

Required parts would cost approximately \$30 per seat. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$225,000.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 U.S.C. App. 106(g); 40101, 40113, 44701.

§ 39.13 [Amended]

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

PTC Seating Products Division, B/E Aerospace; Docket No. 95-ANE-25.

Applicability: PTC Seating Products Division, B/E Aerospace (PTC) Model 950 series passenger seat equipped with footrest assembly.

Note: This AD applies to each seat 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 seats equipped with footrest assembly 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) 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 seat from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent injury to hands during operation of the PTC Model 950 series passenger seats equipped with footrest assembly, accomplish the following:

(a) Within nine calendar months after the effective date of this AD.

(1) Remove seat footrest assembly arms, P/N 98440-1 or -2, in accordance with the Accomplishment Instructions of PTC Aerospace Service Bulletin (SB) 25-1192, Revision A, dated March 16, 1992.

(2) Install conversion kit, P/N 122966-1, in accordance with Section 2, Accomplishment Instructions of PTC Seating Products Division, B/E Aerospace SB 25-1330, dated July 27, 1994.

(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, Boston Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

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

Issued in Burlington, Massachusetts, on September 18, 1995.

James C. Jones,

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

[FR Doc. 95-24439 Filed 9-29-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-ANE-43]

Airworthiness Directives; Rolls-Royce plc Dart Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Rolls-

Royce plc (R-R) Dart series turboprop engines, that currently establishes a life limit for propeller low torque switches. This action adds two propeller low torque switch part numbers and two R-R Dart engine models that were omitted from the current AD, and establishes a calendar end-date for removal of propeller low torque switches from service. This proposal is prompted by the need to add omitted part numbers and engine models to the AD. The actions specified by the proposed AD are intended to prevent cracking of the snap diaphragm in the propeller low torque switch, which could delay propeller auto-feathering and thereby adversely affect aircraft controllability.

DATES: Comments must be received by December 1, 1995.

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-43, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Rolls-Royce plc, Attn: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7134, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of

the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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-43." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-43, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On January 4, 1990, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 90-08-12, Amendment 39-6473 (55 FR 12477, April 4, 1990), to establish a life limit for propeller low torque switches on Rolls-Royce plc (R-R) Dart series turboprop engines. That action was prompted by the FAA's determination that propeller low torque switch snap diaphragms had continued to crack in service despite the inspection and overhaul requirements of a previous AD, 77-20-04 R1. That condition, if not corrected, could result in cracking of the snap diaphragm in the propeller low torque switch, which could delay propeller auto-feathering and thereby adversely affect aircraft controllability.

Since the issuance of AD 90-08-12, the FAA has determined that two propeller low torque switch part numbers, L944772 and L944774, and two R-R Dart engine models, Mk. 551 and 552, were omitted from that AD.

This engine model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and

determined that AD action is necessary for products of this type design that are certificated of operation in the United States.

Rolls-Royce plc has issued R-R Dart Aero Engine Service Bulletin (SB) No. Da61-12, Revision 2, dated September 1978, that describes procedures for removal from service of propeller low torque switches.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 90-08-12 to add two propeller low torque switch part numbers and two R-R Dart engine models that were omitted from AD 90-08-12. In addition, the proposed AD establishes 30 days after the effective date of the AD as a calendar end-date for removal of propeller low torque switches.

There are approximately 2,880 engines of the affected design in the worldwide fleet. The FAA estimates that 450 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 1.5 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$3,800 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,750,500.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 removing amendment 39-6473 (55 FR 12477, April 4, 1990) and by adding a new airworthiness directive to read as follows:

Rolls-Royce plc: Docket No. 94-ANE-43. Supersedes AD 90-08-12, Amendment 39-6473.

Applicability: Rolls-Royce plc (R-R) Dart Mk. 506, 510, 511, 514, 515, 520, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 542, 543, 551, and 552 turboprop engines, installed on but not limited to the following aircraft: Gulfstream Aerospace Corp. G-159, British Aerospace HS 748, Fokker Aircraft F.27, Mitsubishi Heavy Industries YS-11, General Dynamics (Convair) 600, and Vickers Armstrongs (Aircraft) Limited Viscount.

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 (e) 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 cracking of the snap diaphragm in the propeller low torque switch, which could delay propeller auto-feathering and thereby adversely affect aircraft controllability, remove from service propeller low torque switch Part Numbers (P/N) 3700892, 3700895, 3701232, 3500355, 3500356, 3500410 through 412, L944707

through 709, L944738 through 740, L944742 through 744, L944769, L944772, and L944774, in accordance with R-R Dart Aero Engines Service Bulletin (SB) No. Da61-12, Revision 2, dated September 1978, as follows:

(a) Remove from service propeller low torque switches that have accumulated 5 or more calendar years time in service (TIS) on the effective date of this AD, within 30 days after the effective date of this AD, and replace with a serviceable part.

(b) Remove from service propeller low torque switches that have accumulated less than 5 calendar years TIS on the effective date of this AD, within 5 calendar years total TIS, or within 30 days after the effective date of this AD, whichever occurs later, and replace with a serviceable part.

(c) Remove from service propeller low torque switches that cannot have their in-service calendar time established within 30 days after the effective date of this AD, and replace with a serviceable part.

(d) Thereafter, remove from service new or overhauled propeller low torque switches at or prior to accumulating 5 calendar years TIS since initial installation on an engine. This limit includes storage or on-shelf time accumulated after initial installation on an engine. Overhaul of the propeller low torque switch zero-times the part.

(e) 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 Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

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

(f) 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.

Issued in Burlington, Massachusetts, on September 21, 1995.

James. C. Jones,

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

[FR Doc. 95-24438 Filed 9-29-95; 8:45 am]

BILLING CODE 4910-13-U

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 51 and 85

[FRL-5305-6]

Inspection/Maintenance Program Requirement—On-Board Diagnostic Checks

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule; extension of public comment period.

SUMMARY: This action extends the comment period to the proposed rule published on August 18, 1995 (60 FR 43092), which concerns inspection/maintenance program requirements for on-board diagnostic checks. EPA is extending the comment period to October 13, 1995.

DATES: Written comments on the proposed rule must be received no later than October 13, 1995. A public hearing is not scheduled for this rule.

ADDRESSES: Interested parties may submit written comments (in duplicate if possible) to Public Docket No. A-94-21. It is requested that a duplicate copy be submitted to Eugene J. Tierney at the Office of Mobile Sources, National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, Michigan 48105. The docket is located at the Air Docket, Room M-1500 (6102), Waterside Mall SW., Washington, DC 20460. The docket may be inspected between 8:30 a.m. and 12 noon and between 1:30 p.m. until 3:30 p.m. on weekdays. A reasonable fee may be charged for copying docket material.

FOR FURTHER INFORMATION CONTACT: Eugene J. Tierney, Office of Mobile Sources, National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, Michigan, 48105. Telephone (313) 668-4456.

SUPPLEMENTARY INFORMATION:

Background

EPA announced its intent to establish requirements for the inspection of on-board diagnostic systems as part of Inspection/Maintenance (I/M) programs in the proposed rule (NPRM) published on August 18, 1995. The purpose of this NPRM is to propose amendments to those sections of the Inspection/Maintenance Program Requirements in Subpart S, 40 CFR Part 51 (November 5, 1992) that were reserved for OBD requirements and elsewhere, as needed. The proposed revisions include additions and confirming modifications regarding requirements that I/M inspectors check the on-board diagnostic system as part of the overall inspection. This NPRM proposes the minimum requirements for inspecting vehicles equipped with on-board diagnostic systems as part of the inspections required in basic and enhanced Inspection/Maintenance programs.

Dated: September 21, 1995.

Mary Nichols,

Assistant Administrator for Air and Radiation.

[FR Doc. 95-24360 Filed 9-29-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 52

[Region II Docket No. 141; NJ21-1-7065b; FRL-5306-7]

Approval and Promulgation of Implementation Plans; The 1990 Base Year Ozone Emissions Inventory for New Jersey

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA proposes to approve revisions to the New Jersey State Implementation Plan (SIP) pertaining to the 1990 base year ozone precursor emission inventory. The inventories were submitted by New Jersey as part of New Jersey's plan to attain the national ambient air quality standard (NAAQS) for ozone in the Atlantic City, New York/Northern New Jersey/Long Island, Philadelphia/Wilmington/Trenton, and Allentown/Bethlehem/Easton areas of New Jersey. In the final rules section of this Federal Register, EPA is approving the State's emission inventory as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. The EPA will not institute a second comment period on this proposed rule. Any parties interested in commenting on this action should do so at this time.

DATES: Comments must be received in writing on or before November 1, 1995.

ADDRESSES: All comments should be addressed to: William S. Baker, Chief, Air Programs Branch, Environmental Protection Agency, Region II Office, 290 Broadway 20th Floor, New York, New York, 10007-1866.

Copies of the state submittal(s) are available at the following addresses for inspection during normal business hours: