

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):

2005-01-03 Boeing: Amendment 39-13927. Docket No. FAA-2004-19200; Directorate Identifier 2003-NM-195-AD.

Effective Date

(a) This AD becomes effective February 9, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series airplanes; and Model 747SP and 747SR series airplanes; certificated in any category; equipped with Pratt & Whitney JT9D-3, and -7 (except -70) series engines or General Electric CF6-50 series engines with modified JT9D-7 inboard struts; as listed in Boeing Alert Service Bulletin 747-54A2219, dated September 4, 2003.

Unsafe Condition

(d) This AD was prompted by reports of cracking in the midspar web. We are issuing this AD to detect and correct cracking in the midspar assembly, which could result in the loss of the midspar assembly load path, and could, combined with the loss of the nacelle station 180 bulkhead load path, lead to the separation of the engine from the airplane.

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.

Compliance Times

(f) Within 18 months after the effective date of this AD, do the actions in paragraphs (g) and (h) of this AD, as applicable. Repeat the actions thereafter at intervals not to exceed 1,200 flight cycles.

Inboard Strut Midspar Inspection

(g) For Group 1 and 2 airplanes specified in paragraph 1.A.1. of Boeing Alert Service

Bulletin 747-54A2219, dated September 4, 2003: Perform a detailed inspection of the midspar web of the inboard struts for cracking, disbonding, or buckling; a detailed inspection of the midspar stiffeners for any crack or fracture; related investigative actions; and any applicable corrective actions; in accordance with "Part 1" of the Work Instructions of Boeing Alert Service Bulletin 747-54A2219, dated September 4, 2003; except as required by paragraph (i) of this AD. Perform any related investigative actions and any applicable corrective actions before further flight.

Outboard Strut Midspar Inspection

(h) For Group 1 airplanes specified in paragraph 1.A.1. of Boeing Alert Service Bulletin 747-54A2219, dated September 4, 2003: Perform a detailed inspection of the midspar web of the outboard struts for cracking, disbonding, or buckling; a detailed inspection of the midspar stiffeners for any crack or fracture; related investigative actions; and any applicable corrective actions; in accordance with "Part 2" of the Work Instructions of Boeing Alert Service Bulletin 747-54A2219, dated September 4, 2003; except as required by paragraph (i) of this AD. Perform any related investigative actions and any applicable corrective actions before further flight.

Contact the FAA/Designated Engineering Representative (DER)

(i) Where Boeing Alert Service Bulletin 747-54A2219, dated September 4, 2003, specifies to contact Boeing for appropriate action: Before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved, the approval must specifically reference this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically refer to this AD.

Material Incorporated by Reference

(k) You must use Boeing Alert Service Bulletin 747-54A2219, dated September 4, 2003, 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 this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. For information on the availability of this

material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on December 27, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-105 Filed 1-4-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-NE-19-AD; Amendment 39-13917; AD 2004-26-05]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for certain Rolls-Royce plc (RR) RB211-524 series turbofan engines. That AD currently requires initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner, and replacement, if necessary, with serviceable parts. In addition, that AD allows an optional installation of a front combustion liner with a strengthened head section as a terminating action to the inspection requirements. This AD requires initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner, and replacement if necessary with serviceable parts. This AD also requires reduction of the inspection intervals of certain RB211-524 engine models that have not been repaired to RR Field Repair Scheme FRS5367/B, and a mandatory terminating action to be completed by a certain date. This AD results from five events that are directly attributed to combustor head breakup and meterpanel failure which were found at overhaul inspection. At least one of these events resulted in a combustion case burn-through. We are issuing this AD to prevent engine combustion liner deterioration, which

can result in combustion liner breakup, case burn-through, and engine fire.

DATES: This AD becomes effective February 9, 2005. The incorporation by reference of RR ASB RB.211-72-AB482, Revision 9, dated July 28, 2003; Rolls-Royce Service Bulletins (SB's) RB.211-72-9764, Revision 3, dated January 16, 1998, RB.211-72-9670, Original Issue, dated August 27, 1993; and RB.211-72-9764 Supplement 1, dated January 16, 1998; are approved by the Director of the Federal Register as of February 9, 2005.

ADDRESSES: You can get the service information identified in this AD from Rolls-Royce plc, P.O. Box 31, Derby, DE24-8BJ, 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 to 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 01803-5299; telephone (781) 238-7178; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to RR RB211-524 series turbofan engines. We published the proposed AD in the **Federal Register** on May 18, 2004 (69 FR 28094). That action proposed to require initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner and replacement if necessary, with serviceable parts. That action also proposed a reduction of the inspection intervals of certain RB211-524 engine models that have not been repaired to RR Field Repair Scheme FRS53667/B, and a mandatory terminating action to be completed by a certain date.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through

Friday, except Federal holidays. See **ADDRESSES** for the location.

Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the proposal or on the determination of the cost to the public. However, we corrected RR Service Bulletin (SB) No. RB.211-71-9670 in Compliance paragraph (q) of this AD to RR SB No. RB.211-72-9670.

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 the change will neither increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

There are about 537 RB211-524 series turbofan engines of the affected design in the worldwide fleet. We estimate that 18 engines installed on airplanes of U.S. registry will be affected by this AD. We also estimate that it will take approximately 2.0 work hours per engine to perform the actions, and that the average labor rate is \$65 per work hour. Required parts will cost about \$228,389 per engine. Based on these figures, we estimate that total cost of the AD to U.S. operators to be \$4,113,342.

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. 2004-NE-19-AD" in your request.

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 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 removing Amendment 39-9978 (62 FR 16475, April 7, 1997) and by adding a new airworthiness directive, Amendment 39-13917, to read as follows:

2004-26-05 Rolls-Royce plc: Amendment 39-13917. Docket No. 2004-NE-19-AD. Supersedes AD 97-07-04, Amendment 39-9978.

Effective Date

(a) This AD becomes effective February 9, 2005.

Affected ADs

(b) This AD supersedes AD 97-07-04, Amendment 39-9978.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) engine models RB211-524B-02, -524B2, -524B3, -524B4, -524C2, and -524D4 series engines incorporating RR Service Bulletin (SB) No. RB.211-72-7221 or RR SB No. RB.211-72-7998 with front combustion liner

assembly, part number (P/N) UL16885, UL29916, UL27107, UL28972, or UL28974 installed but not incorporating RR SB No. RB.211-72-9670 or RR SB No. RB.211-72-9764, and engine models RB211-524G and -524H series engines with front combustion liner assembly P/N UL27659, UL23992, or UL22988 but not incorporating RR SB No. RB.211-72-9764. These engines are installed on, but not limited to, Boeing 747 and Lockheed L1011 series airplanes.

Unsafe Condition

(d) This AD results from five events that are directly attributed to combustor head

breakup and meterpanel failure which were found at overhaul inspection. At least one of these events resulted in a combustion case burn-through. The actions specified in this AD are intended to prevent engine combustion liner deterioration, which can result in combustion liner breakup, case burn-through, and engine fire.

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. Engine inspections previously made to RR Service

Bulletin No. RB.211-72-B482, Revision 8, can be credited for counting cycles since last inspection.

Inspections of Combustion Liner Head Sections—Not Previously Repaired

(f) Borescope-inspect combustion liner head sections that have not been previously repaired. Use paragraphs 3.A.(1) through 3.A.(5) of the Accomplishment Instructions of RR Alert Service Bulletin (ASB) No. RB.211-72-AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 1 of this AD.

TABLE 1.—COMBUSTOR HEAD SECTION—NOT PREVIOUSLY REPAIRED

Engine series	Initial inspection (cycles since-new (CSN))	Repetitive inspection (cycles-since-last-inspection (CSLI))	Parts exceeding initial inspection cycles (cycles-in-service (CIS))
(1) RB211-524C2, -524D4, -524G, and -524H.	Within 1,400 to 1,600 CSN	Within 200 CSLI	Within 100 CIS after the effective date of this AD.
(2) RB211-524B-02, -524B3, and -524B4.	Within 3,000 to 3,200 CSN	Within 200 CSLI	Within 200 CIS after the effective date of this AD.

Inspections of Combustion Head Sections—Previously Repaired Using RR Field Repair Scheme FRS5367/B

(g) Borescope-inspect combustion liner head sections previously repaired using RR

Field Repair Scheme FRS5367/B. Use paragraphs 3.A.(1) through 3.A.(5) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revision 9, dated July 28,

2003, and the compliance thresholds in Table 2 of this AD.

TABLE 2.—COMBUSTOR HEAD SECTION—PREVIOUSLY REPAIRED USING RR FIELD REPAIR SCHEME FRS5367/B

Engine series	Initial inspection (cycles-since-last-repair (CSLR))	Repetitive inspection (cycles-since-last-inspection (CSLI))	Parts exceeding initial inspection cycles (cycles-in-service (CIS))
(1) RB211-524C2, -524D4, -524G, and -524H.	Within 1,800 to 2,200 CSLR	Within 400 CSLI	Within 200 CIS after the effective date of this AD.
(2) RB211-524B-02, -524B3, and -524B4.	Within 3,000 to 3,200 CSLR	Within 400 CSLI	Within 200 CIS after the effective date of this AD.

Inspections of Combustion Head Sections That Have Been Repaired But Did Not Use RR Field Repair Scheme FRS5367/B

(h) Borescope-inspect combustion liner sections that have been repaired using a

method other than RR Field Repair Scheme FRS5367/B. Use paragraphs 3.A.(1) through 3.A.(5) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revision

9, dated July 28, 2003, and the compliance thresholds in Table 3 of this AD.

TABLE 3.—COMBUSTOR HEAD SECTION—REPAIRED, BUT DID NOT USE RR FIELD REPAIR SCHEME FRS5367/B

Engine series	Initial inspection cycles (cycles-since-last-repair (CSLR))	Repetitive inspection cycles (cycles-since-last-inspection (CSLI))	Parts exceeding initial inspection cycles (cycles-in-service (CIS))
(1) RB211-524C2, -524D4, -524G, and -524H.	Within 500 to 700 CSLR	Within 200 CSLI	Within 100 CIS after the effective date of this AD.
(2) RB211-524B-02, -524B3, and -524B4.	Within 2,000 to 2,200 CSLR	Within 200 CSLI	Within 200 CIS after the effective date of this AD.

Note 1: For an installed front combustion liner that is subject to RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003: If the operator can confirm with the relevant overhaul base or repair vendor that the microbrazed repair RR Field Repair Scheme FRS5367 has been applied to all 18 struts, then this is equivalent to compliance with RR Field Repair Scheme FRS5367/B.

Note 2: Head sections repaired by replacement of all 18 struts using RR Field Repair Scheme FRS6548 are considered as equivalent to fitting a new head section for inspection purposes.

Inspections of Meterpanel Assemblies—Not Repaired

(i) Borescope-inspect meterpanel assemblies, incorporating Service Bulletin

(SB) No. RB.211-72-7998, that have not been previously repaired. Using Paragraphs 3.B.(1) through 3.B.(7) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revisions 9, dated July 28, 2003, and the compliance thresholds in Table 4 of this AD.

TABLE 4.—METERPANEL ASSEMBLY—NOT REPAIRED

Engine series	Initial inspection cycles-since-new (CSN)	Repetitive inspection cycles (cycles-since-last-inspection (CSLI))	Parts exceeding initial inspection cycles (cycles-in-service (CIS))
(1) RB211-524D4, -524G, and -524H.	Within 1,000 to 1,200 CSN	Within 400 CSLI	Within 50 CIS after the effective date of this AD.
(2) RB211-524D4, -524G, and -524H that have not used RB211-524H ratings at any time.	Within 1,800 to 2,000 CSN	Within 400 CSLI	Within 50 CIS after the effective date of this AD.

Inspections of Meterpanel Assemblies—Repaired

(J) Borescope-inspect meterpanel assemblies, incorporating Service Bulletin

(SB) No. RB.211-72-7998, that have been previously repaired. Use paragraphs 3.B.(1) through 3.B.(7) of the Accomplishment Instructions of RR ASB No. RB.211-72-

AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 5 of this AD.

TABLE 5.—METERPANEL ASSEMBLY—REPAIRED

Engine series	Initial inspection cycles (cycles-since-last-repair (CSLR))	Repetitive inspection cycles (cycles-since-last-inspection (CSLI))	Parts exceeding initial inspection cycles (cycles-in-service (CIS))
(1) RB211-524D4, -524G, and -524H.	Within 500 to 700 CSLR	Within 400 CSLI	Within 50 CIS after the effective date of this AD.

Note 3: There is no requirement to inspect meter panels for combustors to a pre-RR SB No. RB.211-72-7998 standard.

Reject Parts

(k) Replace parts that exceed the acceptance criteria. Information about the acceptance criteria can be found in the Aircraft Maintenance Manual, 72-00-00, Inspection/Check.

Mandatory Terminating Action

(l) Replace any front combustion liner assembly that has a P/N listed in paragraph (c) of this AD at the next shop visit or within 10,000 CSN but no later than December 31, 2012.

(m) Replacement of the front combustion liner assembly with a front combustion liner assembly that incorporates the modifications in RR SB No. RB.211-72-9670 or RR SB No. RB.211-72-9764 in the RB211-524B02, -524B2, -524B3, -524B4, -524C2 and -524D4 engines constitutes terminating

action to the repetitive inspections in paragraphs (f), (g), (h), (i), and (j), of this AD.

(n) Replacement of the front combustion liner assembly with a front combustion liner assembly that incorporates the modifications in RR SB No. RB.211-72-9764 in the RB211-524G and -524H engines constitutes terminating action to the repetitive inspections in paragraphs (f), (g), (h), (i), and (j) of this AD.

Definition of Shop Visit

(o) For the purpose of this AD, a shop visit is defined as any time that the 04 module is removed for refurbishment or overhaul.

Alternative Methods of Compliance

(p) 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.

Material Incorporated by Reference

(q) You must use the Rolls-Royce plc (RR) Alert Service Bulletin (ASB) and Service

Bulletins (SB's) listed in Table 6 of this AD to do the inspections and replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003; SB's No. RB.211-72-9764, Revision 3, dated January 16, 1998, No. RB.211-72-9670, Original Issue, dated August 27, 1993; and SB No. RB.211-72-9764 Supplement, Revision 1, dated January 16, 1998; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies 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. Table 6 follows:

TABLE 6.—INCORPORATION BY REFERENCE

Service bulletin	Page number(s) shown on the page	Revision level shown on the page	Date shown on the page
RB.211-72-AB482,	All	9	July 28, 2003.
Total Pages: 12			
RB.211-72-9670,	All	Original	Aug. 27, 1993.
Total Pages: 49			
RB.211-72-9764	1	3	Jan. 16, 1998.
	2	Original	Aug. 20, 1993.
	3, 4	3	Jan. 16, 1998.
	5	1	Aug. 25, 1995.
	6	3	Jan. 16, 1998.
	7-10	Original	Aug. 20, 1993.
	11	3	Jan. 16, 1998.
	12-30	Original	Aug. 20, 1993.
Total Pages: 30			
RB.211-72-9764 Supplement	1	1	Jan. 16, 1998.
Total Pages: 1			

Related Information

(r) Civil Aviation Authority airworthiness directive AD G-2003-0011, dated October 1, 2003, (previously 005-07-95, dated November 15, 2001), also addresses the subject of this AD. Aircraft Maintenance Manual 72-00-00 also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on December 20, 2004.

Francis A. Favara,

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

[FR Doc. 05-85 Filed 1-4-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2004-19496; Directorate Identifier 2003-NM-181-AD; Amendment 39-13920; AD 2004-26-08]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-215-6B11 (CL215T Variant) and CL-215-6B11 (CL415 Variant) Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bombardier Model CL-215-6B11 (CL215T variant) and CL-215-6B11 (CL415 variant) series airplanes. This AD requires replacing the mounting pad studs of the auxiliary feather pump with new, longer studs, and installing a pressure relief valve. This AD is prompted by a few incidents of external

oil leaks from the oil pump of the power control unit due to a malfunction of the pressure regulating valve. We are issuing this AD to prevent fracturing of the pump body, which could result in loss of engine oil, and consequent inability to maintain engine oil pressure and to feather the propeller.

DATES: This AD becomes effective February 9, 2005.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of February 9, 2005.

ADDRESSES: For service information identified in this AD, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. You can examine this information 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.

You can examine the contents of this 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., Room PL-401, on the plaza level of the Nassif Building, Washington, DC. This docket number is FAA-2004-19496; the directorate identifier for this docket is 2003-NM-181-AD.

FOR FURTHER INFORMATION CONTACT: Richard Fiesel, 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) 228-7304; fax (516) 794-5531.

Examining the 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 DOT street address stated in the **ADDRESSES** section.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with an AD for certain Bombardier Model CL-215-6B11 (CL215T variant) and CL-215-6B11 (CL415 variant) series airplanes. That action, published in the **Federal Register** on November 3, 2004 (69 FR 63968), proposed to require replacing the mounting pad studs of the auxiliary feather pump with new, longer studs, and installing a pressure relief valve.

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

The following table provides the estimated costs for U.S. operators to comply with this AD.

ESTIMATED COSTS

Action	Work hours	Average labor rate per hour	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
Replacement	2	\$65	Free	\$130	3	\$390
Installation	4	65	Free	260	3	780

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