

Proposed Rules

This section of the **FEDERAL REGISTER** contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-22358; Directorate Identifier 2005-NE-20-AD]

RIN 2120-AA64

Airworthiness Directives; Engine Components Inc. (ECi) Reciprocating Engine Cylinder Assemblies

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede an existing airworthiness directive (AD) for Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, “Parallel Valve” reciprocating engines, with certain Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series “Classic Cast”, installed. That AD currently requires replacing these ECi cylinder assemblies. This proposed AD would require the same actions, but would replace the “Engine Models” Table 1 and “Engines Installed On, But Not Limited To” Table 2 with corrected tables. Also, this proposed AD would correct a casting part number. This proposed AD results from reports of applicability errors found in AD 2005-26-10. We are proposing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

DATES: We must receive any comments on this proposed AD by March 13, 2006.

ADDRESSES: Use one of the following addresses to comment on this proposed AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.
- Fax: (202) 493-2251.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Peter Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; telephone (817) 222-5145; fax (817) 222-5785.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include “Docket No. FAA-2005-22358; Directorate Identifier 2005-NE-20-AD” in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the DMS Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://dms.dot.gov>.

Examining the AD Docket

You may examine the docket that contains the proposal, any comments

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received and any final disposition in person at the DMS Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the DMS receives them.

Discussion

On December 19, 2005, we issued AD 2005-26-10, Amendment 39-14431 (70 FR 76385, December 27, 2005). That AD requires replacing ECi cylinder assemblies P/N AEL65102 series “Classic Cast”, having casting P/N AEL65099 and SN 1 through 9879. That AD was the result of reports of about 30 failures of the subject cylinder assemblies marketed by ECi. That condition, if not corrected, could result in loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

Actions Since AD 2005-26-10 was Issued

Since AD 2005-26-10 was issued, we received reports of errors in the “Engine Models” Table 1, and “Engines Installed On, But Not Limited To” Table 2. Also, we discovered an incorrect part number in paragraph (h)(3).

FAA’s Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. For that reason, we are proposing this AD to ensure that operators are provided with the correct applicability, which would require:

- Replacing ECi cylinder assemblies P/N AEL65102 series “Classic Cast”, having casting P/N AEL65099 and SN 1 through 9879 (sold from January 1997 to September 2001); (same as AD 2005-26-10);
- Replacing the “Engine Models” Table 1 with a corrected Table 1, to ensure that operators are provided with the correct applicability; and
- Replacing the “Engines Installed On, But Not Limited To” Table 2 with a corrected Table 2; and
- Replacing casting P/N AEL85009 with P/N AEL85099 in paragraph (h)(3),

“Definition of a Replacement Cylinder Assembly”.

Costs of Compliance

There were 9,879 ECi cylinder assemblies produced of the affected design available to the worldwide fleet. ECi reported that about fifteen percent of their cylinder assemblies go to foreign countries. We estimate ten percent of the remaining cylinders were never installed or are already removed from service, leaving 7,557 cylinder assemblies in service in the United States. We estimate that 1,574 Lycoming engines are in the United States with the subject cylinder assemblies installed. We estimate that it would take about two work hours per engine to perform the proposed aircraft inspections of the cylinder assemblies for applicability, and that the average labor rate is \$65 per work hour. From the Lycoming Engines “Removal and Installation Labor Allowance Guidebook”, dated May 2000, the complete cylinder replacement for a four cylinder engine takes 12 hours, while the complete cylinder replacement for a six cylinder engine takes 16 hours. Required parts would cost about \$1,000 per cylinder assembly. Based on these figures, we estimate that the total cost of the proposed AD to U.S. operators to be \$9,152,140. ECi indicated that they might give operators and repair stations credit for returned cylinder assemblies toward the purchase of new ECi cylinder assemblies.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more

detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

For the reasons discussed above, I certify that the 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. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends § 39.13 by removing Amendment 39-14431 (70 FR 76385, December 27, 2005) and by adding the following new airworthiness directive:

Engine Components Incorporated (ECi):

Docket No. FAA-2005-22358;
Directorate Identifier 2005-NE-20-AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by March 13, 2006.

Affected ADs

(b) This AD supersedes AD 2005-26-10, Amendment 39-14431.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, parallel valve, reciprocating engines specified in Table 1 of this AD, with Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series “Classic Cast”, having casting P/N AEL65099 and serial numbers (SNs) 1 through 9879, (sold from January 1997 to September 2001) installed.

TABLE 1.—ENGINE MODELS

Cylinder head part number	Installed on engine models
AEL65102-NST04	O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H. IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B. AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B. AIO-320-A1A, A1B, A2A, A2B, B1B, C1B. LIO-320-B1A.
AEL65102-NST05	IO-320-C1A, C1B, C1F, F1A. LIO-320-C1A.
AEL65102-NST06	O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix). IO-320-A1A, A2A. IO-320-B1A, B1B.
AEL65102-NST07	LIO-320-B1A.
AEL65102-NST08	O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C.

TABLE 1.—ENGINE MODELS—Continued

Cylinder head part number	Installed on engine models
AEL65102–NST10	O–360–A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B. IO–360–B1A, B1B, B1C. HO–360–A1A, B1A, B1B. HIO–360–B1A, B1B. AEIO–360–B1B. O–540–A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B2C5D, B4A5, B4B5, B4B5D, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5. IO–540–C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5, N1A5D.
AEL65102–NST12	O–360–A1A, A1AD, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6. HO–360–C1A. LO–360–A1G6D, A1H6. HIO–360–B1A, B1B, G1A. LTO–360–A1A6D. TO–360–A1A6D. IO–360–B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B. AEIO–360–B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B. O–540–A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D. IO–540–C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D. AEIO–540–D4A5, D4B5, D4C5, D4D5. IO–540–J4A5, R1A5.
AEL65102–NST26	TIO–540–C1A, E1A, G1A, H1A. IO–360–F1A.
AEL65102–NST38	TIO–540–AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD, LTIO–540–K1AD.
AEL65102–NST43	O–360–J2A. O–540–F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO–540–AB1A5, W1A5, W1A5D, W3A5D.
AEL65102–NST44	O–540–L3C5D.

For information, the subject engines are installed on, but not limited to, the aircraft listed in the following Table 2:

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO

O–320–A1A	Piper Aircraft: Tri-Pacer (PA–22 “150”, PA–22S “150”), Apache (PA–23), Pawnee (PA–25). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Mooney Aircraft: Mark (20A). Dinfia: Ranquel (1A–46). Simmering-Graz Pauker: Flamingo (SGP–M–222). Aviamilano: Scricciolo (P–19). Vos Helicopter Co.: Spring Bok.
O–320–A1B	Piper Aircraft: Tri-Pacer (PA–22 “150”, PA–22S “150”), Apache (PA–23). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). S.O.C.A.T.A.: Horizon (Gardan).
O–320–A2A	Piper Aircraft: Tri-Pacer (PA–22 “150”, PA–22S “150”), Agriculture (PA–18A “150”) Super Cub (PA–18 “150”), Caribbean (PA–22 “150”), Pawnee (PA–25). Intermountain Mfg. Co.: Call Air Texas (A–5, A–5T). Lake Aircraft: Colonial (C–1). Rawdon Bros.: Rawdon (T–1, T–15, T–15D). Shinn Engineering: Shinn (2150–A). Dinfia: Ranquel (1A)46).
O–320–A2B	Neiva: (1PD–5802). Sud: Gardan-Horizon (GY–80). LaVerda: Falco (F8L Series II, America). Malmo: Vipan (MF1–10). Kingsford Smith: Autocrat (SCRM–153). Aero Commander: 100. Piper Aircraft: Tri-Pacer (PA–22 “150”, PA–22S “150”), Cherokee (PA–28 “150”), Super Cub (PA–18 “150”).

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O-320-A2C	Champion Aircraft: Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA). Beagle: Pup (150). Artic: Interstate S1B2. Robinson: R-22. Varga: Kachina 2150A. Robinson: R-22. Cicare: Cicare AG.
O-320-A2D	Bellanca Aircraft: Citabria 150 (7GCAA), Citabria 150S (7GCBC). Piper Aircraft: Apache (PA-23).
O-320-A3A	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Corben-Fettes: Globe Special (Globe GC-1B).
O-320-A3B	Piper Aircraft: Apache (PA-23). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Teal II: TSC (1A2).
O-320-B1A	Piper Aircraft: Apache (PA-23 "160"). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Malmö: Vipan (MF1-10).
O-320-B1B	Piper Aircraft: Apache (PA-23 "160"). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B).
O-320-B2A	Piper Aircraft: Tri-Pacer (PA-22 "160", PA-22S "160").
O-320-B2B	Piper Aircraft: Tri-Pacer (PA-22 "160", PA-22S "160"). Beagle: Airedale (D5-160). Fuji-Heavy Industries: Fuji (F-200). Uirapuru: Aerotec 122.
O-320-B2C	Robinson: R-22.
O-320-B2D	Maule: MX-7-160.
O-320-B2E	Lycon.
O-320-B3A	Piper Aircraft: Apache (PA-23 "160"). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B).
O-320-B3B	Piper Aircraft: Apache (PA-23 "160") Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Sud: Gardan (GY80-160).
O-320-C1A	Piper Aircraft: Apache (PA-23 "160"). Riley Aircraft: Rayjay (Apache).
O-320-C1B	Piper Aircraft: Apache (PA-23 "160").
O-320-C3A	Piper Aircraft: Apache (PA-23 "160").
O-320-C3B	Piper Aircraft: Apache (PA-23 "160").
O-320-D1A	Sud: Gardan (GY-80). Gyroflug: Speed Canard. Grob: G115.
O-320-D1F	Slingsby: T67 Firefly.
O-320-D2A	Piper Aircraft: Cherokee (PA-28S "160"). Robin: Major (DR400-140B), Chevalier (DR-360), (R-3140). S.O.C.A.T.A.: Tampico TB9.
O-320-D2J	Slingsby: T67C Firefly.
O-320-D3G	Daetwyler: MD-3-160. Nash Aircraft Ltd.: Petrel.
O-320-E1A	Aviolight: P66D Delta. General Avia: Pinguino.
O-320-D2B	Beech Aircraft: Musketeer (M-23). Piper Aircraft: Cherokee (PA-28 "160").
O-320-E2J	Cessna Aircraft: Skyhawk 172.
O-320-E3G	Piper Aircraft: Warrior II, Cadet (PA-28-161).
O-320-E1A	Grob: G115.
O-320-E1C	M.B.B. (Messerschmitt-Boelkow-Blohm): Monsun (BO-209-B).
O-320-E1F	M.B.B.: Monsun (BO-209-B).
O-320-E2A	Piper Aircraft: Cherokee (PA-28 "140", PA-28 "150"). Robin: Major (DR-340), Sitar, Bagheera (GY-100-135). S.O.C.A.T.A.: Super Rallye (MS-886), Rallye Commodore (MS-892). Siai-Marchetti: (S-202). F.F.A.: Bravo (AS-202/15).
O-320-E2C	Partenavia: Oscar (P66B), Bucker (131 APM). Aeromot: Paulistina P-56. Pezetel: Koliber 150.
O-320-E2D	Beech Aircraft: Musketeer III (M-23III). M.B.B.: Monsun (BO-209-B).
O-320-E2F	Cessna Aircraft: Cardinal (172-I, 177).
O-320-E2G	M.B.B.: Monsun (BO-209-B), Wassmer Pacific (WA-51). American Aviation Corp.: Traveler.
O-320-E3D	Piper Aircraft: Cherokee (140). Beech Aircraft: Sport.
IO-320-B2A	Piper Aircraft: Twin Comanche (PA-30).
IO-320-B1C	Hi. Shear: Wing.
IO-320-B1D	Ted Smith Aircraft: Aerostar.

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

IO-320-C1A	Piper Aircraft: Twin Comanche (PA-30 Turbo).
IO-320-D1A	M.B.B.: Monsun (BO-209-C).
IO-320-D1B	M.B.B.: Monsun (BO-209-C).
IO-320-E1A	M.B.B.: Monsun (BO-209-C).
IO-320-E1B	Bellanca Aircraft.
IO-320-E2A	Champion Aircraft: Citabria.
IO-320-E2B	Bellanca Aircraft.
IO-320-F1A	CAAR Engineering: Carr Midget.
LIO-320-B1A	Piper Aircraft: Twin Comanche (PA-39).
LIO-320-C1A	Piper Aircraft: Twin Comanche (PA-39).
AIO-320-B1B	M.B.B.: Monsun (BO-209-C).
AEIO-320-D1B	Slingsby: T67M Firefly.
AEIO-320-D2B	Hundustan Aeronautics Ltd.: HT-2.
AEIO-320-E1A	Bellanca Aircraft.
AEIO-320-E1B	Champion Aircraft.
AEIO-320-E2B	Bellanca Aircraft.
O-320-A1A	Champion Aircraft: Decathlon (8KCAB-CS).
O-360-A1A	Bellanca Aircraft.
O-360-A1AD	Champion Aircraft: Decathlon (8KCAB).
O-360-A1D	Riley Aircraft: Riley Twin.
O-360-A1F6	Beech Aircraft: Travel Air (95, B-95).
O-360-A1F6D	Piper Aircraft: Comanche (PA-24).
O-360-A1G6	Intermountain Mfg. Co.: Call Air (A-6).
O-360-A1G6D	Lake Aircraft: Colonial (C-2, LA-4, 4A or 4P).
O-360-A1H6	Doyn Aircraft: Doyn-Cessna (170B, 172, 172A, 172B).
O-360-A1LD	Mooney Aircraft: Mark "20B" (M-20B).
O-360-A1P	Earl Horton: Pawnee (Piper PA-25).
O-360-A2A	Dinfia: Ranquel (1A-51).
O-360-A2D	Neiva: (1PD-5901).
O-360-A2E	Regente: (N-591).
O-360-A2F	Wassmer: Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40).
O-360-A2G	Sud: Gardan (GY-180).
O-360-A3A	Bolkow: (207).
O-360-A3D	Partenavia: Oscar (P-66).
O-360-A3F	Siai-Marchetti: (S-205).
O-360-A3G	Procaer: Picchio (F-15-A).
O-360-A3H	S.A.A.B.: Safir (91-D).
O-360-A3I	Malmo: Vipan (MF-10B).
O-360-A3J	Aero Boero: AB-180.
O-360-A3K	Beagle: Airedale (A-109).
O-360-A3L	DeHavilland: Drover (DHA-3MK3).
O-360-A3M	Kingsford-Smith: Bushmaster (J5-6).
O-360-A3N	Aero Engine Service Ltd.: Victa (R-2).
O-360-A3O	S.O.C.A.T.A.: Tabago TB-10.
O-360-A3P	Piper Aircraft: Comanche (PA-24).
O-360-A3Q	Lake Aircraft: Colonial (LA-4, 4A or 4P).
O-360-A3R	Doyn Aircraft: Doyn-Beech (Beech 95).
O-360-A3S	Mooney Aircraft: Master "21" (M-20E), Mark "20B", "20D", (M20B, M20C), Mooney Statesman (M-20G).
O-360-A3T	Dinfia: Querandi (1A-45).
O-360-A3U	Wassmer: (WA-50).
O-360-A3V	Malmo: Vipan (MF1-10).
O-360-A3W	Cessna Aircraft: Skyhawk.
O-360-A3X	Doyn Aircraft: Doyn-Piper (PA-23 "160").
O-360-A3Y	Cessna Aircraft: Cardinal.
O-360-A3Z	Cessna Aircraft: Cardinal 177.
O-360-A4A	Teal III: TSC (1A3).
O-360-A4B	Aero Commander.
O-360-A4C	Beech Aircraft: Duchess 76.
O-360-A4D	Piper Aircraft: Seminole (PA-44).
O-360-A4E	Wassmer: Europa WA-52.
O-360-A4F	Aviat: Husky.
O-360-A4G	Center Est Aeronautique: Regente (DR-253).
O-360-A4H	S.O.C.A.T.A.: Rallye Commodore (MS-893).
O-360-A4I	Societe Aeronautique Normande: Mousquetaire (D-140).
O-360-A4J	Bolkow: Klemm (K1-107C).
O-360-A4K	Partenavia: Oscar (P-66).
O-360-A4L	Beagle: Husky (D5-180) (J1-U).
O-360-A4M	Piper Aircraft: Comanche (PA-24), Cherokee "C" (PA-28 "180").
O-360-A4N	Mooney Aircraft: Master "21" (M-20D), Mark "21" (M-20E).
O-360-A4O	Std. Helicopter.
O-360-A4P	Aero Commander: Lark (100).
O-360-A4Q	Cessna Aircraft: Cardinal.
O-360-A4R	Beech Aircraft: Sport.
O-360-A4S	C.A.A.R.P.S.A.N.: (M-23III).

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O-360-A3AD	Societe Aeronautique Normande: Jodel (D-140C). Robin: Regent (DR400/180), Remorqueur (DR400/180R). R-3170. S.O.C.A.T.A.: Rallye 180GT, Sportavia Sportsman (RS-180). Norman Aeroplace Co.: NAC-1 Freelance. Nash Aircraft Ltd.: Petrel. S.O.C.A.T.A.: TB-10. Robin: Aiglon (R-1180T).
O-360-A4A	Piper Aircraft: Cherokee "D" (PA-28 "180").
O-360-A4D	Varga: Kachina.
O-360-A4G	Beech Aircraft: Musketeer Custom III.
O-360-A4K	Grumman American: Tiger. Beech Aircraft: Sundowner 180.
O-360-A4M	Piper Aircraft: Archer II (PA-28 "18"). Valmet: PIK-23.
O-360-A4N	Cessna Aircraft: 172 (Optional).
O-360-A4P	Penn Yan: Super Cub Conversion.
O-360-A5AD	C. Itoh and Co.: Fuji FA-200.
O-360-B2C	Seabird Aviation: SB7L.
O-360-C1A	Intermountain Mfg. Co.: Call Air (A-6).
O-360-C1E	Bellanca Aircraft: Scout (8GCBC-CS).
O-360-C1F	Maule: Star Rocket MX-7-180.
O-360-C1G	Christen: Husky (A-1).
O-360-C2B	Hughes Tool Co.: (269A).
O-360-C2D	Hughes Tool Co.: (269A).
O-360-C2E	Hughes Tool Co.: (YHO-2HU) Military. Bellanca Aircraft: Scout (8GCBC FP).
O-360-C4F	Maule: MX-7-180A.
O-360-C4P	Penn Yan: Super Cub Conversion.
O-360-F1A6	Cessna Aircraft: Cutlass RG.
O-360-J2A	Robinson: R22.
IO-360-B1A	Beech Aircraft: Travel-Air (B-95A). Doyn Aircraft: Doyn-Piper (PA-23 "200").
IO-360-B1B	Beech Aircraft: Travel-Air (B-95B). Doyn Aircraft: Doyn-Piper (PA-23 "200"). Fuji: (FA-200).
IO-360-B1D	United Consultants: See-Bee.
IO-360-B1E	Piper Aircraft: Arrow (PA-28 "180R").
IO-360-B1F	Utva: 75.
IO-360-B2E	C.A.A.R.P. C.A.P. (10).
IO-360-B1F6	Great Lakes: Trainer.
IO-360-B1G6	American Blimp: Spector 42.
IO-360-B2F6	Great Lakes: Trainer.
LO-360-A1G6D	Beech Aircraft: Duchess.
LO-360-A1H6	Piper Aircraft: Seminole (PA-44).
IO-360-E1A	T.R. Smith Aircraft: Aerostar.
IO-360-L2A	Cessna Aircraft: Skyhawk C-172.
IO-360-M1A	Diamond Aircraft: DA-40.
IO-360-M1B	Vans Aircraft: RV6, RV7, RV8.
AEIO-360-B1F	Lancair: 360. F.F.A.: Bravo (200). Grob: G115/Sport-Acro.
AEIO-360-B1G6	Great Lakes.
AEIO-360-B2F	Mundry: CAP-10.
AEIO-360-B4A	Pitts: S-1S.
AEIO-360-H1A	Bellanca Aircraft: Super Decathalon (8KCAB-180).
AEIO-360-H1B	American Champion: Super Decathalon.
VO-360-A1A	Brantly Hynes Helicopter: (B-2).
VO-360-A1B	Brantly Hynes Helicopter: (B-2, B2-A). Military (YHO-3BR).
VO-360-B1A	Brantly Hynes Helicopter: (B-2, B2-A).
IVO-360-A1A	Brantly Hynes Helicopter: (B2-B).
HO-360-B1A	Hughes Tool Co.: (269A).
HO-360-B1B	Hughes Tool Co.: (269A).
HO-360-C1A	Schweizer: (300C).
HIO-360-B1A	Hughes Tool Co.: Military (269-A-1), (TH-55A).
HIO-360-B1B	Hughes Tool Co.: (269A).
HIO-360-G1A	Schweizer: (CB).
O-540-A1A	Rhein-Flugzeugbau: (RF-1).
O-540-A1A5	Piper Aircraft: Comanche (PA-24 "180"). Helio: Military (H-250). Yoeman Aviation: (YA-1).
O-540-A1B5	Piper Aircraft: Aztec (PA-23 "250"), Comanche (PA-24 "250").
O-540-A1C5	Piper Aircraft: Comanche (PA-24 "250").
O-540-A1D	Found Bros.:00 (FBA-2C). Dornier: (DO-28-B1).
O-540-A1D5	Piper Aircraft: Aztec (PA-23 "250"), Comanche (PA-24 "250"), Military Aztec (U-11A).

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O-540-A2B	Dornier: (DO-28). Aero Commander: (500). Mid-States Mfg. Co.: Twin Courier (H-500), (U-5). Piper Aircraft: Navy Aztec (PA-23 "250").
O-540-A3D5	Piper Aircraft: Apache (PA-23 "235"). Piper Aircraft: Comanche (PA-24 "250"). Doyn Aircraft: Doyn-Piper (PA-24 "250").
O-540-B1A5	Wassmer: (WA-421).
O-540-B1B5	Piper Aircraft: Pawnee (PA-25 "235"), Cherokee (PA-28 "235"), Aztec (PA-23 "235"). Intermountain Mfg. Co.: Call Air (A-9). Rawdon Bros.: Rawdon (T-1). S.O.C.A.T.A.: Rallye 235CA.
O-540-B1D5	Piper Aircraft: Pawnee (PA-25 "235"). Piper Aircraft: Cherokee (PA-28 "235"). Embraer: Corioca (EMB-710). S.O.C.A.T.A.: Rallye 235GT, Rallye 235C.
O-540-B2B5	Maule: Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235). Piper Aircraft: Comanche (PA-24 "260"). Aviamilano: Flamingo (F-250). Siai-Marchetti: (SF-260), (SF-208).
O-540-B2C5	Britten-Norman: (BN-2). Piper Aircraft: Cherokee Six (PA-32 "260").
O-540-B4B5	Pilatus Britten-Norman: Islander (BN-2A-26), Islander (BN-2A-27), Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2). Omega Aircraft: (BS-12D1). Robinson: (R-44). Piper Aircraft: Pawnee (PA-25 "260").
O-540-E4A5	Aero Boero: 260. Embraer: Impanema "AG". Gippsland: GA-200. Aero Boero: 260. Maule: Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235). Robin: R-3000/235.
O-540-E4B5	Piper Aircraft: Dakota (PA-28-236). Cessna Aircraft: Skylane RG. Cessna Aircraft: TR-182, Turbo Skylane RG.
O-540-E4C5	Piper Aircraft: Aztec B (PA-23 "250"), Comanche (PA-24 "250"). Riley Aircraft: Turbo-Rocket.
O-540-F1B5	Piper Aircraft: Aztec C (PA-23 "250"), Aztec F. Wassmer: (WA4-21). Avions Pierre Robin: (HR100/250). Bellanca Aircraft: Aries T-250.
O-540-G1A5	Aerofab: Renegade 250. S.O.C.A.T.A.: TB-20.
O-540-H1B5D	S.O.C.A.T.A.: Trinidad TB-20.
O-540-H2A5	Piper Aircraft: Comanche (PA-24 "260"). Siai-Marchetti: (SF-260).
O-540-H2B5D	Cerva: (CE-43 Guepard). Piper Aircraft: Aztec (PA-23 "250").
O-540-J1A5D	Piper Aircraft: Comanche (PA-24 "24"). General Aviation: Model 114.
O-540-J3A5	Commander: 114B.
O-540-J3A5D	Rockwell: 114.
O-540-J3C5D	Lake Aircraft: Seawolf.
O-540-L3C5D	Maule: MT-7-260, M-7-260.
IO-540-C1B5	Aircraft Manufacturing Factory.
IO-540-C1C5	Brooklands: Scoutmaster.
IO-540-C4B5	Maule: MX-7-235, MT-7-235, M7-235.
IO-540-C4D5	Maule: Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
IO-540-C4D5D	Schweizer: Power Glider.
IO-540-D4A5	Christen: Pitts (S-2S), S-2B). Siai-Marchetti: SF-260.
IO-540-D4B5	H.A.L.: HPT-32.
IO-540-J4A5	Slingsby: Firefly T3A.
IO-540-R1A5	Moravan: Zlin-50L.
IO-540-T4A5D	H.A.L.: HPT-32.
IO-540-T4B5	Burkhart Grob: Grob G, 115T Aero.
IO-540-T4B5D	Piper Aircraft: Turbo Aztec (PA-23-250).
IO-540-W1A5	Piper Aircraft.
IO-540-W1A5D	Aerofab Inc.: Turbo Renegade (270).
IO-540-W3A5D	S.O.C.A.T.A.: Trinidad TC TB-21.
AEIO-540-D4A5	Schweizer.
AEIO-540-D4B5	Mooney Aircraft: "TLS" M20M.
AEIO-540-D4D5	Commander Aircraft: 114TC.
TIO-540-C1A	
TIO-540-K1AD	
TIO-540-AA1AD	
TIO-540-AB1AD	
TIO-540-AB1BD	
TIO-540-AF1A	
TIO-540-AG1A	

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

TIO-540-AK1A	Cessna Aircraft: Turbo Skylane T182T.
LTIO-540-K1AD	Piper Aircraft.

Unsafe Condition

(d) This AD results from reports of applicability errors found in AD 2005-26-10. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Engines Not Overhauled or Repaired Since New

(f) If your engine has not been overhauled or had any major repair since new, no further action is required.

Engines Overhauled or Repaired Since New

(g) If your engine was overhauled or repaired since new, do the following:

(1) Determine if ECi cylinder assemblies, P/N AEL65102 series “Classic Cast”, having casting P/N AEL65099 and SNs 1 through 9879 are installed on your engine, as follows:

(i) Inspect the engine log books and maintenance records for reference to the subject ECi cylinder assemblies.

(ii) If the engine log books and maintenance records did not record the P/N and SN of the cylinder assemblies, visually inspect the cylinder assemblies and verify the P/N and SN of the cylinder assemblies.

(2) If the cylinder assemblies are not ECi, P/N AEL65102 series “Classic Cast”, having casting P/N AEL65099, no further action is required.

(3) If any cylinder assembly is an ECi P/N AEL65102 series “Classic Cast”, having casting P/N AEL65099 and a SN 1 through 9879, do the following:

(i) If the cylinder assembly has fewer than 800 operating hours-in-service (HIS) on the effective date of this AD, replace the cylinder assembly at no later than 800 operating HIS. No action is required until the operating HIS reaches 800 hours.

(ii) If the cylinder assembly has 800 operating HIS or more on the effective date of this AD, replace the cylinder assembly within 60 operating HIS after the effective date of this AD.

Definition of a Replacement Cylinder Assembly

(h) For the purpose of this AD, a replacement cylinder assembly is defined as follows:

(1) A serviceable cylinder assembly made by Lycoming Engines.

(2) A serviceable FAA-approved, Parts Manufacturer Approval cylinder assembly from another manufacturer.

(3) A serviceable ECi cylinder assembly, P/N AEL65102 series, “Titan”, having casting P/N AEL85099.

(4) A serviceable ECi cylinder assembly, P/N AEL65102 series, having casting P/N AEL65099, that has a SN 9880 or higher.

Prohibition of Cylinder Assemblies, P/N AEL65102 Series “Classic Cast”, Having Casting P/N AEL65099, and SNs 1 Through 9879

(i) After the effective date of this AD, do not install any ECi cylinder assembly, P/N AEL65102, having casting P/N AEL65099 that has a SN 1 through 9879, onto any engine.

Alternative Methods of Compliance

(j) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) ECi Service Bulletin No. 05-08, Revision 1, dated December 29, 2005, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on February 15, 2006.

Ann C. Mollica,

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

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DEPARTMENT OF THE TREASURY**Internal Revenue Service****26 CFR Part 301**

[REG-157271-05]

RIN 1545-BF21

Procedures for Administrative Review of a Determination That an Authorized Recipient Has Failed To Safeguard Tax Returns or Return Information

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of proposed rulemaking by cross-reference to temporary regulations.

SUMMARY: In the Rules and Regulations section of this issue of the **Federal Register**, the IRS is issuing temporary regulations regarding administrative review procedures for certain government agencies and other authorized recipients of tax returns or return information (authorized recipients) whose receipt of returns and return information may be suspended or terminated because they do not maintain proper safeguards. The

temporary regulations provide guidance to responsible IRS personnel and authorized recipients as to these administrative procedures. The text of the temporary regulations published in the Rules and Regulation section of this issue of the **Federal Register** serves as the text of the proposed regulations.

DATES: Written and electronic comments and requests for a public hearing must be received by May 25, 2006.

ADDRESSES: Send submissions to: CC:PA:LPD:PR (REG-157271-05), Room 5203, Internal Revenue Service, P.O. Box 7604, Ben Franklin Station, Washington, DC 20044. Submissions may be hand-delivered between the hours of 8 a.m. and 4 p.m. to CC:PA:LPD:PR (REG-157271-05), Courier's Desk, Internal Revenue Service, 1111 Constitution Avenue, NW., Washington, DC, or sent electronically, via the IRS Internet site at <http://www.irs.gov/regs>, or via the Federal eRulemaking Portal at <http://www.regulations.gov> (IRS and REG-148864-03).

FOR FURTHER INFORMATION CONTACT: Concerning submission of comments, Treena Garrett, (202) 622-7180; concerning the temporary regulations, Melinda K. Fisher, (202) 622-4580 (not toll-free numbers).

SUPPLEMENTARY INFORMATION:**Background**

Under section 6103 of the Internal Revenue Code (Code), tax returns and return information are protected from disclosure except in specifically enumerated circumstances. Where disclosure is permitted, section 6103 generally imposes strict safeguarding requirements and requires the IRS to monitor and enforce compliance with those requirements. Section 6103(p)(7) requires the Secretary of the Treasury to prescribe procedures providing for administrative review of any determination under section 6103(p)(4) that an agency, body, or commission receiving returns or return information pursuant to section 6103(d) has failed to meet the safeguarding requirements. Withdrawn § 301.6103(p)(7)-1 set forth the procedures for terminating future disclosures to these authorized recipients. These proposed regulations provide the intermediate review and termination procedures for all