

the existing coats just beyond the abraded area. Let the area dry for 30 minutes to 1 hour. Then, apply one sealer coat of Polyurethane MILC85285 TYI CL2, color Number 27925 (semi-gloss white) per Fed. Std. 595. Reinstall the blade.

**Note 3:** BHT-ALL-SPM, chapter 4, pertains to painting.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, FAA, for information about previously approved alternative methods of compliance.

(e) Special flight permits may be issued by following 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished provided you do not find a crack in the paint during a check or inspection.

(f) This amendment becomes effective January 18, 2005.

**Note 4:** The subject of this AD is addressed in Transport Canada (Canada) Airworthiness Directive CF-2004-21, dated October 28, 2004.

Issued in Fort Worth, Texas, on December 23, 2004.

**Kim Smith,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-182-AD; Amendment 39-13882; AD 2004-24-06]

RIN 2120-AA64

#### Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a typographical error that appeared in airworthiness directive (AD) 2004-24-06 that was published in the **Federal Register** on November 30, 2004 (69 FR 69505). The typographical error resulted in incorrect reference to certain main landing gear (MLG) part numbers as retract actuator bracket attachment bolt (RABAB) part numbers. This AD is applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes. This AD requires replacement of the RABAB of the MLG with a new RABAB; reidentification of the MLG shock strut; an inspection for corrosion, fretting, or other damage of certain RABABs; and applicable corrective actions.

**DATES:** Effective January 4, 2005.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer; International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2004-24-06, amendment 39-13882, applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, was published in the **Federal Register** on November 30, 2004 (69 FR 69505). That AD requires replacement of the retract actuator bracket attachment bolt (RABAB) of the main landing gear (MLG) with a new RABAB; reidentification of the MLG shock strut; an inspection for corrosion, fretting, or other damage of certain RABABs; and applicable corrective actions.

As published, the AD contains an incorrect reference to the old RABAB part number. Instead of the RABAB part number, certain MLG assembly part numbers were listed as RABAB part numbers.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains January 4, 2005.

#### § 39.13 [Corrected]

■ In the **Federal Register** of November 30, 2004, on page 69506, make the following corrections:

■ 1. In the first column, following instruction 2, the airworthiness directive number "2004-24-067" is corrected to read "2004-24-06";

■ 2. In the second column, paragraph (c) of this AD 2004-24-06 is corrected to read as follows:

\* \* \* \* \*

(c) As of the effective date of this AD, no person may install a MLG shock strut, part number (P/N) AIR83022-5 through -18 inclusive, or P/N AIR83064-1 through -5 inclusive, on any airplane; and no person may install a RABAB, P/N AIR124792, on any MLG shock strut.

\* \* \* \* \*

Issued in Renton, Washington, on December 21, 2004.

**Kevin M. Mullin,**

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

[FR Doc. 04-28653 Filed 12-28-04; 1:42 pm]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NM-409-AD; Amendment 39-13853; AD 2004-22-25]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 767-200, -300, and -300F Series Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects an error that appeared in airworthiness directive (AD) 2004-22-25, which was published in the **Federal Register** on November 9, 2004 (69 FR 64839). The error resulted in the incorrect reference to cable spacers. This AD is applicable to certain Boeing Model 767-200, -300, and -300F series airplanes. This AD requires a one-time inspection for discrepancies of all wire bundles, including certain power feeder cables, of the electrical system in the forward cargo compartment ceiling at certain stations; and corrective actions if necessary.

**DATES:** Effective December 14, 2004.

**FOR FURTHER INFORMATION CONTACT:** Elias Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6478; fax (425) 917-6590.

#### SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2004-22-25, amendment 39-13853, applicable to certain Boeing Model 767-200, -300, and -300F series airplanes, was published in the **Federal Register** on November 9, 2004 (69 FR 64839). That AD requires a one-time inspection for discrepancies of all wire bundles, including certain power feeder cables, of the electrical system in the forward cargo compartment ceiling at certain stations; and corrective actions if necessary.

As published, the third cell of paragraph (a)(2)(ii) of Table 1 of AD 2004-22-25 states, "\* \* \* install sleeving, lacing tape, cable spacers, and straps," in accordance with Boeing Alert Service Bulletin 767-24A0128, Revision 3, dated June 24, 2004 (cited as the appropriate service information for accomplishing the required actions). We incorrectly specified "cable spacers" as part of the installation requirements if the clearance between the power feeder cables and cargo liner standoffs is less

than 0.13 inch. The service bulletin does not describe procedures for installation of cable spacers in that area. Therefore, we have determined that "cable spacers" should be removed from the requirements of paragraph (a)(2)(ii) of Table 1 of that AD.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains December 14, 2004.

### § 39.13 [Corrected]

■ On page 64842, in Table 1, paragraph (a)(2)(ii) of AD 2004–22–25 is corrected to read as follows:

\* \* \* \* \*

TABLE 1.—CLEARANCE BETWEEN WIRE BUNDLES AND CARGO LINER STANDOFFS

If the clearance between the—	Is—	Then—
(i) Wire bundles and cargo liner standoff	0.25 inch or more Between 0.13 and 0.25 inch Less than 0.13 inch	No further action is required by this AD. Install sleeving and lacing tape. Install sleeving, lacing tape, cable spacers, and straps.
(ii) Power feeder cables and cargo liner standoff	0.13 inch or more less than 0.13 inch	No further action is required by this AD. Install sleeving, lacing tape, and straps.

\* \* \* \* \*

Issued in Renton, Washington, on December 22, 2004.

**Kevin M. Mullin,**

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

[FR Doc. 04–28666 Filed 12–30–04; 8:45 am]

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## SOCIAL SECURITY ADMINISTRATION

### 20 CFR Parts 404, 408 and 416

[Regulations No. 4, 8, and 16]

RIN 0960–AG06

#### Expanded Authority for Cross-Program Recovery of Benefit Overpayments

**AGENCY:** Social Security Administration.

**ACTION:** Final rules with request for comment.

**SUMMARY:** To implement part of the Social Security Protection Act of 2004 (SSPA), we are revising our rules on the recovery of overpayments incurred under one of our programs from benefits payable to the overpaid individual under other programs we administer. Provisions of the SSPA expand the authority for cross-program recovery of overpayments made in our various programs. Implementation of these regulatory revisions when they become effective will yield significant program savings.

Although we are issuing these rules as final rules, we are also requesting comments on certain material changes from the proposed rules we previously published concerning expanded cross-program recovery. These changes would allow us to use cross-program recovery if: an individual is no longer receiving benefits under a particular program but is making regular monthly installments to refund an overpayment previously

received under that program; or an individual is receiving monthly payments under a particular program and we are recovering a previous overpayment made under that program by adjusting the amount of those monthly benefits. We will not implement these changes before we consider comments which we receive by the date provided below and publish a document in the **Federal Register**. If we determine that any further changes in these sections are warranted, we will publish revised rules. See "Additional Changes" in the **SUPPLEMENTARY INFORMATION** section for further discussion.

**DATES:** These rules are effective January 3, 2005. We invite public comments on §§ 404.530(b), 408.930(b), and 416.572(b). To be sure that we consider your comments on these changes, we must receive them by February 2, 2005.

**ADDRESSES:** You may give us your comments by: using our Internet site facility (*i.e.*, Social Security Online) at <http://policy.ssa.gov/pnpublic.nsf/LawsRegs> or the Federal eRulemaking Portal at <http://www.regulations.gov>; e-mail to [regulations@ssa.gov](mailto:regulations@ssa.gov); telefax to (410) 966–2830; or letter to the Commissioner of Social Security, P.O. Box 17703, Baltimore, Maryland 21235–7703. You may also deliver them to the Office of Regulations, Social Security Administration, 100 Altmeyer Building, 6401 Security Boulevard, Baltimore, Maryland 21235–6401, between 8 a.m. and 4:30 p.m. on regular business days. Comments are posted on our Internet site at <http://policy.ssa.gov/pnpublic.nsf/LawsRegs> or you may inspect them on regular business days by making arrangements with the contact person shown in this preamble.

#### Electronic Version

The electronic file of this document is available on the date of publication in

the **Federal Register** at <http://www.gpoaccess.gov/fr/index.html>. It is also available on the Internet site for SSA (*i.e.*, Social Security Online) at <http://policy.ssa.gov/pnpublic.nsf/LawsRegs>.

#### FOR FURTHER INFORMATION CONTACT:

Richard Bresnick, Social Insurance Specialist, Office of Regulations, Social Security Administration, 100 Altmeyer Building, 6401 Security Boulevard, Baltimore, MD 21235–6401, (410) 965–1758 or TTY (410) 966–5609. For information on eligibility or filing for benefits, call our national toll-free number, 1–800–772–1213 or TTY 1–800–325–0778, or visit our Internet site, Social Security Online, at <http://www.socialsecurity.gov>.

#### SUPPLEMENTARY INFORMATION:

##### Background

Section 210 of the SSPA, Public Law 108–203, enacted on March 2, 2004, significantly expands our ability to recover overpayments made in one of our programs from benefits payable to the overpaid individual under other programs we administer. These programs are Social Security benefits under title II of the Social Security Act (the Act), Special Veterans Benefits (SVB) under title VIII of the Act and Supplemental Security Income (SSI) benefits under title XVI of the Act.

Prior to enactment of the SSPA, sections 808, 1147 and 1147A of the Act allowed cross-program adjustment to recover overpayments as follows:

- We could withhold no more than 10 percent of any title II benefit payment (*i.e.*, a current monthly payment and a past-due payment) to recover an SSI overpayment, if the person is not currently eligible for SSI;
- We could withhold any title II benefit payment to recover an SVB overpayment, if the person is not qualified for SVB;