

**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 39–11889 (65 FR 58177, September 27, 2000) and by adding a new airworthiness directive, Amendment 39–14052, to read as follows:

**2005–07–27 Aviointeriors S.p.A. (formerly ALVEN):** Amendment 39–14052. Docket No. 2000–NE–09–AD.

**Effective Date**

(a) This AD becomes effective May 16, 2005.

**Affected ADs**

(b) This AD supersedes AD 2000–18–04.

**Applicability**

(c) This AD applies to Aviointeriors S.p.A. (formerly ALVEN), model 312 seats. These seats are installed in, but not limited to, Fokker Model F27 Mark 050, Mark 500, and Mark 600 airplanes.

**Unsafe Condition**

(d) This AD results from reports of 88 cracked seat central crossmembers and 60 aisle side crossmembers, to date; and, from the introduction of reinforced optional seat crossmembers by the manufacturer. The actions specified in this AD are intended to prevent the loss of the structural integrity of the seat due to cracks in seat crossmembers, which could lead to passenger injury.

**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.

**Initial Visual Inspection**

(f) Perform an initial visual inspection of the crossmember for cracks, within 12,000 hours time-in-service (TIS); or within 180 days after the effective date of this AD if the crossmember has more than 12,000 hours TIS, as follows:

(1) Inspect seat central crossmembers, part number (P/N) DM03437–1, using Section 2. of Inspection Procedure of Aviointeriors Service Bulletin (SB) No. 312/912–01, Revision 2, dated August 1, 2000.

(2) Replace any cracked central crossmember with a new crossmember of the same P/N. Use Section 3. Crossmember Replacement Procedure, Steps 3.1 through 3.10 of Aviointeriors SB No. 312/912–01, Revision 2, dated August 1, 2000.

(3) Inspect seat aisle side crossmembers, P/Ns DM03435–1, DM03435–2, and DM03437–1 (Disabled People seat application), using Section 2. of Inspection Procedure of Aviointeriors SB No. 312/912–02, Revision 1, dated August 1, 2000.

(4) Replace any cracked aisle side crossmember with a new crossmember of the same P/N. Use Section 3. Crossmember Replacement Procedure, Steps 3.1 through 3.8 of Aviointeriors SB No. 312/912–02, Revision 1, dated August 1, 2000.

**Repetitive Visual Inspections**

(g) Perform repetitive visual inspections of crossmembers, P/N DM03435–1, DM03435–2, and DM03437–1, for cracks, within 650 hours TIS after the last inspection. Use paragraphs (f)(1) through (f)(4) of this AD to inspect and disposition crossmembers.

**Optional Terminating Action**

(h) As optional terminating actions to the repetitive inspections required by this AD, do the following:

(1) Replace seat central crossmembers, P/N DM03437–1, with reinforced crossmembers, P/N F1154130000. Use Section 2. Crossmember Replacement Procedure, Steps 2.1 through 2.11 of Aviointeriors SB No. 312/912–03, dated August 1, 2000.

(2) Replace seat aisle side crossmembers, P/N DM03435–1, DM03435–2, and DM03437–1 (Disabled People seat application), with reinforced crossmembers, P/N F11555400000, F11555500000, and F11541300000, respectively. Use Section 2. Crossmember Replacement Procedure, Steps 2.1 through 2.11 of Aviointeriors SB No. 312/912–04, dated August 1, 2000.

**Alternative Methods of Compliance**

(i) The Manager, Boston Aircraft 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**

(j) You must use the Aviointeriors service information specified in Table 1 of this AD to perform the inspections and replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Aviointeriors S.p.A., Via Appia Km. 66.4—04013 Latina, Italy; telephone: 39–0773–6891; fax: 39–0773–631546, for a copy of this service information. You can review 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). Table 1 follows:

TABLE 1.—INCORPORATION BY REFERENCE

Aviointeriors service bulletin No.	Page	Revision	Date
312/912–01, Total Pages: 8	ALL	2	August 1, 2000.
312/912–02, Total Pages: 9	ALL	1	August 1, 2000.
312/912–03, Total Pages: 8	ALL	Original	August 1, 2000.
312/912–04, Total Pages: 8	ALL	Original	August 1, 2000.

**Related Information**

(k) Ente Nazionale per l'Aviazione Civile airworthiness directives 2000–511 and 2000–512, both dated November 7, 2000, also address the subject of this AD.

Issued in Burlington, Massachusetts, on April 1, 2005.

**Diane Cook,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 05–6912 Filed 4–8–05; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA–2005–20244; Directorate Identifier 2004–NM–204–AD; Amendment 39–14051; AD 2005–07–26]**

**RIN 2120–AA64**

**Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Saab Model SAAB 2000 series airplanes. This AD requires a one-time inspection to detect a broken terminal stud on a main relay of the electrical power generator, and corrective action if necessary. This AD is prompted by disconnection of an electrical power generator during an inspection flight, which was caused by a broken terminal stud on the main relay. We are issuing this AD to prevent a broken terminal stud on the main relay of an electrical

power generator, which could reduce the redundancy of electrical power systems, result in increased pilot workload, and contribute to reduced controllability of the airplane.

**DATES:** This AD becomes effective May 16, 2005.

The incorporation by reference of a certain publication listed in the AD is approved by the Director of the Federal Register as of May 16, 2005.

**ADDRESSES:** For service information identified in this AD, contact Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden.

**Docket:** The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Washington, DC. This docket number is FAA-2005-20244; the directorate identifier for this docket is 2004-NM-204-AD.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with an AD for certain Saab Model SAAB 2000 series airplanes. That action, published in the **Federal Register** on February 1, 2005 (70 FR 5064), proposed to require a one-time inspection to detect a broken terminal stud on a main relay of the electrical power generator, and corrective action if necessary.

#### Comments

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

#### Conclusion

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

#### Costs of Compliance

This AD will affect about 3 airplanes of U.S. registry. The required actions will take about 5 work hours per

airplane, at an average labor rate of \$65 per work hour. Based on these figures, the estimated cost of the AD for U.S. operators is \$975, or \$325 per airplane.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

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

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2005-07-26 Saab Aircraft AB:** Amendment 39-14051. Docket No. FAA-2005-20244; Directorate Identifier 2004-NM-204-AD.

#### Effective Date

(a) This AD becomes effective May 16, 2005.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Saab Model SAAB 2000 series airplanes, certificated in any category, serial numbers -004 through -063 inclusive.

#### Unsafe Condition

(d) This AD was prompted by disconnection of an electrical power generator during an inspection flight, which was caused by a broken terminal stud on the main relay. We are issuing this AD to prevent a broken terminal stud on the main relay of an electrical power generator, which could reduce the redundancy of electrical power systems, result in increased pilot workload, and contribute to reduced controllability of 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.

#### Inspection and Corrective Actions

(f) Within 6 months after the effective date of this AD, perform a one-time general visual inspection to detect a broken terminal stud on a main relay of the electrical power generator, and perform corrective actions as applicable, by doing all of the actions in the Accomplishment Instructions of Saab Service Bulletin 2000-24-017, dated April 3, 2003. Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

**Note 1:** For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

**Alternative Methods of Compliance (AMOCs)**

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

**Related Information**

(h) Swedish airworthiness directive 1-190, dated April 4, 2003, also addresses the subject of this AD.

**Material Incorporated by Reference**

(i) You must use Saab Service Bulletin 2000-24-017, dated April 3, 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. To get copies of the service information, contact Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. To view the AD docket, contact the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC. To review copies of the service information, contact 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 31, 2005.

**Kalene C. Yanamura,**

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

[FR Doc. 05-6915 Filed 4-8-05; 8:45 am]

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

[Docket No. 2001-NM-181-AD; Amendment 39-14046; AD 2005-07-21]

**RIN 2120-AA64**

**Airworthiness Directives; Boeing Model 747-200F and -200C Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Boeing Model 747-200F and -200C series airplanes, that currently requires repetitive detailed inspections or a one-time open-hole high frequency eddy current inspection to detect cracking of certain areas of the upper deck floor beams, and corrective

actions if necessary. This amendment requires new one-time inspections for cracking of the web, upper chord, and strap of the upper deck floor beams. This action also requires modifying or repairing the upper deck floor beams, as applicable, which eventually necessitates accomplishment of new repetitive inspections for cracking of the upper deck floor beams. The actions specified by this AD are intended to prevent fatigue cracks in the upper chord and web of upper deck floor beams and the resultant failure of such floor beams. Failure of a floor beam could result in damage to critical flight control cables and wire bundles that pass through the floor beam, and consequent loss of controllability of the airplane. Failure of the floor beam also could result in the failure of the adjacent fuselage frames and skin, and consequent rapid decompression of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Effective May 16, 2005.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of May 16, 2005.

The incorporation by reference of Boeing Alert Service Bulletin 747-53A2420, dated March 26, 1998, as listed in the regulations, was approved previously by the Director of the Federal Register as of May 11, 1998 (63 FR 20311, April 24, 1998).

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6437; fax (425) 917-6590.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 98-09-17, amendment 39-10498 (63 FR 20311, April 24, 1998); which is applicable to all Boeing Model 747-200F and -200C series airplanes; was published in the **Federal Register** on June 18, 2003 (68 FR 36510). The action proposed to continue to require repetitive detailed inspections or a one-time open-hole high frequency eddy current inspection

to detect cracking of certain areas of the upper deck floor beams, and corrective actions if necessary. The action also proposed to require new one-time inspections for cracking of the web, upper chord, and strap of the upper deck floor beams. The action also proposed to require modification or repair of the upper deck floor beams, as applicable, which would eventually necessitate accomplishment of new repetitive inspections for cracking of the upper deck floor beams.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. The FAA has duly considered the comments received.

**Request To Allow Modification/Repair Per Service Bulletin**

One commenter, the airplane manufacturer, requests that we revise paragraphs (g) and (h)(2) of the proposed AD to allow modification and permanent repairs to be accomplished in accordance with Boeing Alert Service Bulletin 747-53A2429, dated March 22, 2001. The same commenter also requests that Notes 4 and 5 be removed from the proposed AD. (Those notes state that the procedures for the modification and permanent repair specified in Boeing Alert Service Bulletin 747-53A2429 do not provide an adequate level of safety.) The commenter states that the procedures in the service bulletin for the modification and permanent repair are adequate. The commenter acknowledges, however, that analysis has shown that additional inspection locations should be added to the post-modification/repair program. The commenter notes that the service bulletin will be revised in the future to include additional inspection procedures.

We partially concur with the commenter's request. As we explain in the "Differences Between Proposed AD and Service Bulletins" section of the proposed AD, the procedures for the modification and permanent repair stated in the original issue of Boeing Alert Service Bulletin 747-53A2429 do not provide an adequate level of safety. This determination is based on reports that cracking has been found on airplanes that have a modification similar to that described in Boeing Alert Service Bulletin 747-53A2429. However, we do agree that the procedures for the modification and permanent repair specified in Boeing Alert Service Bulletin 747-53A2429 would be acceptable if additional post-modification/repair inspections are