

Material Incorporated by Reference

(j) You must use the applicable temporary revision to the applicable Airbus airplane flight manual specified in Table 3 of this AD 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 those documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Airbus temporary revision	AFM
6.01.03/08, dated February 9, 2004.	A300–600 Flight Manual.
6.01.03/36, dated February 9, 2004.	A310 Flight Manual.

Issued in Renton, Washington, on February 18, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–4070 Filed 3–10–05; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. 2003–NM–256–AD; Amendment 39–13968; AD 2005–03–12]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A330, A340–200, and A340–300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2005–03–12 that was published in the **Federal Register** on February 14, 2005 (70 FR 7386). The typographical error resulted in an incorrect AD number. This AD is applicable to certain Airbus Model A330, A340–200, and A340–300 series

airplanes. This AD requires initial and repetitive inspections of certain frame stiffeners to detect cracking and replacement of any cracked stiffener with a new, reinforced stiffener. Replacement of the stiffener constitutes terminating action for certain inspections. This AD also requires a one-time inspection of any new, reinforced stiffener; and repair or replacement of the new, reinforced stiffener if any cracking is found during the one-time inspection. This AD also provides for an optional terminating action for certain requirements of this AD.

DATES: Effective March 21, 2005.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2797; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2005–03–12, amendment 39–13968, applicable to certain Airbus Model A330, A340–200, and A340–300 series airplanes, was published in the **Federal Register** on February 14, 2005 (70 FR 7386). That AD requires initial and repetitive inspections of certain frame stiffeners to detect cracking and replacement of any cracked stiffener with a new, reinforced stiffener. Replacement of the stiffener constitutes terminating action for certain inspections. That AD also requires a one-time inspection of any new, reinforced stiffener; and repair or replacement of the new, reinforced stiffener if any cracking is found during the one-time inspection. That AD also provides for an optional terminating action for certain requirements of that AD.

As published, that final rule incorrectly specified the AD number in a single location in the AD as “2005–NM–03–12” instead of “2005–03–12.”

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains March 21, 2005.

§ 39.13 [Corrected]

■ In the **Federal Register** of February 14, 2005, on page 7388, in the first column, paragraph 2. of PART 39—AIRWORTHINESS DIRECTIVES is corrected to read as follows:

2005–03–12 **Airbus:** Amendment 39–13968. Docket 2003–NM–256–AD.

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Issued in Renton, Washington, on February 28, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–4824 Filed 3–10–05; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2004–19446; Directorate Identifier 2004–NM–130–AD; Amendment 39–13967; AD 2005–03–11]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 767–200 and –300 Series Airplanes

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

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a typographical error in an existing airworthiness directive (AD) that was published in the **Federal Register** on February 11, 2005 (70 FR 7174). The error resulted in an incorrect AD number. This AD applies to certain Boeing Model 767 series airplanes. This AD requires repetitive detailed and eddy current inspections of the aft pressure bulkhead for damage and cracking, and repair if necessary. This AD also requires one-time detailed and high frequency eddy current inspections of any “oil-can” located on the aft pressure bulkhead, and related corrective actions if necessary.

DATES: Effective March 18, 2005.

ADDRESSES: 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–2004–19446; the directorate identifier for this docket is 2004–NM–130–AD.

FOR FURTHER INFORMATION CONTACT:

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