Issued in Fort Worth, Texas, on May 31, 1996.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96–14761 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Parts 27 and 29

[Docket No. 28008; Amendment No. 27–33, 29–40]

RIN 2120–AF65

Rotorcraft Regulatory Changes Based on European Joint Aviation Requirements

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to the final rule published in the Federal Register on May 10, 1996; (61 FR 21904). The final rule amended the airworthiness standards for normal and transport category rotorcraft.

EFFECTIVE DATE: August 8, 1996.

FOR FURTHER INFORMATION CONTACT: Carroll Wright, (817) 225–5120.

Correction of Publication

In rule document 96–11493, on page 21904, in the issue of Friday, May 10, 1996, make the following correction:

On page 21904, in the first column, in the heading, Amendment ''No. 29–39]'', should read ''No. 29–40]''.

Issued in Washington, DC on June 7, 1996.

Joseph A. Conte,

Acting Assistant Chief Counsel.

[FR Doc. 96–15067 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 29

[Docket No. 24802; Amendment No. 29–39]

RIN 2120–AB36

Airworthiness Standards; Transport Category Rotorcraft Performance

AGENCY: Federal Aviation Administration, (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to the final rule published in the Federal Register on May 10, 1996 (61 FR 21894). The final rule adopted new and revised airworthiness standards for the performance of transport category rotorcraft.

EFFECTIVE DATE: June 10, 1996.

FOR FURTHER INFORMATION CONTACT: T.E. Archer, (817) 222–5126.

Correction of Publication

In rule document 96–11494, on page 21894, in the issue of Friday, May 10, 1996, make the following correction:

On page 21894, in the first column, in the heading, Amendment ''No. 20–40]'' should read ''No. 29–39]''.

Issued in Washington, DC on June 7, 1996.

Joseph A. Conte,

Acting Assistant Chief Counsel.

[FR Doc. 96–15066 Filed 6–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 94–ANE–53; Amendment 39–9648; AD 96–12–06]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD's), applicable to Teledyne Continental Motors and Rolls-Royce, plc O–200 series reciprocating engines, that currently require resetting engine timing to 24° Before Top Center (BTC). This amendment returns to the 28° BTC engine timing for those engines equipped with improved cylinders that have strengthened heads. In addition, this amendment drops the TCM O–200C model which never went into production. This amendment is prompted by the availability of improved cylinders. The actions specified by this AD are intended to prevent possible cylinder cracking with subsequent loss of engine power.

DATES: Effective July 18, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 18, 1996.

ADDRESSES: The service information referenced in this AD 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 Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803–5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding airworthiness directive (AD) 77–13–03, Amendment 39–2925 (42 FR 31770, June 23, 1977), which is applicable to Teledyne Continental Motors (TCM) O–200A, O–200B, was published in the Federal Register on June 15, 1995 (60 FR 31421). That action proposed to retain the 24° before top center (BTC) engine timing for engines with cylinders that have part number (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; and drop the TCM O–200C series engines from the AD's applicability. The actions must be accomplished in accordance with TCM Service Bulletin (SB) No. SB94–8, dated September 14, 1994.

This AD also supersedes AD 78–19–02, Amendment 39–3301 (43 FR 41374, September 18, 1978), applicable to Rolls-Royce, plc (R–R) O–200A, O–200B, and O–200C series engines, which also requires resetting the engine timing to 24°. This AD combines the TCM applicability of AD 77–13–03 with the R–R applicability of AD 78–19–02 into one, superseding AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment.

One commenter (the manufacturer) states that the timing adjustment may be set to the limits of (+1°, −1°). The NPRM incorrectly limited the timing adjustment to (+1°, −0°). The FAA concurs and has revised this final rule accordingly.

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 with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 23,500 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per engine to accomplish the required actions, and that the average labor rate