

this AD. See the DMS to examine the economic evaluation.

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.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

2005–10–12 Schweizer Aircraft

Corporation: Amendment 39–14089.

Docket No. FAA–2005–21217;

Directorate Identifier 2005–SW–06–AD.

Applicability: Model 269C, serial number (S/N) 1865 through 1874 with a prefix of S; Model 269C–1, S/N 0169 through 0191; and Model 269D, Configuration A, S/N 0044 through 0050 with an A suffix, helicopters, with a lateral control trim actuator assembly, part number (P/N) 269A7316–13, installed, except for an actuator assembly containing a #30 drilled hole in the lateral trim control housing through the wall of the inner spring tube socket, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the inner spring tube from the lateral trim control housing,

the associated loss of trim control, increased local resistance to right cyclic stick movement, and subsequent emergency landing or loss of control of the helicopter, accomplish the following:

(a) For Model 269C, S/N 1865 through 1874, with a prefix of S, and Model 269C–1, S/N 0169 through 0191, before further flight, inspect the lateral control trim actuator assembly for a scuffmark, indentation, or outer spring guide tube deformation. Inspect for security of the inner spring tube in the socket of the lateral trim control housing by rotating and pulling on the inner spring tube. Examine the resin bead around the base of the inner spring tube and housing socket. Resin should be translucent dark pink in color to indicate a good bond. Conduct the inspection by following the Procedures in Part I of Schweizer Service Bulletin B–283.1 or C1B–017.1, both dated March 4, 2005, respectively, as applicable.

(1) If a scuffmark, indentation, or deformation exists on the outer spring tube, or the inner spring tube is loose or has motion, or the bonding is separated, before further flight, remove the lateral control trim actuator assembly; modify the trim control housing and the inner spring tube; and test run the actuator assembly. Modify and test run the actuator assembly by following the Procedures in Part II of Schweizer Service Bulletin B–283.1 or C1B–017.1, both dated March 4, 2005, as applicable.

(2) If no scuffmark, indentation, or deformation exists on the outer spring tube, or the inner spring tube is not loose, or the bonding is not separated, within the next 25 hours time-in-service (TIS), modify the lateral control trim actuator assembly as required by paragraph (a)(1) of this AD.

(b) For Model 269D, Configuration A, S/N 0044 through 0050 with a suffix of A, within the next 50 hours TIS, modify the lateral control trim actuator assembly by following the Procedures in Schweizer Service Bulletin DB–012, paragraphs a through i, dated February 8, 2005.

(c) 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 New York Aircraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

(d) Inspect, modify, and test the affected lateral control trim actuator assembly by following Schweizer Service Bulletin DB–012, dated February 8, 2005, or B–283.1, or C1B–017.1, both dated March 4, 2005, as applicable. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Schweizer Aircraft Corporation, 1250 Schweizer Road, Horseheads, New York 14845. Copies may be inspected at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(e) This amendment becomes effective on June 2, 2005.

Issued in Fort Worth, Texas, on May 6, 2005.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05–9764 Filed 5–17–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–20625; Directorate Identifier 2003–NM–148–AD; Amendment 39–14092; AD 2005–10–15]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300 B4–600, B4–600R, and F4–600R Series Airplanes, and Model C4–605R Variant F Airplanes (Collectively Called A300–600 Series Airplanes); and Model A310 Series Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus model airplanes, as specified above. This AD requires modifying the electrical bonding points of additional center tanks. This AD is prompted by the results of fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent electrical arcing inside the fuel tank, due to insufficient bonding, which could result in the ignition of fuel vapors with a potential risk of explosion of the fuel tank.

DATES: This AD becomes effective June 22, 2005.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of June 22, 2005.

ADDRESSES: For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

Docket: The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647–5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street, SW., room PL–401,

Washington, DC. This docket number is FAA-2005-20625; the directorate identifier for this docket is 2003-NM-148-AD.

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: The FAA proposed to amend 14 CFR part 39 with an AD for certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600 series airplanes); and Model A310 series airplanes. That action, published in the **Federal Register** on March 16, 2005 (70 FR 12816), proposed to require modifying the electrical bonding points of additional center tanks.

Comments

We provided the public the opportunity to participate in the development of this AD. No comments have been submitted on the proposed AD or on the determination of the cost to the public.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

This AD affects about 2 airplanes of U.S. registry. The actions will take about 48 work hours per airplane, at an average labor rate of \$65 per work hour. Required parts will cost about \$470 per airplane. Based on these figures, the estimated cost of the AD for U.S.

operators is \$7,180, or \$3,590 per airplane.

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 AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

- (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) 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.

We prepared a regulatory evaluation of the estimated costs to comply with this 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, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 adding the following new airworthiness directive (AD):

2005-10-15 Airbus: Amendment 39-14092. Docket No. FAA-2005-20625; Directorate Identifier 2003-NM-148-AD.

Effective Date

(a) This AD becomes effective June 22, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the airplanes listed in Table 1 of this AD, certificated in any category, equipped with one or more additional center tanks (ACTs).

TABLE 1.—APPLICABILITY

Airbus model—	As identified in—
A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600 series airplanes).	Airbus Service Bulletin A300-28-6060, dated December 7, 1999.
A310 series airplanes	Airbus Service Bulletin A310-28-2137, Revision 02, dated April 7, 2003.

Unsafe Condition

(d) This AD was prompted by the results of fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent electrical arcing inside the fuel tank, due to insufficient bonding, which could result in the ignition of fuel vapors with a potential risk of explosion of the fuel tank.

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.

Modify the Electrical Bonding Points

(f) Within 30 months after the effective date of this AD, modify the electrical bonding points of the ACT(s), by doing all of the actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-28-6060, dated December 7, 1999 (for Model A300-600 series airplanes); or Airbus Service Bulletin A310-28-2137, Revision 02, dated

April 7, 2003 (for Model A310 series airplanes); as applicable.

Credit for Previous Service Bulletins

(g) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A310-28-2137, dated December 7, 1999; or Revision 01, dated January 12, 2002; are acceptable for compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(i) French airworthiness directive 2003-161(B), dated April 30, 2003, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A300-28-6060, dated December 7, 1999; or Airbus Service Bulletin A310-28-2137, Revision 02, dated April 7, 2003; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on May 9, 2005.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-9658 Filed 5-17-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2004-19531; Directorate Identifier 2004-NM-45-AD; Amendment 39-14088; AD 2005-10-11]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD), which applies to all Boeing Model 737-300, -400, and -500 series airplanes. That AD currently requires repetitive inspections of certain connectors

located in the main wheel well to detect discrepancies, and corrective action if necessary. This new AD instead mandates a modification. This AD is prompted by the development of a modification intended to address the unsafe condition. We are issuing this AD to prevent discrepancies of certain connectors located in the main wheel well. Those discrepancies could result in electrical arcing of the connectors, uncommanded closure of the engine fuel shut-off valves, and consequent in-flight loss of thrust or engine shutdown from lack of fuel.

DATES: This AD becomes effective June 22, 2005.

The incorporation by reference of a certain publication, as listed in the AD, is approved by the Director of the Federal Register as of June 22, 2005.

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

Docket: The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Washington, DC. This docket number is FAA-2004-19531; the directorate identifier for this docket is 2004-NM-45-AD.

FOR FURTHER INFORMATION CONTACT:

Stephen Oshiro, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6480; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) with an AD to supersede AD 2001-14-06, amendment 39-12316 (66 FR 36445, July 12, 2001). The existing AD applies to all Boeing Model 737-300, -400, and -500 series airplanes. The proposed AD was published in the **Federal Register** on November 5, 2004 (69 FR 64539), to mandate a modification of the electrical connectors located in the main wheel well.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comments that have

been submitted on the proposed AD. One commenter, the airplane manufacturer, concurs with the contents of the proposed AD.

Request to Change Preamble

One commenter states that the wrong AD number is referenced in the "Differences Between Proposed AD and Service Bulletin" section in the preamble of the proposed AD. The commenter notes that AD 2001-14-16 was referenced, but the correct AD number is AD 2001-14-06.

We acknowledge and agree with the commenter's remarks, in that there was a typographical error in the referenced section of the preamble of the proposed AD; however, that section is not restated in this final rule.

Observation on Costs of Compliance Section

One commenter states that the modification identified in Boeing Special Attention Service Bulletin 737-28-1196, Revision 3, dated April 1, 2004 (referenced as the appropriate source of service information for accomplishing the proposed modification), has been accomplished on all of its Model 737-300 and -500 series airplanes. The commenter adds that the Accomplishment Instructions in the service bulletin specify approximately 15 man hours or 10 elapsed hours per airplane (including the operational tests) for accomplishing the modification, which is the amount of time the commenter used to accomplish the modification. The commenter does not provide a specific request.

Conclusion

We have carefully reviewed the available data, including the comments that have been submitted, and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

There are about 1,974 Model 737-300, -400, and -500 airplanes worldwide of the affected design. This AD affects about 755 airplanes of U.S. registry.

The new modification (including the operational tests) takes about 9 work hours per airplane, at an average labor rate of \$65 per work hour. Required parts cost is minimal. Based on these figures, the estimated cost of the modification specified in this AD for U.S. operators is \$441,675, or \$585 per airplane.