

Required parts would cost approximately \$24,228 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$1,705,060. The manufacturer informed us that it might provide the parts and labor to the operators at no cost, substantially reducing the cost impact of this rule.

#### 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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-09-AD" in your request.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration 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):

**2004-25-18 Pratt & Whitney Canada:**  
Amendment 39-13906. Docket No. 2003-NE-09-AD.

#### Effective Date

(a) This AD becomes effective January 18, 2005.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Pratt & Whitney Canada (PWC) PT6A-60A turboprop engines, with an engine serial number (SN) which is before and includes SN PCE-PK0425, and SNs PCE-95006 thru PCE-95828, and PT6A-65B turboprop engines, with a SN which is before and includes SN PCE-PP0062, and PCE-32001 thru PCE-32644 and all engines converted to engine model PT6A-65B, that have Woodward propeller governor assemblies, part number (P/N) 8210-212H, installed. These engines are installed on, but not limited to, Raytheon Super Beech King Air 300/350 and Raytheon Beech 1900/1900C airplanes.

#### Unsafe Condition

(d) This AD results from six incidents during airplane acceptance flight testing, whereby directional control of the airplane was difficult to maintain during landing. The actions specified in this AD are intended to prevent loss of directional control and damage to the airplane.

#### Compliance

(e) Compliance with this AD is required as indicated, unless already done.

#### Removal of Woodward Propeller Governor Assemblies

(f) Replace Woodward propeller governor assemblies, P/N 8210-212H, at the next access to the governor or within six months after the effective date of this AD, whichever occurs earlier. Information on replacing the Woodward propeller governor assembly can be found in Pratt & Whitney Canada Service Bulletin No. PT6A-72-13354, Revision 1, dated July 11, 2003.

(g) After the effective date of this AD, do not install any Woodward propeller governor assembly, P/N 8210-212H, on any engine.

#### Alternative Methods of Compliance

(h) The Manager, Engine 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.

#### Related Information

(i) The subject of this AD is addressed in Transport Canada airworthiness directive CF-2002-02, dated January 15, 2002.

#### Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on December 6, 2004.

#### Francis A. Favara,

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

[FR Doc. 04-27319 Filed 12-13-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2004-18579; Directorate Identifier 2004-CE-19-AD; Amendment 39-13892; AD 2004-23-01]

**RIN 2120-AA64**

#### Airworthiness Directives; Pilatus Aircraft Ltd. Model PC-7 Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2004-23-01, which was published in the **Federal Register** on November 9, 2004 (69 FR 64832), and applies to certain Pilatus Aircraft Ltd. (Pilatus) Model PC-7 airplanes with any Lear Romec RR53710B type or Lear Romec RR53710K fuel booster pump (Pilatus part number 968.84.11.401; 968.84.11.403; or 968.84.11.404) installed. We incorrectly referenced the amendment number as Amendment 39-13856. The correct amendment number is Amendment 39-13892. This action corrects the regulatory text.

**DATES:** The effective date of this AD remains December 27, 2004.

**FOR FURTHER INFORMATION CONTACT:** Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

#### SUPPLEMENTARY INFORMATION:

#### Discussion

On September 8, 2004, FAA issued AD 2004-23-01, Amendment 39-13856

(69 FR 64832, November 9, 2004), which applies to certain Pilatus Aircraft Ltd. (Pilatus) Model PC-7 airplanes with any Lear Romec RR53710B type or Lear Romec RR53710K fuel booster pump (Pilatus part number 968.84.11.401; 968.84.11.403; or 968.84.11.404) installed.

This AD requires you to check the airplane logbook to determine whether any installed fuel booster pump has been modified with spiral wrap to protect the wire leads and has the suffix letter "B" added to the serial number of the fuel booster pump identification plate.

If any installed fuel booster pump has not been modified, you are required to inspect any installed fuel booster pump wire lead for defects; if defects are found, replace the fuel booster pump with a modified fuel booster pump with spiral wrap that protects the wire leads; or if no defects are found, install spiral wrap to protect any wire leads and add the suffix letter "B" to the serial number of the fuel booster pump identification plate.

The pilot is allowed to do the logbook check. If the pilot can positively determine that the fuel booster pump wire leads with spiral wrap are installed following the service information and that the suffix letter "B" is included in the serial number of the fuel booster pump identification plate, no further action is required.

#### Need for the Correction

The FAA incorrectly referenced the amendment number as Amendment 39-13856. The correct amendment number is Amendment 39-13892. This correction is needed to ensure that the amendment number is correct and to eliminate misunderstanding in the field.

#### Correction of Publication

Accordingly, the publication of November 9, 2004 (69 FR 64832), of Amendment 39-13856; AD 2004-23-01, which was the subject of FR Doc. 04-24717, is corrected as follows:

On page 64832, column 1, lines 18 and 19, replace Amendment 39-13856 with Amendment 39-13892.

#### § 39.13 [Corrected]

■ On page 64833, in § 39.13 [Amended], revise the phrase "Amendment 39-13856" to read, "Amendment 39-13892".

■ Action is taken herein to correct this reference in AD 2004-23-01 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains December 27, 2004.

Issued in Kansas City, Missouri, on December 8, 2004.

**Sandra J. Campbell,**

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

[FR Doc. 04-27320 Filed 12-13-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 91

[Docket No. FAA-2001-10047; Amdt. No. 91-274]

RIN 2120-AH06

#### Regulation of Fractional Aircraft Ownership Programs and On-Demand Operations; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to the final rule published in the *Federal Register* on September 17, 2003 (68 FR 54520), which issued regulations governing operations of aircraft in fractional ownership programs. This correction is necessary to correct an error in the final rule.

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

**FOR FURTHER INFORMATION CONTACT:** Katherine Hakala Perfetti, Flight Standards Service (AFS-200), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3760, e-mail: [katherine.perfetti@faa.gov](mailto:katherine.perfetti@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The final rule was published on September 17, 2003 and had an effective date of November 17, 2003. One section of the rule cites a compliance date that is 15 months after the publication date of the rule. The date was intended to be 15 months after the effective date. This document corrects that date.

##### List of Subjects in 14 CFR Part 91

Aircraft, Airworthiness directives and standards, Aviation safety, Safety.

##### The Correcting Amendment

■ Accordingly, 14 CFR part 91 is corrected by making the following amendment:

## PART 91—GENERAL OPERATION AND FLIGHT RULES

### Subpart K—Fractional Ownership Operations

■ 1. The authority citation for part 91 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506-46507, 47122, 47508, 47528-47531, articles 12 and 29 of the Convention on International Civil Aviation (61 stat. 1180).

#### § 91.1002 [corrected]

■ 2. Amend § 91.1002 by removing "October 17, 2003" and adding, in its place "November 17, 2003" and removing "December 17, 2004" and adding, in its place "February 17, 2005".

Issued in Washington, DC on December 7, 2004.

**Brenda D. Courtney,**

*Acting Director, Office of Rulemaking.*

[FR Doc. 04-27356 Filed 12-13-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30432; Amdt. No. 452]

#### IFR Altitudes; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, January 20, 2005.

#### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box