and operators of Curtiss-Wright R1820 series reciprocating engines, installed on the following U.S. registered aircraft: N313WB, N7044L, N815SH, and N83AW by individual letters. This AD requires engines certified to operate on 91 octane or higher avgas to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of

possible internal engine damage. This amendment is prompted by reports that aircraft with certain Curtiss-Wright engines installed were fueled with a contaminated fuel mixture between May 22 and June 2, 1994, at Sacramento Executive (SAC) airport, or between May 18 and June 2, 1994, at Sacramento Metro (SMF) airport. The actions specified by this AD are intended to prevent detonation due to low octane, which can result in severe engine damage and subsequent failure.

DATES: Effective February 13, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 94-11-10, issued on June 23, 1994, which contained the requirements of this amendment.

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. 94-ANE-36, 12 New England Executive Park, Burlington, MA 01803-5299.

FOR FURTHER INFORMATION CONTACT: Locke Easton, Aerospace Engineer, Engine and Propeller Standards Staff, FAA, Engine and Propeller Directorate, 12 New England Executive Park; telephone (617) 238-7113, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: On June 23, 1994, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 94-11-10, applicable to Curtiss-Wright R1820 series reciprocating engines, installed on the following U.S. registered aircraft: N313WB, N7044L, N815SH, and N83AW, which requires teardown and analytical inspection for engines certified to operate on 91 or higher octane aviation gasoline (avgas), and differential compression test and examination of the oil filter for engines certified to operate on 80 octane avgas. That action was prompted by reports of reports of aviation gasoline (avgas) being contaminated by Jet A fuel. After investigation, the source of the contamination has been determined to be the refiner of the avgas. Through its distribution system, the refiner inadvertently caused Jet A fuel to be loaded into distribution tanks intended for avgas. Contaminated avgas from these distribution tanks was then shipped to local fuel distributors. The FAA has determined that aircraft with certain Franklin engines installed were fueled with this contaminated mixture between May 22 and June 2, 1994, at

Sacramento Executive (SAC) airport, or between May 18 and June 2, 1994, at Sacramento Metro (SMF) airport. The list of U.S. registered aircraft specified in the applicability paragraph of this AD is based on investigation of fueling records secured from the two affected airports, which the FAA has determined to represent the population of affected engines. This condition, if not corrected, could result in detonation due to low octane, which can result in severe engine damage and subsequent failure.

This AD requires engines certified to operate on 91 octane or higher avgas to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. Engineering analysis of operating these engines with avgas contaminated with Jet A fuel indicates that actual damage to the engine may range from unnoticeable to very severe, according to the duration of run, engine power level, and level of contamination. Damage may be characterized by increased operating temperatures resulting in damaged intake valves and burned pistons, and excessive loads imposed by detonation. Since internal damage may not be assessed by any other method, engines certified to operate on 91 octane or higher avgas must undergo a teardown and analytical inspection and any parts showing signs of detonation damage must be replaced. Investigation revealed the lowest octane level of the contaminated fuel to be 83 octane, therefore engines certified to operate on 80 octane avgas need not undergo a teardown and analytical inspection unless evidence of internal engine damage is present by the required differential compression test and examination of the oil filter for metal particles. The refiner has advised the FAA that it may pay for any reasonable expense associated with the inspection and/or disassembly in accordance with the mechanic's and manufacturer's recommendations.

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 94-11-10 to prevent detonation due to low octane. The AD requires teardown and analytical inspection for engines certified to operate on 91 or higher octane avgas, and differential compression test and examination of the oil filter for engines certified to operate on 80 octane avgas.

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 June 23, 1994, to certain U.S. owners and operators of Curtiss-Wright R1820 series reciprocating engines, installed on the following U.S. registered aircraft: N313WB, N7044L, N815SH, and N83AW. 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 94-ANE-36." 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), 40101, 40113, 44701.

§ 39.13 [Amended]

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

94-11-10 Curtiss-Wright: Amendment 39-9471. Docket 94-ANE-36.

Applicability: Curtiss-Wright R1820 series reciprocating engines, installed on the following U.S. registered aircraft: N313WB, N7044L, N815SH, and N83AW.

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 detonation due to low octane, which can result in severe engine damage and subsequent failure, accomplish the following:

(a) For engines that are certified to operate on only 91 or higher octane aviation gasoline (avgas) within the next 2 hours time in service (TIS) after the effective date of this airworthiness directive (AD) perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with the applicable overhaul manuals.

(b) For engines that are certified to operate on 80 octane avgas, within the next 2 hours TIS after the effective date of this AD conduct a differential compression test on all cylinders in accordance with the applicable maintenance manuals, and examine the oil filter by cutting the oil filter apart and spreading the filter paper out to look for metal particles. If metal particles are present, or if one or more cylinders shows unacceptable compression as specified in the applicable maintenance manuals, perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with the applicable overhaul manuals.

Note: Additional guidance for conducting differential compression tests is contained in paragraph 692 of Advisory Circular (AC) No. 43.13-1A, dated 1988.

(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 and Propeller Standards Staff. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine and Propeller Standards Staff.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine and Propeller Standards Staff.

(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) This amendment becomes effective February 13, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 94-11-10, issued June 23, 1994, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on January 11, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-1411 Filed 1-26-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-ANE-70; Amendment 39-9489, AD 96-02-04]

Airworthiness Directives; Franklin Model 6A4-150-B3 and 6A4-165-B3 Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Franklin Model 6A4-150-B3 and 6A4-165-B3 reciprocating engines, installed on the following U.S. registered aircraft: N6209M, N74231, and N752C. This action supersedes priority letter AD 94-14-11 that currently requires engines certified to operate on 91 octane or higher avgas to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. This action revises incorrect engine model numbers listed in the priority letter AD. This amendment is prompted by updated information that has identified the correct engine model numbers. The actions specified by this AD are intended to prevent detonation due to low octane, which can result in severe engine damage and subsequent 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. 95-ANE-70, 12 New England Executive Park, Burlington, MA 01803-5299.

FOR FURTHER INFORMATION CONTACT: Locke Easton, Aerospace Engineer, Engine and Propeller Standards Staff, FAA, Engine and Propeller Directorate, 12 New England Executive Park; telephone (617) 238-7113, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: On June 23, 1994, the Federal Aviation Administration (FAA) issued priority

letter airworthiness directive (AD) 94-14-11, applicable to Franklin Model 6A4-150-B3 and 6A4-165-B3 reciprocating engines, installed on the following U.S. registered aircraft: N6209M, N74231, and N752C. That action requires teardown and analytical inspection for engines certified to operate on 91 or higher octane aviation gasoline (avgas), and differential compression test and examination of the oil filter for engines certified to operate on 80 octane avgas. That action was prompted by reports of reports of aviation gasoline (avgas) being contaminated by Jet A fuel. After investigation, the source of the contamination has been determined to be the refiner of the avgas. Through its distribution system, the refiner inadvertently caused Jet A fuel to be loaded into distribution tanks intended for avgas. Contaminated avgas from these distribution tanks was then shipped to local fuel distributors. The FAA has determined that aircraft with certain Franklin engines installed were fueled with this contaminated mixture between May 22 and June 2, 1994, at Sacramento Executive (SAC) airport, or between May 18 and June 2, 1994, at Sacramento Metro (SMF) airport. The list of U.S. registered aircraft specified in the applicability paragraph of this AD is based on investigation of fueling records secured from the two affected airports, which the FAA has determined to represent the population of affected engines. That condition, if not corrected, could result in detonation due to low octane, which can result in severe engine damage and subsequent failure.

This AD requires engines certified to operate on 91 octane or higher avgas to undergo a teardown and analytical inspection for detonation damage, and engines certified to operate on 80 octane avgas to undergo inspection for evidence of possible internal engine damage. Engineering analysis of operating these engines with avgas contaminated with Jet A fuel indicates that actual damage to the engine may range from unnoticeable to very severe, according to the duration of run, engine power level, and level of contamination. Damage may be characterized by increased operating temperatures resulting in damaged intake valves and burned pistons, and excessive loads imposed by detonation. Since internal damage may not be assessed by any other method, engines certified to operate on 91 octane or higher avgas must undergo a teardown and analytical inspection and any parts showing signs of detonation damage must be replaced.