

Bulletin MEB01-6, Revision 1 and Service Kit SK402-46A, both dated December 22, 2003; and Cessna Multi-Engine Service Bulletin MEB01-7 and Service Kit SK411-59, both dated September 24, 2001. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-05-21176; Directorate Identifier 2005-CE-25-AD.

Issued in Kansas City, Missouri, on June 7, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-21443; Directorate Identifier 2005-NE-08-AD; Amendment 39-14124; AD 2005-12-08]

RIN 2120-AA64

Airworthiness Directives; Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 Turboshaft Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft engines. This AD requires replacing the software in the Engine Electronic Control Unit (EECU). This AD results from a report of simultaneous loss of automatic control of both engines of a Eurocopter Deutschland EC 135 helicopter, during flight. We are issuing this AD to prevent simultaneous loss of automatic control of both engines and subsequent loss of control of the helicopter.

DATES: Effective June 29, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of June 29, 2005.

We must receive any comments on this AD by August 15, 2005.

ADDRESSES: Use one of the following addresses to comment on this 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 20590-0001.

• 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.

Contact Turbomeca S.A., 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for the service information identified in this AD.

FOR FURTHER INFORMATION CONTACT:

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7175; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Direction Generale de L'Aviation Civile (DGAC), which is the airworthiness authority for France, notified us that an unsafe condition may exist on Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft engines. The DGAC advises that a case of simultaneous loss of automatic control of the two Arrius 2 B1 engines occurred during a flight, on a Eurocopter Deutschland EC 135 helicopter. Simultaneous transition of both engines from automatic control to manual control could lead to subsequent loss of control of the helicopter. The engine control system's intolerance to the loss of steps on the fuel metering valve actuator causes the loss of automatic control. Loss of steps can lead to a FADEC FAIL indication of the full authority digital electronic control (FADEC) and cause the fuel flow metering valve to freeze up and transition to manual fuel flow control.

Relevant Service Information

We have reviewed and approved the technical contents of Turbomeca Mandatory Service Bulletin (MSB) No. 319 73 2080, Update No. 1, MSB No. 319 73 2081, Update No. 1, MSB No. 319 73 2082, Update No. 1, and MSB No. 319 73 2090, all dated February 13, 2004. These MSBs describe procedures for upgrading the engine control system software. This upgrade is applied by either replacing the EECU or by uploading the software. This upgrade improves the engine control system's ability to detect loss of pitch tolerances, and ability to tolerate the loss of steps on the fuel metering valve actuator. The DGAC classified these MSBs as mandatory and issued airworthiness directive F-2004-017 R1, dated March 3, 2004, in order to ensure the airworthiness of these Turbomeca turboshaft engines in France.

Bilateral Airworthiness Agreement

These engine models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the DGAC kept the FAA informed of the situation described above. We have examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft engines of the same type design. We are issuing this AD to prevent simultaneous loss of automatic control of both engines and subsequent loss of control of the helicopter. This AD requires within 90 days after the effective date of the AD, simultaneously, on both engines of the helicopter, performing a onetime upgrade of the software version, by either replacing the EECU or by uploading software. You must use the service information described previously to perform the actions required by this AD.

FAA's Determination of the Effective Date

Since an unsafe condition exists that requires the immediate adoption of this AD, we have found that notice and opportunity for public comment before

issuing this AD are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. FAA-2005-21443; Directorate Identifier 2005-NE-08-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

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 AD. Using the search function of the 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 AD, any comments received, and any final disposition in person at the DMS Docket Offices 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.

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 the 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. 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**.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

- Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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:

2005-12-08 Turbomeca S.A.: Amendment 39-14124. Docket No. FAA-2005-21443; Directorate Identifier 2005-NE-08-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 29, 2005.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft engines. These engines are installed on, but not limited to, Eurocopter Deutschland GmbH EC 135 T1 and EC 135 T2 helicopters.

Unsafe Condition

(d) This AD results from a report of simultaneous loss of automatic control of both engines of a Eurocopter Deutschland EC 135 helicopter during flight. We are issuing this AD to prevent simultaneous loss of automatic control of both engines and subsequent loss of control of the helicopter.

Compliance

(e) You are responsible for having the actions required by this AD performed within 90 days after the effective date of this AD, unless the actions have already been done.

Onetime Upgrade of Engine Electronic Control Unit (EECU) Software

(f) Simultaneously, on both engines of the helicopter, perform a onetime upgrade of EECU software as follows:

- (1) Either replace the EECU; or
- (2) Upload the EECU software.
- (3) Use paragraph 2 of the applicable Turbomeca Mandatory Service Bulletin (MSB) listed in Table 1 of this AD, to do the onetime upgrade.

TABLE 1.—APPLICABLE MSBS

For—	Use—
Arrius 2 B1 engines with EECUs that have incorporated Modification TU 19C.	MSB No. 319 73 2080, Update No. 1, dated February 13, 2004.
Arrius 2 B1 engines with EECUs that have incorporated Modification TU 67C or TU 23C.	MSB No. 319 73 2081, Update No. 1, dated February 13, 2004.
Arrius 2 B1A and 2 B1A-1 engines.	MSB No. 319 73 2082, Update No. 1, dated February 13, 2004.
Arrius 2 B2 engines ...	MSB No. 319 73 2090, dated February 13, 2004.

Alternative Methods of Compliance

(g) 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

(h) You must use the Turbomeca Mandatory Service Bulletins specified in Table 2 of this AD to perform the software upgrade required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

Contact Turbomeca S.A., 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information. You may review copies at the Docket Management Facility; U.S.

Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at <http://dms.dot.gov>; or at the National Archives and Records Administration

(NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

TABLE 2.—INCORPORATION BY REFERENCE

Mandatory service bulletin No.	Page	Revision	Date
319 73 2080 Total Pages—6	ALL ...	1	February 13, 2004.
319 73 2081 Total Pages—6	ALL ...	1	February 13, 2004.
319 73 2082 Total Pages—6	ALL ...	1	February 13, 2004.
319 73 2090 Total Pages—7	ALL ...	Original ..	February 13, 2004.

Related Information

(i) DGAC airworthiness directive F-2004-017 R1, dated March 3, 2004, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on June 6, 2005.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 05-11611 Filed 6-13-05; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93-ANE-07-AD; Amendment 39-14122; AD 2005-12-06]

RIN 2120-AA64

Airworthiness Directives; Teledyne Continental Motors (Formerly Bendix) S-20, S-1200, D-2000, and D-3000 Series Magnetos

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for Teledyne Continental Motors (TCM) (formerly Bendix) S-20, S-1200, D-2000, and D-3000 series magnetos equipped with impulse coupling assemblies. That AD currently requires replacing riveted-impulse coupling assemblies and snap-ring coupling assemblies, which are worn beyond limits, with serviceable riveted-impulse coupling assemblies or snap-ring impulse coupling assemblies. This AD requires a reduced inspection interval for magnetos with riveted-impulse coupling assemblies installed on certain Lycoming engine models. This AD does not lower the inspection interval for magnetos with snap-ring impulse

coupling assemblies. This AD also limits the applicability to certain Lycoming engine models. This AD results from data provided by the manufacturer that shows a need to reduce the inspection intervals for riveted-impulse coupling assemblies used on certain Lycoming engine models. We are issuing this AD to prevent failure of the magneto impulse coupling assembly and possible engine failure.

DATES: This AD becomes effective July 19, 2005. The Director of the Federal Register previously approved the incorporation by reference of certain publications as listed in the regulations as of July 18, 1996 (61 FR 29934, June 13, 1996).

ADDRESSES: You can get the service information identified in this AD from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. For the Teledyne Continental Motors Web site: Go to <http://www.TCMLINK.com>.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Senior Aerospace Engineer, Propulsion, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, 1 Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta,

GA, 30349; telephone (770) 703-6096, fax (770) 703-6097.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to TCM S-20, S-1200, D-2000, and D-3000 series magnetos equipped with impulse coupling assemblies. We published the proposed AD in the **Federal Register** on December 22, 2004 (69 FR 76632). That action proposed to require:

- An initial visual inspection of riveted-impulse coupling assemblies that have 100 or more hours time-since-new (TSN) or time-since-last-inspection (TSLI) on the effective date of the proposed AD, within 10 hours time-in-service (TIS) after the effective date of this AD, or

- An initial visual inspection of riveted-impulse coupling assemblies that have fewer than 100 hours TSN or TSLI on the effective date of the proposed AD, before accumulating 100 hours TSN or TSLI, and

- Repetitive inspections of riveted-impulse coupling assemblies within intervals of 100 hours TSLI.

- An initial visual inspection of snap-ring impulse coupling assemblies that have 450 or more hours TSN or TSLI on the effective date of the proposed AD, within 50 hours TIS after the effective date of the AD, or

- An initial visual inspection of snap-ring impulse coupling assemblies that have fewer than 450 hours TSN or TSLI before accumulating 500 hours TSN or TSLI, and

- Repetitive inspections of snap-ring impulse coupling assemblies within intervals of 500 hours TSLI.

- Replacing impulse coupling assemblies that fail the inspection.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between