

- The obligation to comply with the current version of the Master Minimum Equipment List (MMEL), Revision 11, or later approved revisions is not affected by this limitation."

(2) For Model SAAB 340B series airplanes: Insert the following sub-section in the Limitations Section of the AFM:

"IGNITION SYSTEM

During each engine shutdown, perform a check of the auto-ignition system.

- Adjust Ng to approximately 75%–77%; minimum is 75%.

- Shut down the engines (CL to FUEL OFF).

- Verify the IGN lights in the Flight Status Panel (FSP) illuminate while Ng is above 62%. In bright sunlight, shade the FSP to ensure that lights are visible when illuminated.

- If an IGN light fails to illuminate, the auto-ignition system is considered to be inoperative.

- Retard PLs to GND IDLE.

- BEFORE ENTERING ICING

CONDITIONS, SET IGNITION TO CONT.

Maintain ignition in CONT until touchdown, even if icing conditions cease to exist."

- The obligation to comply with the current version of the Master Minimum Equipment List (MMEL), Revision 11, or later approved revisions is not affected by this limitation.

(3) For all airplanes: Insert the following in the Limitations Section of the AFM, under Icing Conditions:

"For engine anti-ice system activation, icing conditions exist when visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet, ice crystals) or standing water, slush, or snow (hard packed snow excluded) is present on the ramps, taxiways, or runways and the OAT or SAT is +10 degrees C and below during ground and flight operation.

For all airplane operations other than engine anti-ice, icing conditions exist when visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet, ice crystals) or standing water, slush, or snow (hard packed snow excluded) is present on the ramps, taxiways or runways and the OAT or SAT is +5 degrees C and below during ground and flight operation."

(4) For all airplanes: Insert the following in the Normal Procedures Section of the AFM, under Operation in Icing Conditions:

"CAUTION

Engine power interruptions may occur at ISA to ISA +20 degrees Celsius temperature and in light (or undetected) icing conditions, or shortly after exiting these conditions. Engine function will normally be recovered by the auto-ignition system before any serious loss of power. To aid in avoidance of these occurrences:

- Engine anti-ice systems must be activated prior to entering icing conditions, and maintained ON for at least 5 minutes after exiting icing conditions."

(b) For Model SAAB 340B series airplanes: If an auto-ignition system is found to be inoperative, prior to further flight, perform an

Np overspeed test to ensure that the Np overspeed system is operative, in accordance with the procedures specified in General Electric Maintenance Manual SEI-576. If the Np overspeed system is found to be inoperative, prior to further flight, repair in accordance with the procedures specified in General Electric Maintenance Manual SEI-576.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

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

(e) This amendment becomes effective on May 10, 1996.

Issued in Renton, Washington, on April 19, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-10210 Filed 4-24-96; 8:45 am]
BILLING CODE 4910-13-P

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1500 and 1507

Large Multiple-tube Fireworks Devices; Correction

AGENCY: Consumer Product Safety Commission (CPSC).

ACTION: Final rule; correction.

SUMMARY: CPSC is correcting errors in its amendment to the fireworks regulations under the Federal Hazardous Substances Act that appeared in the Federal Register on March 26, 1996 (61 FR 13084). Those amendments will require that large multiple-tube fireworks devices that have any tube with an inner diameter of 1.5 inches (3.8 cm) or greater not tip over when inclined at an angle of 60 degrees from the horizontal.

EFFECTIVE DATE: March 26, 1997.

FOR FURTHER INFORMATION CONTACT: Samuel B. Hall, Office of Compliance, Consumer Product Safety Commission, Washington, DC 20207-0001; telephone (301) 504-0400, ext. 1371.

SUPPLEMENTARY INFORMATION: On March 26, 1996, the CPSC published an amendment to the fireworks regulations under the Federal Hazardous Substances Act (61 FR 13084). Those amendments will require that large multiple-tube fireworks devices that have any tube with an inner diameter of 1.5 inches (3.8 cm) or greater not tip over when inclined at an angle of 60 degrees from the horizontal. This requirement is intended to reduce the risk of injury posed when these fireworks devices tip over during firing. If they tip over, subsequent tubes may discharge in the direction of spectators or others in the vicinity. The amendment will become effective March 26, 1997.

The errors occur in new paragraph 16 CFR 1500.17(a)(12)(i), at page 13095 of the Federal Register document of March 26, 1996. One of the errors correctly stated that the requirement would apply to the subject devices that first enter commerce or are imported on or after the date that is 1 year after publication. However, that paragraph should instead have stated the actual date (March 26, 1997).

The second error is that the reference to the minimum tip angle as "greater than 60 degrees" should have read "less than 60 degrees".

Accordingly, the following correction is made in the listing of banned hazardous substances at 16 CFR 1500.17(a)(12)(i) published in the Federal Register on March 26, 1996 (61 FR 13084):

1. Section 1500.17(a)(12)(i) on page 13095, column 3, is correctly revised to read as follows:

§ 1500.17 Banned hazardous substances

(a) * * *

(12)(i) Large multiple-tube devices. Multiple-tube mine and shell fireworks devices that first enter commerce or are imported on or after March 26, 1997, that have any tube measuring 1.5 inches (3.8 cm) or more in inner diameter, and that have a minimum tip angle less than 60 degrees when tested in accordance with the procedure of § 1507.12 of this part.

* * * * *

Dated: April 17, 1996.

Sadye E. Dunn,

Secretary, Consumer Product Safety Commission.

[FR Doc. 96-9995 Filed 4-24-96; 8:45 am]

BILLING CODE 6355-01-P