Actions	Compliance	Procedures
(3) Do not install any heater fuel pump (model 91E92–1 or model 91E93–1) unless you have visually inspected the pump for leakage and corrected any abnormalities specified in paragraph (e)(2) of the AD.	As of June 20, 2003 (the effective date of AD 2003–11–14).	Follow The New Piper Aircraft, Inc. Service Bulletin No. 1127, dated February 26, 2003, and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110A, dated March 6, 2003.

(f) *What actions must I do to address this problem for Group 2 airplanes?* To address this problem for Group 2 airplanes, you must do the following:

Actions	Compliance	Procedures
(1) Visually inspect any installed aircraft heater fuel pump (model 91E92–1 or model 91E93–1) for leakage.	Within the next 10 hours time-in-service (TIS), after August 26, 2005 (the effective date of this AD), unless already done.	Follow The New Piper Aircraft, Inc. Service Bulletin No. 1127B, dated April 18, 2005, and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110B, dated December 20, 2004.
(2) If any leak is found, inspect the pump sealing surface for abnormalities (for example, nicks, gouges, or warping). Correct any abnormality found. If any abnormality cannot be corrected, replace the heater fuel pump.	Before further flight after the inspection required in paragraph (f)(1) of this AD.	Follow The New Piper Aircraft, Inc. Service Bulletin No. 1127B, dated April 18, 2005, and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110B, dated December 20, 2004.
(3) Do not install any heater fuel pump (model 91E92–1 or model 91E93–1) unless you have visually inspected the pump for leakage and corrected any abnormalities specified in paragraph (f)(2) of this AD.	As of August 26, 2005 (the effective date of this AD).	Follow The New Piper Aircraft, Inc. Service Bulletin No. 1127B, dated April 18, 2005, and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110B, dated December 20, 2004.

May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Atlanta Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Hector Hernandez, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703–6069; facsimile: (770) 703–6097.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in The New Piper Aircraft, Inc. Service Bulletin No. 1127, dated February 26, 2003; The New Piper Aircraft, Inc. Service Bulletin No. 1127B, dated April 18, 2005; Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110A, dated March 6, 2003; and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110B, dated December 20, 2004.

(1) On June 20, 2003 (68 FR 33356, June 4, 2003), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of The New Piper Aircraft, Inc. Service Bulletin No. 1127, dated February 26, 2003, and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110A, dated March 6, 2003.

(2) As of August 26, 2005, and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of The New Piper Aircraft, Inc. Service Bulletin No. 1127B, dated April 18, 2005, and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110B, dated December 20, 2004.

(3) To get a copy of this service information, contact The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567–4361; facsimile: (772) 978–6584. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741–6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA–2005–21590; Directorate Identifier 2005–CE–33–AD.

Issued in Kansas City, Missouri, on July 14, 2005.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–14389 Filed 7–25–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–21139; Directorate Identifier 2003–NM–196–AD; Amendment 39–14193; AD 2005–15–04]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model CL–600–1A11 (CL–600), Model CL–600–2A12 (CL–601), and Model CL–600–2B16 (CL–601–3A, CL–601–3R, and CL–604) 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 Bombardier Model CL–600–1A11 (CL–600), Model CL–600–2A12 (CL–601), and Model CL–600–2B16 (CL–601–3A, CL–601–3R, and CL–604) airplanes. This AD requires operators to assign serial numbers or part numbers to certain landing gear parts and to establish the number of landings on the parts, if necessary. This AD also requires operators to revise the Airworthiness Limitations section of the Instructions for Continued Airworthiness to reflect the new life limits of the landing gear parts. This AD is prompted by reports that landing gear parts that have safe-life limits but do not

have serial numbers or part numbers can be removed from one landing gear and re-installed on another, making tracking difficult. We are issuing this AD to prevent life-limited landing gear parts from being used beyond their safe-life limits, which could lead to collapse of the landing gear.

DATES: Effective August 30, 2005.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of August 30, 2005.

ADDRESSES: You may examine the AD docket on the Internet at *http://dms.dot.gov* or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, Room PL–401, Washington, DC.

Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Serge Napoleon, Aerospace Engineer, Airframe and Propulsion Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, suite 410, Westbury, New York 11590; telephone (516) 228–7312; fax (516) 794–5531.

SUPPLEMENTARY INFORMATION:

Examining the Docket

You may 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 street address stated in the **ADDRESSES** section.

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to certain Bombardier Model CL–600–1A11 (CL–600), Model CL–600–2A12 (CL–601), and Model CL–600–2B16 (CL–601–3A, CL–601–3R, and CL–604) airplanes. That NPRM was published in the **Federal Register** on May 9, 2005 (70 FR 24331). (A correction of the rule was published in the **Federal Register** on May 19, 2005 (70 FR 28988)). That NPRM proposed to require operators to assign serial numbers or part numbers to certain landing gear parts and to establish the number of landings on the parts, if necessary. That NPRM also proposed to require operators to revise the Airworthiness Limitations section of the Instructions for Continued Airworthiness to reflect the new life limits of the landing gear parts.

Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Explanation of Change to Applicability

We have revised the applicability to reflect the model designations as published in the most recent type certificate data sheet.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD with the change described previously. We have determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

The following table provides the estimated costs for U.S. operators to assign serial numbers or part numbers to certain landing gear parts to comply with this AD.

ESTIMATED COSTS

Model	Work hours	Average labor rate per hour	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
CL–600–1A11 (CL–600)	13	$65	None	$845	54	$45,630
CL–600–2A12 (CL–601), CL–600–2B16 (CL–601–3A and CL–601–3R).	9	65	None	585	128	74,880
CL–600–2B16 (CL604)	5	65	None	325	119	38,675

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 and placed it in the AD docket. 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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

2005–15–04 Bombardier, Inc. (Formerly Canadair): Amendment 39–14193. Docket No. FAA–2005–21139; Directorate Identifier 2003-NM–196-AD.

Effective Date

(a) This AD becomes effective August 30, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Bombardier airplane models, certificated in any category, listed in Table 1 of this AD.

TABLE 1.—APPLICABILITY

Bombardier model—	As identified in Bombardier service bulletin—
CL–600–1A11 (CL–600) airplanes	600–0710, Revision 01, dated December 15, 2003.
CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A, and CL–601–3R) airplanes.	601–0546, Revision 01, dated December 15, 2003.
CL–600–2B16 (CL–604) airplanes	604–32–014, dated May 31, 2002.

Unsafe Condition

(d) This AD was prompted by reports that landing gear parts that have safe-life limits but do not have serial numbers or part numbers can be removed from one landing gear and re-installed on another, making tracking difficult. We are issuing this AD to prevent life-limited landing gear parts from being used beyond their safe-life limits, which could lead to collapse of the landing gear.

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.

Add Serial Numbers or Part Numbers

(f) At the applicable compliance time specified in paragraph (f)(1), (f)(2), or (f)(3) of this AD: Add serial numbers and part numbers, as applicable, to the parts identified in the service bulletins. Do all actions in accordance with the applicable service bulletin.

(1) For parts identified in the Bombardier Service Bulletin 600–0710, Revision 01, dated December 15, 2003; and Bombardier Service Bulletin 601–0546, Revision 01, dated December 15, 2003; as having a compliance time of ''five years for the parts listed in Part A': Within 60 months after the effective date of this AD.

(2) For parts identified in Bombardier Service Bulletin 600–0710, Revision 01, dated December 15, 2003; and Bombardier Service Bulletin 601–0546, Revision 01, dated December 15, 2003; as having a compliance time of ''ten years for the parts listed in Part B': Within 120 months after the effective date of this AD.

(3) For parts identified in the Bombardier Service Bulletin 604–32–014, dated May 31, 2002, as having a compliance time of ''no later than a calendar time of 8 years': Within 96 months after the effective date of this AD.

Note 1: The Bombardier service bulletins refer to the Messier-Dowty service bulletins in Table 2 of this AD as additional sources of service information for adding part numbers or serial numbers by vibro-peening the numbers on main landing gear (MLG) and nose landing gear (NLG) components that do not have them; and for determining the number of landings for parts without a part number or serial number on which the time since new (TSN) and cycles since new (CSN) have not been tracked.

TABLE 2.—MESSIER-DOWTY SERVICE BULLETINS

Messier-Dowty service bulletin	Model	Landing gear corresponding	Component Bombardier service bulletin(s)
M–DT SB104467009/010–32–1, dated March 19, 2001.	CL–600–1A11 (CL–600), CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.	MLG side strut retraction actuator eye bolt.	600–0710 and 601–0546.
M–DT SB19090–32–4, dated March 19, 2001.	CL–600–2B16 (CL–604) airplanes ..	MLG shock strut	604–32–014.
M–DT SB20020–32–5, dated July 12, 2001.	CL–600–2B16 (CL–604) airplanes ..	NLG shock strut	604–32–014.
M–DT SB200814001–32–3, dated March 19, 2001.	CL–600–1A11 (CL–600), CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.	NLG drag brace hinge pin	600–0710 and 601–0546.
M–DT SB200922001/2–32–6, dated March 19, 2001.	CL–600–1A11 (CL–600) airplanes ..	MLG shock strut	600–0710.
M–DT SB200924003/004–32–16, dated July 12, 2001.	CL–600–1A11 (CL–600) airplanes ..	NLG shock strut	600–0710.
M–DT SB6100–32–10, dated March 19, 2001.	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.	MLG shock strut pin	601–0546.
M–DT SB6500–32–1, dated March 19, 2001.	CL–600–1A11 (CL–600), CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.	MLG side strut retraction actuator ...	600–0710 and 601–0546.

TABLE 2.—MESSIER-DOWTY SERVICE BULLETINS—Continued

Messier-Dowty service bulletin	Model	Landing gear corresponding	Component Bombardier service bulletin(s)
M–DT SB7200–32–6, dated March 19, 2001.	CL–600–1A11 (CL–600), CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.	NLG drag brace hinge pin	600–0710 and 601–0546.
M–DT SB7300–32–16, dated July 12, 2001.	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.	NLG shock strut	601–0546.

Establish the Number of Landings

(g) At the applicable time specified in paragraph (f) of this AD: If a component does not have a serial number and the CSN or TSN were not tracked, use the formula in the applicable Messier-Dowty service bulletin in Table 2 of this AD to establish the number of landings (TSN or CSN), and record the newly calculated TSN or CSN in the aircraft log books.

Revise the Airworthiness Limitations Section (ALS)

(h) Within 30 days after the effective date of this AD, revise the ALS of the applicable Instructions for Continued Airworthiness to reflect the new life limits of the landing gear parts by inserting copies of the Canadair temporary revisions (TR) in Table 3 of this AD into the ALS of the applicable Canadair Time-Limits/Maintenance Check Manual. When the contents of the TRs are included in the general revisions of the ALS, these TRs may be removed provided the relevant information in the ALS is identical to that in the TRs.

TABLE 3.—CANADAIR TEMPORARY REVISIONS

Temporary revision	Applicable Canadair time-limits/maintenance check manual	Manual section	Model
5–116, dated April 11, 2002	PSP 605	5–10–10	CL–600–1A11 (CL–600) airplanes.
5–190, dated April 11, 2002	PSP 601–5	5–10–10	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.
5–191, dated April 11, 2002	PSP 601–5	5–10–11	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.
5–192, dated April 11, 2002	PSP 601–5	5–10–12	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.
5–2–6, dated April 11, 2002	CL–604	5–10–10	CL–600–2B16 (CL–604) airplanes.
5–204, dated April 11, 2002	PSP 601A–5	5–10–10	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.
5–205, dated April 11, 2002	PSP 601A–5	5–10–11	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.
5–206, dated April 11, 2002	PSP 601A–5	5–10–12	CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A and CL–601–3R) airplanes.

Parts Installation

(i) As of the effective date of this AD, no person may install on any airplane a landing gear part, unless it has had the applicable part number or serial number added in accordance with paragraph (f) of this AD; and had the number of landings established in accordance with paragraph (g) of this AD.

No Reporting Required

(j) Although the service bulletins identified in paragraph (f) of this AD specify that operators submit incorporation notices to Bombardier after each new part number or serial number and landings assigned to these parts is added, this AD does not include that action.

Actions Done in Accordance With Previous Issues of Service Bulletins

(k) Actions done before the effective date of this AD in accordance with Bombardier Service Bulletin 601–0546, dated May 31, 2002; and Bombardier Service Bulletin 600–0710, dated May 31, 2002; are acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(l) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(m) Canadian airworthiness directives CF–2003–18R1, dated January 17, 2005; CF–2003–20, dated July 24, 2003; and CF–2003–21R1, dated January 21, 2005; also address the subject of this AD.

Material Incorporated by Reference

(n) You must use the service information identified in Tables 4, 5, and 6 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL–401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov;* or at 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.*

TABLE 4.—BOMBARDIER SERVICE BULLETINS INCORPORATED BY REFERENCE

Bombardier Service Bulletins (including the Component Time Tracking Log Card and Attachments Listed in Table 5 of this AD)	Revision level	Date
600–0710	01	December 15, 2003.
601–0546	01	December 15, 2003.
604–32–014	Original	May 31, 2002.

TABLE 5.—MESSIER-DOWTY SERVICE BULLETINS INCORPORATED BY REFERENCE

Messier-Dowty Service Bulletin (attachments)	Date	Attached to Bombardier Service Bulletin(s)—
M–DT SB104467009/010–32–1	March 19, 2001	600–0710, 601–0546
M–DT SB19090–32–4	March 19, 2001	604–32–014
M–DT SB20020–32–5	July 12, 2001	604–32–014
M–DT SB200814001–32–3	March 19, 2001	600–0710, 601–0546
M–DT SB200922001/2–32–6	March 19, 2001	600–0710
M–DT SB200924003/004–32–16	July 12, 2001	600–0710
M–DT SB6100–32–10	March 19, 2001	601–0546
M–DT SB6500–32–1	March 19, 2001	600–0710, 601–0546
M–DT SB7200–32–6	March 19, 2001	600–0710, 601–0546
M–DT SB7300–32–16	July 12, 2001	601–0546

TABLE 6.—CANADAIR TEMPORARY REVISIONS INCORPORATED BY REFERENCE

Canadair temporary revision	Date	Applicable Canadair time-limits/maintenance check manual	Manual section
5–116	April 11, 2002	PSP 605	5–10–10
5–190	April 11, 2002	PSP 601–5	5–10–10
5–191	April 11, 2002	PSP 601–5	5–10–11
5–192	April 11, 2002	PSP 601–5	5–10–12
5–2–6	April 11, 2002	CL–604	5–10–10
5–204	April 11, 2002	PSP 601A–5	5–10–10
5–205	April 11, 2002	PSP 601A–5	5–10–11
5–206	April 11, 2002	PSP 601A–5	5–10–12

Issued in Renton, Washington, on July 11, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–14175 Filed 7–25–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002–NE–40–AD; Amendment 39–14202; AD 2005–15–13]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc RB211–524 Series Turbofan Engines

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Rolls Royce plc (RR) RB211–524 series turbofan engines with certain part number (P/N) intermediate pressure (IP) compressor stage 5 disks installed. This AD requires new reduced IP compressor stage 5 disk cyclic limits. This AD also requires removing from service affected disks that already exceed the new reduced cyclic limit, and removing other affected disks before exceeding their cyclic limits, using a drawdown schedule. This AD results from the discovery of cracks in the cooling air hole areas of the disk front spacer arm. We are issuing this AD to prevent IP compressor stage 5 disk failure, which could result in uncontained engine failure and possible damage to the airplane.

DATES: This AD becomes effective August 30, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of August 30, 2005.

ADDRESSES: You can get the service information identified in this AD from Rolls-Royce plc, P.O. Box 31 Derby, DE248BJ, United Kingdom; telephone 011–44–1332–242424; fax 011–44–1332–249936.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or 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.*

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–