and stakeholders. The update is communicated via Listserv, a free e-mail subscription service consisting of industry, trade, and farm groups, consumer interest groups, allied health professionals, scientific professionals, and other individuals who have requested to be included. The update also is available on the FSIS Web page. Through Listserv and the Web page, FSIS is able to provide information to a much broader, more diverse audience.

In addition, FSIS offers an e-mail subscription service which provides an automatic and customized notification when popular pages are updated, including **Federal Register** publications and related documents. This service is available at *http://www.fsis.usda.gov/news_and_events/email_subscription/* and allows FSIS customers to sign up for subscription options across eight categories. Options range from recalls to export information to regulations, directives, and notices. Customers can add or delete subscriptions themselves and have the option to password protect their account.

List of Subjects in 9 CFR Part 381

Poultry products inspection, Post-Mortem.

For the reasons discussed in the preamble, FSIS is proposing to amend 9 CFR part 381 as follows:

PART 381—POULTRY PRODUCTS INSPECTION REGULATIONS

1. The authority citation for part 381 continues to read as follows:

Authority: 21 U.S.C. 451 *et seq.*

2. Section 381.68 would be amended as follows:

a. Paragraph (a) would be amended by revising the first two sentences and by adding a new sentence after the second newly revised sentence;

b. Paragraph (c) would be amended by text after the phrase ''particular flock''; and by revising the table and footnotes.

The revisions and additions would read as follows:

§ 381.68 Maximum inspection rates—New turkey inspection system.

(a) The maximum inspection rates for one inspector New Turkey Inspection (NTI–1 and NTI–1 Modified) and two inspectors New Turkey Inspection (NTI–2 and NTI–2 Modified) are listed in the table below. The line speeds for NTI–1 and NTI–2 are for lines using standard 9-inch shackles on 12-inch centers with birds hung on every shackle and opened with J-type or Bar-type opening cuts. The line speeds for NTI–1 Modified and NTI–2 Modified are for Bar-type cut turkey lines using a shackle with a 4-inch by 4-inch selector (or kickout), a 45 degree bend of the lower 2 inches, an extended central loop portion of the shackle that lowers the abdominal cavity opening of the carcasses to an angle of 30 degrees from the vertical in direct alignment with the inspector's view, and a width of 10.5 inches. * * *

* * * * *

(c) * * * or other factors, including the manner in which birds are being presented to the inspector for inspection and the level of contamination among the birds on the line, * * *

Inspection system	Line configuration	Number of inspectors	Birds/minute			
			J-type		Bar-type	
			(<16#) light	(>16#) [1] heavy	(<16#) light	(>16#) [1] heavy
NTI–1	12–1	1	32	30	25	21
NTI–2	[2] 24–2	2	51	41	45	35
NTI–1 Modified	12–1	1	.....	.....	32	30
NTI–2 Modified	[2] 24–2	2	.....	.....	51	41

[1] This weight refers to the bird at the point of post-mortem inspection without blood or feet.
[2] The turkeys are suspended on the slaughter line at 12-inch intervals with two inspectors each looking at alternating birds at 24-inch intervals.

* * * * *

Done in Washington, DC, on: September 6, 2005.

Barbara J. Masters,

Administrator.

[FR Doc. 05–17887 Filed 9–8–05; 8:45 am]

BILLING CODE 3410–DM–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–22358; Directorate Identifier 2005–NE–20–AD]

RIN 2120–AA64

Airworthiness Directives; Engine Components Inc. (ECi) Reciprocating Engine Cylinder Assemblies

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, ''Parallel Valve'' reciprocating engines, with certain Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series ''Classic Cast,'' installed. This proposed AD would require replacing these ECi cylinder assemblies. This proposed AD results from reports of about 30 failures of the subject cylinder assemblies marketed by ECi. We are proposing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

DATES: We must receive any comments on this proposed AD by November 8, 2005.

ADDRESSES: Use one of the following addresses to comment on this proposed AD.

- DOT Docket Web site: Go to *http://dms.dot.gov* and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to *http://www.regulations.gov*

and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0003.
- Fax: (202) 493–2251.
- Hand Delivery: Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may examine the comments on this proposed AD in the AD docket on the Internet at *http://dms.dot.gov.*

FOR FURTHER INFORMATION CONTACT: Peter Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; telephone (817) 222–5145; fax (817) 222–5785.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send us any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2005–22358; Directorate Identifier 2005–NE–20–AD'' in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to *http://dms.dot.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the Docket Management System (DMS) Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://dms.dot.gov.*

Examining the AD Docket

You may examine the docket that contains the proposal, any comments received and, any final disposition in person at the DMS Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the DMS receives them.

Discussion

We received reports of about 30 failures of ECi cylinder assemblies, P/N AEL65102 series, with casting P/N AEL65099, installed on Lycoming Engines models 320, 360, and 540 series, parallel valve reciprocating engines. Parallel valve Lycoming reciprocating engines are identified by the intake and exhaust valves in a parallel configuration. We investigated the failures and discovered that cylinder head fatigue cracks start in the thin wall located between the counter-bore of the exhaust valve seat and adjacent cooling fin root. Our investigation concluded that the wall thickness of the affected area is too thin, making the wall vulnerable to fatigue cracking. Our investigation also concluded that the fatigue origin is not associated with surface damage resulting from cylinder head over-temperature conditions. Based on these findings, we issued Special Airworthiness Information Bulletin (SAIB) No. NE–01–32, dated July 18, 2001, to alert owners and operators to visually inspect, and to report and replace ECi cylinder heads if found cracked.

As a result of our investigation and issuing SAIB No. NE–01–32, ECi introduced an improved cylinder head design for casting P/N AEL65099, starting with serial number (SN) 9880. Their design change increased the cylinder head exhaust port wall thickness. Since the issuance of the SAIB, we continue to receive reports of cracking of ECi cylinder assemblies with casting P/N AEL65099, SNs 1 through 9879. The most recent report, from Kenya, described three cylinders showing cracks, with two of the cylinders separating from the barrel. This condition, if not corrected, could result in loss of engine power due to cracks in the cylinder assembly and possible engine failure caused by separation of a cylinder head. This proposed AD only applies to ECi ''Classic Cast'' cylinder assemblies identified with casting P/N AEL65099 and SNs 1 through 9879.

FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design.

We are proposing this AD, which would require the following:

- Determine if ECi cylinder assemblies, P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and SN 1 through 9879 are installed on your engine; and
- If any cylinder assembly is an ECi P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and a SN 1 through 9879, and has fewer than 800 operating hours-in-service (HIS) on the effective date of the proposed AD, replace the cylinder assembly at no later than 800 operating HIS. No action is required until the operating HIS reaches 800 hours.
- If any cylinder assembly is an ECi P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and a SN 1 through 9879, and has 800 operating HIS or more on the effective date of the proposed AD, replace the cylinder assembly within 60 operating HIS after the effective date of the proposed AD.
- After the effective date of the proposed AD, do not install any ECi cylinder assembly, P/N AEL65102, with casting P/N AEL65099 that has a SN 1 through 9879, onto any engine.

Costs of Compliance

There were 9,879 ECi cylinder assemblies produced of the affected design available to the worldwide fleet. ECi reported that about fifteen percent of their cylinder assemblies go to foreign countries. We estimate ten percent of the remaining cylinders were never installed or are already removed from service, leaving 7,557 cylinder assemblies in service in the United States. We estimate that 1,574 Lycoming engines are in the United States with the subject cylinder assemblies installed. We estimate that it would take about two work hours per engine to perform the proposed aircraft inspections of the cylinder assemblies for applicability, and that the average labor rate is $65 per work hour. From the Lycoming Engines ''Removal and Installation Labor Allowance Guidebook'', dated May 2000, the complete cylinder replacement for a four cylinder engine takes 12 hours, while the complete cylinder replacement for a six cylinder engine takes 16 hours. Required parts would cost about $1,000 per cylinder assembly. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be $9,152,140. ECi indicated that they might give operators and repair stations credit for returned cylinder assemblies toward the purchase of new ECi cylinder assemblies.

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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 the 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. Would 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 proposed 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, Safety.

The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Engine Components Incorporated (ECi): Docket No. FAA–2005–22358; Directorate Identifier 2005–NE–20–AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by November 8, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, parallel valve, reciprocating engines specified in Table 1 of this AD, with Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and serial numbers (SNs) 1 through 9879, installed.

TABLE 1.—ENGINE MODELS

Cylinder head part number	Installed on engine models
AEL65102–NST04	O–320—A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, F1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H.
	IO–320—A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, C1B, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B.
	AEIO–320—D1B, D2A, D2B, E1A, E1B, E2B.
	AIO–320—A1A, A1B, A2A, A2B, B1B, C1B.
	LIO–320—B1A.
AEL65102–NST05	O–320—C1A, C1F, F1A.
	LIO–320—C1A.
AEL65102–NST06	O–320—A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C.
AEL65102–NST07	O–320—A2A, B1A, B1B.
AEL65102–NST08	O–320—C1A, C1B, C2A, C2B, C3A, C2B, C3C.
AEL65102–NST10	O–360—A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, C1A, C1C, C1G, C2A, C2B, C2C, C2D, B1A, B1B, B2A, B2B, D1A, D2A, D2B.
	IO–360—B1A, B1B, B1C.
	HO–360—A1A, B1A, B1B.
	HIO–360—B1A, B1B.
	AEIO–360—B1B.
	AEIO–540—A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1C5, B2C5D, B4A5, B4A5D, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5.
	IO–540—C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5, N1A5D.
AEL65102–NST12	O–360—A1A, A1AD, A1C, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A5AD, B1A, C1A, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, D2A, F1A6, G1A6.
	TIO–360—A1A6D.
	LTO–360—A1A6D.
	IO–360—A1G6D, A1H6, B1B, B1BD, B1D, B1E, B1F, B1F6, B2E, B2F, B2F6, B4A, E1A, E4A, F1A.
	IHO–360—B1A, B1B.
	AEIO–360—B1B, B1D, B1F, B1F6, B1G6, B2F, B2F6, B4A, H1A.
	O–540—A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D.
	IO–540—C4A5, C4B5, C4B5D, C4D5D, D4A5, D4B5, D4C5, N1A5, T4A5, T4A5D, T4B5D, T4C5D, V4A5D.
	AEIO–540—D4A5, D4B5, D4C5.
AEL65102–NST26	IO–540—J4A5, R1A5.
	TIO–540—C1A, E1A, G1A, H1A.

TABLE 1.—ENGINE MODELS—Continued

Cylinder head part number	Installed on engine models
AEL65102–NST38	(T)IO–360—F1A. TIO–360—AA1AD, AB1AD, C1A, C1AD, AF1A, K1AD. LTIO–540—K1AD.
AEL65102–NST38	O–540—J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J3A5, J3A5D, J3C5D. IO–540—L3C5D, W1A5D, W3A5D.
AEL65102–NST44	O–540—L3C5D.

For information, the subject engines are installed on, but not limited to, the aircraft listed in the following Table 2:

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO

O–320–A1A	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Apache (PA–23), Pawnee (PA–25). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Mooney Aircraft: Mark (20A). Dinfia: Ranquel (1A–46). Simmering-Graz Pauker: Flamingo (SGP–M–222). Aviamilano: Scricciolo (P–19). Vos Helicopter Co.: Spring Bok.
O–320–A1B	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Apache (PA–23). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). S.O.C.A.T.A.: Horizon (Gardan).
O–320–A2A	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Agriculture (PA–18A ''150'') Super Cub (PA–18 ''150''), Caribbean (PA–22 ''150''), Pawnee (PA–25). Intermountain Mfg. Co.: Call Air Texas (A–5, A–5T). Lake Aircraft: Colonial (C–1). Rawdon Bros.: Rawdon (T–1, T–15, T–15D). Shinn Engineering: Shinn (2150–A). Dinfia: Ranquel (1A–46). Neiva: (1PD–5802). Sud: Gardan-Horizon (GY–80). LaVerda: Falco (F8L Series II, America). Malmo: Vipan (MF1–10). Kingsford Smith: Autocrat (SCRM–153). Aero Commander: 100.
O–320–A2B	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Cherokee (PA–28 ''150''), Super Cub (PA–18 ''150''). Champion Aircraft: Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA). Beagle: Pup (150). Artic: Interstate S1B2. Robinson: R–22. Varga: Kachina 2150A.
O–320–A2C	Robinson: R–22. Cicare: Cicare AG. Bellanca Aircraft: Citabria 150 (7GCAA), Citabria 150S (7GCBC).
O–320–A2D	Piper Aircraft: Apache (PA–23).
O–320–A3A	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Corben-Fettes: Globe Special (Globe GC–1B).
O–320–A3B	Piper Aircraft: Apache (PA–23). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Teal II: TSC (1A2).
O–320–B1A	Piper Aircraft: Apache (PA–23 ''160''). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B). Malmo: Vipan (MF1–10).
O–320–B1B	Piper Aircraft: Apache (PA–23 ''160''). Doyn Aircraft: Doyn-Cessna (170, 170A, 170B).
O–320–B2A	Piper Aircraft: Tri-Pacer (PA–22 ''160'', PA–22S ''160'').
O–320–B2B	Piper Aircraft: Tri-Pacer (PA–22 ''160'', PA–22S ''160''). Beagle: Airedale (D5–160). Fuji-Heavy Industries: Fuji (F–200). Uirapuru: Aerotec 122.
O–320–B2C	Robinson: R–22.
O–320–B2D	Maule: MX–7–160.
O–320–B2E	Lycon.
O–320–B3A	Piper Aircraft: Apache (PA–23 ''160''). Doyn Aircraft: Doyn–Cessna (170, 170A, 170B).
O–320–B3B	Piper Aircraft: Apache (PA–23 ''160''). Doyn Aircraft: Doyn–Cessna (170, 170A, 170B). Sud: Gardan (GY80–160).

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O–320–C1A	Piper Aircraft: Apache (PA–23 ''160'').
	Riley Aircraft: Rayjay (Apache).
O–320–C1B	Piper Aircraft: Apache (PA–23 ''160'').
O–320–C3A	Piper Aircraft: Apache (PA–23 ''160'').
O–320–C3B	Piper Aircraft: Apache (PA–23 ''160'').
O–320–D1A	Sud: Gardan (GY–80).
	Gyroflug: Speed Cancard.
	Grob: G115.
O–320–D1F	Slingsby: T67 Firefly.
O–320–D2A	Piper Aircraft: Cherokee (PA–28S ''160'').
	Robin: Major (DR400–140B), Chevalier (DR–360), (R–3140).
	S.O.C.A.T.A.: Tampico TB9.
	Slingsby: T67C Firefly.
	Daetwyler: MD–3–160.
	Nash Aircraft Ltd.: Petrel
	Aviolight: P66D Delta
	General Avia: Pinguino.
O–320–D2B	Beech Aircraft: Musketeer (M–23).
	Piper Aircraft: Cherokee (PA–28 ''160'').
O–320–D2J	Cessna Aircraft: Skyhawk 172
O–320–D3G	Piper Aircraft: Warrior II, Cadet (PA–28–161).
O–320–E1A	Grob: G115
O–320–E1C	M.B.B. (Messerschmitt–Boelkow–Blohm): Monsun (BO–209–B).
O–320–E1F	M.B.B.: Monsun (BO–209–B).
O–320–E2A	Piper Aircraft: Cherokee (PA–28 ''140'', PA–28 ''150'').
	Robin: Major (DR–340), Sitar, Bagheera (GY–100–135).
	S.O.C.A.T.A.: Super Rallye (MS–886), Rallye Commodore (MS–892).
	Siai–Marchetti: (S–202).
	F.F.A.: Bravo (AS–202/15).
	Partenavia: Oscar (P66B), Bucker (131 APM).
	Aeromot: Paulistina P–56.
	Pezetel: Koliber 150.
O–320–E2C	Beech Aircraft: Musketeer III (M–23III).
	M.B.B.: Monsun (B–209–B).
O–320–E2D	Cessna Aircraft: Cardinal (172–I, 177).
O–320–E2F	M.B.B.: Monsun (BO–209–B).
O–320–E2G	American Aviation Corp.: Traveler
O–320–E3D	Piper Aircraft: Cherokee (140).
	Beech Aircraft: Sport.
O–320–H2AD	Cessna Aircraft: Skyhawk 172.
	Partenavia: P–66C.
IO–320–B2A	Piper Aircraft: Twin Comanche (PA–30).
IO–320–B1C	Hi. Shear: Wing.
IO–320–B1D	Ted Smith Aircraft: Aerostar.
IO–320–C1A	Piper Aircraft: Twin Comanche (PA–30 Turbo).
IO–320–D1A	M.B.B.: Monsun (BO–209–C).
IO–320–D1B	M.B.B.: Monsun (BO–209–C).
IO–320–E1A	M.B.B.: Monsun (BO–209–C).
IO–320–E1B	Bellanca Aircraft.
IO–320–E2A	Champion Aircraft: Citabria.
IO–320–E2B	Bellanca Aircraft.
IO–320–F1A	CAAR Engineering: Carr Midget.
LIO–320–B1A	Piper Aircraft: Twin Comanche (PA–39).
LIO–320–C1A	Piper Aircraft: Twin Comanche (PA–39).
AIO–320–B1B	M.B.B.: Monsun (BO–209–C).
AEIO–320–D1B	Slingsby: T67M Firefly.
AEIO–320–D2B	Hundustan Aeronautics Ltd.: HT–2
AEIO–320–E1A	Bellanca Aircraft.
	Champion Aircraft.
AEIO–320–E1B	Bellanca Aircraft.
	Champion Aircraft: Decathalon (8KCAB–CS).
AEIO–320–E2B	Bellanca Aircraft.
	Champion Aircraft: Decathalon (8KCAB).
O–320–A1A	Riley Aircraft: Riley Twin.
O–360–A1A	Beech Aircraft: Travel Air (95, B–95).
	Piper Aircraft: Comanche (PA–24).
	Intermountain Mfg. Co.: Call Air (A–6).
	Lake Aircraft: Colonial (C–2, LA –4, 4A or 4P).
	Doyn Aircraft: Doyn–Cessna (170B, 172, 172A, 172B).
	Mooney Aircraft: Mark ''20B'' (M–20B).
	Earl Horton: Pawnee (Piper PA–25).
	Dinfia: Ranquel (1A–51).
	Neiva: (1PD–5901).

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

	Regente: (N–591).
	Wassmer: Super 4 (WA–50A), Sancy (WA–40), Baladou (WA–40), Pariou (WA–40).
	Sud: Gardan (GY–180).
	Bolkow: (207).
	Partenavia: Oscar (P–66).
	Siai–Marchetti: (S–205).
	Procaer: Picchio (F–15–A).
	S.A.A.B.: Safir (91–D).
	Malmo: Vipan (MF–10B).
	Aero Boero: AB–180.
	Beagle: Airedale (A–109).
	DeHavilland: Drover (DHA–3MK3).
	Kingsford-Smith: Bushmaster (J5–6).
	Aero Engine Service Ltd.: Victa (R–2).
O–360–A1AD	S.O.C.A.T.A.: Tabago TB–10.
O–360–A1D	Piper Aircraft: Comanche (PA–24).
	Lake Aircraft: Colonial (LA–4, 4A or 4P).
	Doyn Aircraft: Doyn–Beech (Beech 95).
	Mooney Aircraft: Master "21" (M–20E),
	Mark "20B", "20D", (M20B, M20C),
	Mooney Statesman (M–20G).
	Dinfia: Querandi (1A–45).
	Wassmer: (WA–50).
	Malmo: Vipan (MF1–10).
	Cessna Aircraft: Skyhawk.
	Doyn Aircraft: Doyn-Piper (PA–23 "160").
O–360–A1F6	Cessna Aircraft: Cardinal.
O–360–A1F6D	Cessna Aircraft: Cardinal 177.
	Teal III: TSC (1A3).
O–360–A1G6	Aero Commander.
O–360–A1G6D	Beech Aircraft: Duchess 76.
O–360–A1H6	Piper Aircraft: Seminole (PA–44).
O–360–A1LD	Wassmer: Europa WA–52.
O–360–A1P	Aviat: Husky.
O–360–A2A	Center Est Aeronautique: Regente (DR–253).
	S.O.C.A.T.A.: Rallye Commodore (MS–893).
	Societe Aeronautique Normande: Mousquetaire (D–140).
	Bolkow: Klemm (K1–107C).
	Partenavia: Oscar (P–66).
	Beagle: Husky (D5–180) (J1–U).
O–360–A2D	Piper Aircraft: Comanche (PA–24), Cherokee "C" (PA–28 "180").
	Mooney Aircraft: Master "21" (M–20D), Mark "21" (M–20E).
O–360–A2E	Std. Helicopter.
O–360–A2F	Aero Commander: Lark (100).
	Cessna Aircraft: Cardinal.
O–360–A2G	Beech Aircraft: Sport.
O–360–A3A	C.A.A.R.P.S.A.N.: (M–23III).
	Societe Aeronautique Normande: Jodel (D–140C).
	Robin: Regent (DR400/180), Remorqueur (DR400/180R). R–3170.
	S.O.C.A.T.A.: Rallye 180GT, Sportavia Sportsman (RS–180).
	Norman Aeroplace Co.: NAC–1 Freelance.
	Nash Aircraft Ltd.: Petrel.
O–360–A3AD	S.O.C.A.T.A.: TB–10.
	Robin: Aiglon (R–1180T)
O–360–A4A	Piper Aircraft: Cherokee "D" (PA–28 "180").
O–360–A4D	Varga: Kachina.
O–360–A4G	Beech Aircraft: Musketeer Custom III.
O–360–A4K	Grumman American: Tiger.
	Beech Aircraft: Sundowner 180.
O–360–A4M	Piper Aircraft: Archer II (PA–28 "18").
	Valmet: PIK–23.
O–360–A4N	Cessna Aircraft: 172 (Optional).
O–360–A4P	Penn Yan: Super Cub Conversion.
O–360–A5AD	C. Itoh and Co.: Fuji FA –200.
O–360–B2C	Seabird Aviation: SB7L.
O–360–C1A	Intermountain Mfg. Co.: Call Air (A–6).
O–360–C1E	Bellanca Aircraft: Scout (8GCBC–CS).
O–360–C1F	Maule: Star Rocket MX–7–180.
O–360–C1G	Christen: Husky (A–1).
O–360–C2B	Hughes Tool Co.: (269A).
O–360–C2D	Hughes Tool Co.: (269A).
O–360–C2E	Hughes Tool Co.: (YHO–2HU) Military.
	Bellanca Aircraft: Scout (8GCBC FP).
O–360–C4F	Maule: MX–7–180A.

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O–360–C4P	Penn Yan: Super Cub Conversion.
O–360–E1A6D	Piper Aircraft: Seminole (PA–44 ''180'').
O–360–F1A6	Cessna Aircraft: Cutlass RG.
O–360–J2A	Robinson: R22.
IO–360–B1A	Beech Aircraft: Travel-Air (B–95A).
	Doyn Aircraft: Doyn-Piper (PA–23 ''200'').
IO–360–B1B	Beech Aircraft: Travel-Air (B–95B).
	Doyn Aircraft: Doyn-Piper (PA–23 ''200'').
	Fuji: (FA–200).
IO–360–B1D	United Consultants: See-Bee.
IO–360–B1E	Piper Aircraft: Arrow (PA–28 ''180R'').
IO–360–B1F	Utva: 75.
IO–360–B2E	C.A.A.R.P. C.A.P. (10).
IO–360–B1F6	Great Lakes: Trainer.
IO–360–B1G6	American Blimp: Spector 42.
IO–360–B2F6	Great Lakes: Trainer.
LO–360–A1G6D	Beech Aircraft: Duchess.
LO–360–A1H6	Piper Aircraft: Seminole (PA–44).
IO–360–E1A	T.R. Smith Aircraft: Aerostar.
IO–360–L2A	Cessna Aircraft: Skyhawk C–172.
IO–360–M1A	Diamond Aircraft: DA–40.
IO–360–M1B	Vans Aircraft: RV6, RV7, RV8.
	Lancair: 360.
AIO–360–B1B	Moravan: Zlin (Z–526–L).
AEIO–360–B1F	F.F.A.: Bravo (200).
	Grob: G115/Sport-Acro.
AEIO–360–B1G6	Great Lakes.
AEIO–360–B2F	Mundry: CAP–10.
AEIO–360–B4A	Pitts: S–1S.
AEIO–360–H1A	Bellanca Aircraft: Super Decathalon (8KCAB–180).
AEIO–360–H1B	American Champion: Super Decathalon.
TO–360–C1A6D	Avions Pierre Robin.
	Partenavia.
	Rockwell: 112TC.
TO–360–F1A6D	Maule: Star Rocket (M–5–210TC).
TIO–360–C1A6D	Partenavia: P68C–TC.
VO–360–A1A	Brantly Hynes Helicopter: (B–2).
VO–360–A1B	Brantly Hynes Helicopter: (B–2, B2–A).
	Military (YHO–3BR).
VO–360–B1A	Brantly Hynes Helicopter: (B–2, B2–A).
IVO–360–A1A	Brantly Hynes Helicopter: (B2–B).
HO–360–B1A	Hughes Tool Co.: (269A).
HO–360–B1B	Hughes Tool Co.: (269A).
HO–360–C1A	Schweizer: (300C).
HIO–360–B1A	Hughes Tool Co.: Military (269–A–1). (TH–55A).
HIO–360–B1B	Hughes Tool Co.: (269A).
HIO–360–G1A	Schweizer: (CB).
O–540–A1A	Rhein–Flugzeugbau: (RF–1).
O–540–A1A5	Piper Aircraft: Comanche (PA–24 ''150'').
	Helio: Military (H–250).
	Yoeman Aviation: (YA–1).
O–540–A1B5	Piper Aircraft: Aztec (PA–23 ''250''), Comanche (PA–24 ''250'').
O–540–A1C5	Piper Aircraft: Comanche (PA–24 ''250'').
O–540–A1D	Found Bros.: (FBA–2C).
	Dornier: (DO–28–B1).
O–540–A1D5	Piper Aircraft: Aztec (PA–23 ''250''), Comanche (PA–24 ''250''), Military Aztec. (U–11A).
	Dornier: (DO–28).
O–540–A2B	Aero Commander: (500).
	Mid-States Mfg. Co.: Twin Courier (H–500), (U–5).
O–540–A3D5	Piper Aircraft: Navy Aztec (PA–23 ''250'').
O–540–B1A5	Piper Aircraft: Apache (PA–23 ''235'').
O–540–B1B5	Piper Aircraft: Cherokee (PA–24 ''250'').
	Doyn Aircraft: Doyn-Piper (PA–24 ''250'').
O–540–B1D5	Wassmer: (WA–421).
O–540–B2B5	Piper Aircraft: Pawnee (PA–24 ''235''), Cherokee (PA–28 ''235''), Aztec (PA –23 ''235'').
	Intermountain Mfg. Co.: Call Air (A–9).
	Rawdon Bros.: Rawdon (T–1).
	S.O.C.A.T.A.: Rallye 235CA.
O–540–B2C5	Piper Aircraft: Pawnee (PA–24 ''235'').
O–540–B4B5	Piper Aircraft: Cherokee (PA–28 ''235'').
	Embraer: Corioca (EMB–710).
	S.O.C.A.T.A.: Rallye 235GT, Rallye 235C.
	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), Super Std. Rocket (M–7–235).

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O–540–E4A5	Piper Aircraft: Comanche (PA–24 ''260'').
	Aviamilano: Flamingo (F–250).
	Siai-Marchetti: (SF–260), (SF–208).
O–540–E4B5	Britten-Norman: (BN–2).
	Piper Aircraft: Cherokee Six (PA–32 ''260'').
O–540–E4C5	Pilatus Britten-Norman: Islander (BN–2A–26), Islander (BN–2A–27), Islander II (BN–2B–26), Islander (BN–2A–21), Trislander (BN–2A–Mark III–2).
O–540–F1B5	Omega Aircraft: (BS–12D1).
	Robinson: (R–44).
O–540–G1A5	Piper Aircraft: Pawnee (PA–25 ''260'').
O–540–H1B5D	Aero Boero: 260.
O–540–H2A5	Embraer: Impanema ''AG''.
	Gippsland: GA–200.
O–540–H2B5D	Aero Boero: 260.
O–540–J1A5D	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), Super Std. Rocket (M–7–235).
O–540–J3A5	Robin: R–3000/235.
O–540–J3A5D	Piper Aircraft: Dakota (PA–28–236).
O–540–J3C5D	Cessna Aircraft: Skylane RG.
O–540–L3C5D	Cessna Aircraft: TR–182, Turbo Skylane RG.
IO–540–C1B5	Piper Aircraft: Aztec B (PA–23 ''250''), Comanche (PA–24 ''250'').
IO–540–C1C5	Riley Aircraft: Turbo-Rocket.
IO–540–C4B5	Piper Aircraft: Aztec C (PA–23 ''250''), Aztec F.
	Wassmer: (WA4–21).
	Avions Pierre Robin: (HR100/250).
	Bellanca Aircraft: Aries T–250.
	Aerofab: Renegade 250.
IO–540–C4D5	S.O.C.A.T.A.: TB–20.
IO–540–C4D5D	S.O.C.A.T.A.: Trinidad TB–20.
IO–540–D4A5	Piper Aircraft: Comanche (PA–24 ''260'').
	Siai-Marchetti: (SF–260).
IO–540–D4B5	Cerva: (CE–43 Guepard).
IO–540–J4A5	Piper Aircraft: Aztec (PA–23 ''250'').
IO–540–R1A5	Piper Aircraft: Comanche (PA–24).
IO–540–T4A5D	General Aviation: Model 114.
IO–540–T4B5	Commander: 114B.
IO–540–T4B5D	Rockwell: 114.
IO–540–T4C5D	Lake Aircraft: Seawolf.
IO–540–V4A5	Maule: MT–7–260, M–7–260.
	Aircraft Manufacturing Factory.
IO–540–V4A5D	Brooklands: Scoutmaster.
IO–540–W1A5	Maule: MX–7–235, MT–7–235, M7–235.
IO–540–W1A5D	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), Super Std. Rocket (M–7–235).
IO–540–W3A5D	Schweizer: Power Glider.
AEIO–540–D4A5	Christen: Pitts (S–2S), S–2B).
	Siai-Marchetti: SF–260.
	H.A.L.: HPT–32.
	Slingsby: Firefly T3A.
AEIO–540–D4B5	Moravan: Zlin–50L.
	H.A.L.: HPT–32.
AEIO–540–D4D5	Burkhart Grob: Grob G, 115T Aero.
TIO–540–C1A	Piper Aircraft: Turbo Aztec (PA–23–250).
TIO–540–K1AD	Piper Aircraft.
TIO–540–AA1AD	Aerofab Inc.: Turbo Renegade (270).
TIO–540–AB1AD	S.O.C.A.T.A.: Trinidad TC TB–21.
TIO–540–AB1BD	Schweizer.
TIO–540–AF1A	Mooney Aircraft: ''TLS'' M20M.
TIO–540–AF1B	Mooney Aircraft: ''TLS'' M20M.
TIO–540–AG1A	Commander Aircraft: 114TC.
TIO–540–AK1A	Cessna Aircraft: Turbo Skylane T182T.
LTIO–540–K1AD	Piper Aircraft.

Unsafe Condition

(d) This AD results from reports of approximately 30 failures of the subject cylinder assemblies marketed by ECi. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

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.

Engines Not Repaired or Overhauled since New

(f) If your engine has not been overhauled or had any major repair since new, no further action is required.

Engines Overhauled or Repaired since New

(g) If your engine was overhauled or repaired since new, do the following:

(1) Determine if ECi cylinder assemblies, P/N AEL65102 series ''Classic Cast,'' with casting P/N AEL65099 and SNs 1 through 9879 are installed on your engine, as follows:

(i) Inspect the engine log books and maintenance records for reference to the subject ECi cylinder assemblies.

(ii) If the engine log books and maintenance records did not record the P/N and SN of the cylinder assemblies, visually inspect the cylinder assemblies and verify the P/N and SN of the cylinder assemblies.

(2) If the cylinder assemblies are not ECi, P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099, no further action is required.

(3) If any cylinder assembly is an ECi P/N AEL65102 series ''Classic Cast,'' with casting P/N AEL65099 and a SN 1 through 9879, do the following:

(i) If the cylinder assembly has fewer than 800 operating hours-in-service (HIS) on the effective date of this AD, replace the cylinder assembly at no later than 800 operating HIS. No action is required until the operating HIS reaches 800 hours.

(ii) If the cylinder assembly has 800 operating HIS or more on the effective date of this AD, replace the cylinder assembly within 60 operating HIS after the effective date of this AD.

Definition of a Replacement Cylinder Assembly

(h) For the purpose of this AD, a replacement cylinder assembly is defined as follows:

(1) A serviceable cylinder assembly made by Lycoming Engines.

(2) A serviceable FAA-approved, Parts Manufacturer Approval cylinder assembly from another manufacturer.

(3) A serviceable ECi cylinder assembly, P/N AEL65102 series, ''Titan,'' with casting P/N AEL85009.

(4) A serviceable ECi cylinder assembly, P/N AEL65102 series, with casting, P/N AEL65099, that has a SN 9880 or higher.

Prohibition of Cylinder Assemblies, P/N AEL65102 Series ''Classic Cast,'' With Casting P/N AEL65099 and SNs 1 Through 9879

(i) After the effective date of this AD, do not install any ECi cylinder assembly, P/N AEL65102, with casting P/N AEL65099 that has a SN 1 through 9879, onto any engine.

Alternative Methods of Compliance

(j) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Issued in Burlington, Massachusetts, on September 2, 2005.

Ann C. Mollica,

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

[FR Doc. 05–17893 Filed 9–8–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22021; Airspace Docket No. 04–AAL–06]

Proposed Establishment of Class E Airspace; Arctic Village, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to establish Class E airspace at Arctic Village, AK to the size necessary to contain aircraft executing two new Standard Instrument Approach Procedures (SIAP) and an Instrument Flight Rules (IFR) departure procedure. Adoption of this proposal would result in establishing Class E airspace upward from 700 feet (ft.) above the surface and from 1,200 ft. above the surface at Arctic Village, Alaska.

DATES: Comments must be received on or before October 24, 2005.

ADDRESSES: Send comments on the proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify the docket number FAA–2005–22021/ Airspace Docket No. 04–AAL–06, at the beginning of your comments. You may also submit comments on the Internet at *http://dms.dot.gov*. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informal docket may also be examined during normal business hours at the office of the Manager, Safety, Alaska Flight Services Operations, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587.

FOR FURTHER INFORMATION CONTACT: Gary Rolf, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: *gary.ctr.rolf@faa.gov*. Internet address: *http://www.alaska.faa.gov/at*.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or argument as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. FAA–2005–22021/Airspace Docket No. 04–AAL–06.'' The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of Notice of Proposed Rulemaking's (NPRM's)

An electronic copy of this document may be downloaded through the Internet at *http://dms.dot.gov*. Recently published rulemaking documents can also be accessed through the FAA's Web page at *http://www.faa.gov* or the Superintendent of Document's Web page at *http://www.access.gpo.gov/nara*.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA–400, 800 Independence Avenue, SW., Washington, DC 20591 or by calling (202) 267–8783. Communications must identify both docket numbers for this notice. Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267–9677, to request a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.