

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 request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To reduce the potential for a fire hazard as a result of burning and arcing of the connector contacts of the power feeder cable of the auxiliary power unit (APU) generator, accomplish the following:

(a) Within 60 days after the effective date of this AD, accomplish the actions specified in either paragraph (a)(1) or (a)(2) of this AD:

(1) Apply a vapor sealant on the back of the APU power feeder cable receptacle in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A104, dated May 7, 1996. Or

(2) Accomplish the actions specified in both paragraph (a)(2)(i) and (a)(2)(ii) of this AD in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A104, dated May 7, 1996.

(i) Perform a one-time visual inspection for color (gold-plating) and evidence of damage of the connector contacts (pins/sockets) of the power feeder cable of the APU generator located in the upper left corner of the APU compartment in the forward bulkhead; and

(ii) Replace any damaged pin or socket with a gold-plated pin or socket, or deactivate the electrical operation of the APU until such replacement is accomplished.

(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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles 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) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A104, dated May 7, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los

Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 21, 1996.

Issued in Renton, Washington, on May 30, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-14037 Filed 6-05-96; 8:45 am]

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#### 14 CFR Part 39

[Docket No. 96-CE-22-AD; Amendment 39-9650; AD 96-12-08]

RIN 2120-AA64

#### Airworthiness Directives; Twin Commander Aircraft Corporation 500, 680, and 690 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Twin Commander Aircraft Corporation (Twin Commander) 500, 680, and 690 series airplanes that do not have a nose landing gear drag link bolt with the manufacturer's serial number, manufacture date, and the last three digits of the drawing number, 055, on the bolt head. This action requires replacing the nose landing gear (NLG) drag link bolt with one that has been manufactured with the proper heat treatment. This action was prompted by the failure of an improperly heat treated NLG drag link bolt causing collapse of the nose landing gear on a certain Twin Commander Model 690B airplane while taxiing. The actions specified by this AD are intended to prevent the NLG from collapsing, which if not corrected, could result in loss of the airplane.

**DATES:** Effective June 27, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 27, 1996.

Comments for inclusion in the Rules Docket must be received on or before July 29, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Twin Commander Aircraft Corporation, 19010 59th Dr. NE, Arlington, Washington, 98223-7832; telephone (360) 435-9797; facsimile (360) 435-1112. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

David D. Swartz, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone (206) 227-2624; facsimile (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** The FAA has recently received an accident report on a certain Twin Commander Model 690B airplane. The accident was caused by the failure of the nose landing gear (NLG) after the NLG drag link bolt, part number (P/N) ED 10055, broke. Further investigation revealed that the bolt had not been heat treated properly during manufacture, thus making it weak and the NLG susceptible to collapse during landing or taxiing operations. Additional bolts in two other manufactured lots also failed the Rockwell Hardness test, resulting in the need to replace all of these NLG drag link bolts.

Twin Commander has issued service bulletin (SB) 224, Revision A, dated April 24, 1996 which specifies replacing the NLG drag link bolt with an approved heat treated bolt.

Note: Although it is not required by this AD, the FAA recommends that the owner/operator return the removed bolt to the factory for testing.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent the NLG from failing, which if not corrected, could result in loss of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander 500, 680, and 690 series airplanes of the same type design, this AD requires replacing the NLG drag link bolt with an approved heat treated bolt which has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number, 055, on the bolt head. The actions are to be done in accordance with the instructions in

Twin Commander SB 224, Revision A, dated April 24, 1996.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 No. 96-CE-22-AD." 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

and 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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

#### 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), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

96-12-08. Twin Commander Aircraft Corporation: Amendment 39-9650; Docket No. 96-CE-22-AD.

*Applicability:* The following Model and serial number airplanes, certificated in any category.

Models	Serial Nos.
500S .....	3185, 3228, 3230, 3262, and 3291.
500U .....	1765.
680F .....	1195.
681 .....	6027.
690 .....	11035, 11053, 11068, and 11074.
690A .....	11111, 11134, 11146, 11173, 11177, 11205, 11215, 11237, 11271, 11273, and 11282.
690B .....	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11535, 11536, and 11539.
690C .....	11638, 11676, 11689, and 11719.
690D .....	15041.
695 .....	95010, 95033, and 96066.
695A .....	69010, 69041, 69056, and 69061.

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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required within the next 10 hours time-in-service (TIS), unless already accomplished.

To prevent the nose landing gear (NLG) from collapsing, which if not corrected, could result in loss of the airplane, accomplish the following:

(a) Replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin 224, Revision A, dated April 24, 1996.

(b) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head.

Note 2: Although not required by this AD, it is highly recommended that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(c) As of the effective date of this AD, no person shall install an NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing number, 055, on the bolt head.

(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) An alternative method of compliance (which would include Rockwell Hardness test) or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(f) The replacement required by this AD shall be done in accordance with Twin Commander Aircraft Corporation Service Bulletin 224, Revision A, dated April 24, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained

from Twin Commander Aircraft Corporation, 19010 59th Dr. NE, Arlington, Washington, 98223-7832; telephone (360) 435-9797; facsimile (360) 435-1112. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9650) becomes effective on June 27, 1996.

Issued in Kansas City, Missouri, on May 30, 1996.

John R. Colomy,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-14032 Filed 6-5-96; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 71

### [Airspace Docket No. 95-ASW-20]

#### Revision of Class E Airspace; Victoria, TX

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Victoria, TX. The development of an Instrument Landing System (ILS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 12 Left (L) at Victoria Regional Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the ILS SIAP to RWY 12L at Victoria Regional Airport, Victoria, TX.

**EFFECTIVE DATE:** 0901 UTC, August 15, 1996.

**FOR FURTHER INFORMATION CONTACT:** Chuck Frankenfield, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5591.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Victoria, TX, was published in the Federal Register (61 FR 1864). an ILS SIAP to RWY 12L developed for Victoria Regional Airport, Victoria, TX, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of

the terminal operation and while transitioning between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace located at Victoria Regional Airport, Victoria, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the ILS SIAP to RWY 12L.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments to keep them operationally current. It, therefore—(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 11034; 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 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).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR 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 7400.9C, *Airspace Designations and Reporting Points*, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005: Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

ASW TX E5 Victoria, TX [Revised]

Victoria, Victoria Regional Airport, TX  
(lat. 28°51'09"N, long. 096°55'07"W)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Victoria Regional Airport, and within 1.9 each side of the 312° bearing from the airport extending from the 7.1-mile radius to 12.8-miles northwest of the airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on May 15, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 96-13921 Filed 6-5-96; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

### [Airspace Docket No. 95-ASW-17]

#### Revision of Class E Airspace; Guthrie, TX

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Guthrie, TX. New Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (DME) Area Navigation (Random Navigation) (RNAV) Standard Instrument Approach Procedures (SIAP's) to Runways (RWY's) 01 and 19 at 6666 Ranch Airport, Guthrie, TX, have made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the VOR/DME RNAV SIAP's to RWY's 01 and 19 at 6666 Ranch Airport, Guthrie, TX.

**EFFECTIVE DATE:** 0901 UTC, August 15, 1996.

#### FOR FURTHER INFORMATION CONTACT:

Chuck Frankenfield, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5591.