

inspections for cracks of the body frames and adjacent skin between BS 420 and 460 inclusive and between stringers S-8 and S-12 inclusive, in accordance with Figure 17 of the Accomplishment Instructions of the service bulletin. Repeat the inspections thereafter at intervals not to exceed 1,000 flight cycles until the next flight limit inspection required by paragraph (n) of this AD; and after each flight limit inspection, repeat the inspections required by this paragraph thereafter at intervals not to exceed 1,000 flight cycles until the next flight limit inspection; except as provided by paragraph (p) of this AD.

Note 5: For Group 7 through 11 airplanes, the supplemental detailed and HFEC inspections in paragraph (o) of this AD are inspections to be done in between the flight limit inspections.

(1) For airplanes on which any inspection required by paragraph (f) of this AD has been done as of the effective date of this AD: Do the inspections at the later of the times specified in paragraphs (o)(1)(i) and (o)(1)(ii) of this AD.

(i) Within 750 flight cycles after the last inspection required by paragraph (f) of this AD.

(ii) Within 50 flight cycles after the effective date of this AD.

(2) For airplanes on which any inspection required by paragraph (f) of this AD has not been done as of the effective date of this AD: Within 1,000 flight cycles after doing any inspection required by paragraph (l) of this AD.

(p) In lieu of performing the repetitive detailed and surface HFEC inspections required by paragraph (o) of this AD at intervals not to exceed 1,000 flight cycles: Perform an internal detailed inspection for cracks of the body frame and adjacent skin between BS 420 and 460 inclusive and between stringers S-8 and S-12 inclusive, in accordance with Figure 17 of the Accomplishment Instructions of the service bulletin, at intervals not to exceed 750 flight cycles. Operators may alternate the inspection methods provided that the corresponding repetitive inspection interval is not exceeded.

Corrective Action

(q) If any crack is found during any inspection required by paragraph (l) through (p) of this AD, before further flight, do the related investigative and corrective actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2265, Revision 9, dated February 17, 2005, except as provided by paragraph (r) of this AD.

(r) Where Boeing Alert Service Bulletin 747-53A2265, Revision 9, dated February 17, 2005, specifies to contact Boeing for appropriate action: Before further flight, repair the cracked part in accordance with a method approved by the Manager, Seattle ACO, FAA; or in accordance with data meeting the certification basis of the airplane approved by an AR for the Boeing DOA who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically reference this AD.

Terminating Action for Modified Structure Only

(s) Modification in accordance with Boeing Service Bulletin 747-53-2272, dated January 12, 1987, through Revision 18, dated May 16, 2002, prior to the effective date of this AD, constitutes terminating action for the requirements of paragraphs (f), (j), and (l) through (p) of this AD for modified structure only. As of the effective date of this AD, the modification must be done in accordance with Boeing Service Bulletin 747-53-2272, Revision 18, dated May 16, 2002.

Note 6: Paragraph H of AD 91-11-01, amendment 39-6997, refers to Boeing Service Bulletin 747-53-2272, dated January 12, 1987, as the appropriate source of service information for accomplishing the optional terminating action in that AD. AD 90-06-06, amendment 39-6490, refers to Boeing Service Bulletin 747-53-2272, Revision 12, dated December 22, 1988; or earlier revisions; as an appropriate source of service information for accomplishing the mandatory terminating action in that AD.

Alternative Methods of Compliance (AMOCs)

(t)(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 an AR for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(3) AMOCs approved previously according to ADs 91-11-01 or 2005-04-51 are approved as AMOCs for the corresponding requirements of this AD.

Material Incorporated by Reference

(u) You must use Boeing Service Bulletin 747-53A2265, Revision 7, dated January 25, 1990; and Boeing Alert Service Bulletin 747-53A2265, Revision 9, dated February 17, 2005; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The incorporation by reference of Boeing Service Bulletin 747-53A2265, Revision 7, dated January 25, 1990, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 747-53A2265, Revision 9, dated February 17, 2005, was approved previously by the Director of the Federal Register as of March 9, 2005 (70 FR 10485, March 4, 2005).

(3) To get copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. To view the AD docket, go to 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, go to 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.

Issued in Renton, Washington, on April 1, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-20057; Airspace Docket No. 05-AEA-02]

Amendment of Class E Airspace; Harrisburg, PA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final Rule; request for comments.

SUMMARY: This action removes the description of the Class E airspace designated for Millard Airport, Annville, PA; Carlisle Airport, Carlisle, PA; Muir AAF, Fort Indiantown Gap, PA; Lancaster Airport, Lancaster, PA; Donegal Springs Airpark, Marietta, PA; Decks Airport, Myerstown, PA; Keller Brothers Airport, Lebanon, PA; York Airport, York, PA. The affected Class E-5 airspace for the airports included in these descriptions will be consolidated into the amended Harrisburg, PA airspace description contained in Docket No. FAA-2005-20057, Airspace Docket No. 05-AEA-01, effective July 7, 2005.

DATES: Effective date: July 7, 2005.

Comment Date: Comments must be received on or before May 11, 2005.

ADDRESSES: Send comments on the rule 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-2005-20057; Airspace Docket No. 05-AEA-02 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 rule, any comments received, and any final disposition in person in the Docket 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 Area Director, Eastern Terminal Operations, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, NY 11434-4809.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace and Operations, ETSU, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, NY 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION: Although this action is a final rule, which involves the amendment of Class E airspace within Pennsylvania, by consolidating that airspace into one description, and was not preceded by notice and public procedure comments are invited on the rule. This rule will become effective on the date specified in the **DATES** section. However, after the review of any comments, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the rule which might suggest the need to modify the rule.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the description of Class E airspace in the Harrisburg, PA area by removing the airspace designations for Millard Airport, Annville, PA; Carlisle Airport, Carlisle, PA; Muir AAF, Fort Indiantown Gap, PA; Lancaster Airport, Lancaster, PA; Donegal Springs Airpark, Marietta, PA; Decks Airport, Myerstown, PA; Keller Brothers Airport, Lebanon, PA; York Airport, York, PA. It consolidates those airspace areas into the amended Harrisburg, PA description. The proliferation of airports with Instrument Flight Rule (IFR) operations within the Harrisburg, PA metropolitan area has resulted in the overlap of numerous Class E airspace areas that complicate the chart depictions. This action clarifies the airspace and diminishes the scope and complexity of charting. The IFR airports within those areas will be incorporated into the Harrisburg, PA Class E airspace area. Accordingly, since this action merely consolidates these airspace areas into one airspace designation and has

inconsequential impact on aircraft operations in the area, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Class E airspace designations for airspace extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9M, dated August 30, 2004, and effective September 16, 2004, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporated by reference, Navigation (air).

Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

■ 1. The authority citation for Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9M, Airspace Designations and Reporting Points, dated August 30, 2004 and effective September 16, 2004, is amended as follows:

Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.

*	*	*	*	*
AEA PA E5	Annville, PA,	[Removed]		
AEA PA E5	Carlisle, PA	[Removed]		
AEA PA E5	Fort Indiantown Gap, PA	[Removed]		

AEA PA E5	Lancaster, PA	[Removed]
AEA PA E5	Marietta, PA	[Removed]
AEA PA E5	Myerstown, PA	[Removed]
AEA PA E5	York, PA	[Removed]
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Issued in Jamaica, New York on March 28, 2005.

John G. McCartney,

Assistant Area Director, Eastern Terminal Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-20056; Airspace Docket No. 05-AEA-01]

Amendment of Class E Airspace; Harrisburg, PA

AGENCY: Federal Aviation Administration [FAA] DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Harrisburg, PA. The development of multiple area navigation (RNAV) Standard Instrument Approach Procedures (SIAP) for numerous airports within the Harrisburg, PA metropolitan area with approved Instrument Flight Rule (IFR) operations and the resulting overlap of designated Class E-5 airspace have made this action necessary. This action consolidates the Class E-5 airspace designations for nine airports and results in the rescission of seven Class E-5 descriptions through separate rulemaking action. The area will be depicted on aeronautical charts for pilot reference.

EFFECTIVE DATE: 0901 UTC July 7, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace and Operations, ETSU, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434-4809, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On February 8, 2005, a notice proposing to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by consolidating existing Class E-5 airspace designations in the Harrisburg, PA metropolitan area and incorporating those areas into the Harrisburg, PA description was published in the **Federal Register** (70 FR 6601-6602). Interested parties were invited to participate in this rulemaking proceeding by submitting written