

30 airplanes. The actions specified in this AD are intended to prevent propeller separation from the airplane.

(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.

Torque Check Requirements for Short Brothers Ltd. Model SD3-30 Airplanes

(f) Before further flight, for propellers installed on Short Brothers Ltd. Model SD3-30 airplanes, do the following:

(1) Perform an initial torque check inspection of the Hartzell propeller attach bolts, P/N B-3339, unless already done within 120 hours time-in-service (TIS) before the effective date of this AD, and thereafter, within 120 hour TIS intervals since the last inspection. Use Procedure #1 "Mounting Bolt Torque Check" of Hartzell Alert Service Bulletin (ASB) A203A, dated January 5, 1995, to do the inspections.

(2) If the torque check fails, remove the propeller and go to paragraph (h) of this AD.

Torque Check Requirements for Aerospatiale (Nord) Model 262A Airplanes Modified by STC SA2369SW

(g) For propellers installed on Aerospatiale (Nord) Model 262A airplanes modified by STC SA2369SW, do the following:

(1) Perform an initial torque check inspection of the Hartzell propeller attach bolts, P/N B-3339, within 100 hours TIS after the effective date of this AD, and thereafter, within 100 hour TIS intervals since the last inspection. Use Procedure #1 "Mounting Bolt Torque Check" of Hartzell Alert Service Bulletin (ASB) A203A, dated January 5, 1995, to do the inspections.

(2) If the torque check fails, remove the propeller and go to paragraph (h) of this AD.

Inspection and Rework of Engine and Propeller Mounting Flange Surfaces and Hub Mounting Bolt Holes

(h) When the propeller is removed due to failing the torque check in Procedure #1 of Hartzell ASB A203A, dated January 5, 1995, inspect and rework if necessary, the engine and propeller mounting flange surfaces. Use Procedure #2 "Engine/Propeller Mounting Flanges" of Hartzell ASB A203A, dated January 5, 1995, to do the inspections and rework. Also inspect the hub mounting bolt holes as follows:

(1) Clean bolt holes using Stoddard solvent or equivalent and a soft bristle brush.

(2) Visually inspect the area around the bolt holes. No deformations, evidence of rework, depressions, or protrusions around bolt holes are permitted, except for an edge chamfer of the bolt hole up to 0.030 inch.

(3) Using a 10X magnification, and an appropriate light source, visually inspect threads for chipping, missing material, deformation, and scratches. No damage is permitted.

(4) Using a new P/N B-3339 bolt, check threads by threading bolt by hand into the bolt hole. The bolt must thread in easily with no binding.

(5) Any hub with a bolt hole showing one or more of the prohibited conditions specified in paragraphs (h)(2) through (h)(4) must be removed from service.

Preparation of Propeller Attach Bolts

(i) Before installing any Hartzell propeller attach bolt P/N B-3339, apply anti-seize compound MIL-PRF-83483, to the threaded surfaces of the attach bolt. Do not use any other anti-seize compound on attach bolts.

Preparation of Propeller Mounting and Engine Flanges

(j) Before installing a Hartzell HC-B5MP-3()/M10282A()+6 propeller, the propeller mounting flange and engine flange must be clean and dry. Do not use anti-fretting compounds on the flanges. You may install an FAA-approved Pratt & Whitney shim between the propeller mount flange and engine flange.

Alternative Methods of Compliance

(k) The Manager, Chicago 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.

Special Flight Permits

(l) Under 14 CFR part 39.23, special flight permits are prohibited.

Material Incorporated by Reference

(m) You must use Hartzell Alert Service Bulletin A203A, dated January 5, 1995, to perform the procedures referenced by this AD. 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. You can get a copy from Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. You may 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.

Related Information

(n) Information on propeller removal and installation procedures can be found in Hartzell Propeller Inc. Service Instruction 140A.

Issued in Burlington, Massachusetts, on October 4, 2004.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

FR Doc. 04-22728 Filed 10-13-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-CE-68-AD; Amendment 39-13823; AD 2004-21-02]

RIN 2120-AA64

Airworthiness Directives; Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko" Model SZD-50-3 "Puchacz" Sailplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA adopts a new airworthiness directive (AD) for all Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko" (PZL-Bielsko) Model SZD-50-3 "Puchacz" sailplanes. This AD requires you to repetitively inspect the front and back of the fuselage front bulkhead attachment fitting for cracks and replace the attachment fitting if any cracks are found. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Poland. We are issuing this AD to detect and correct cracks in the fuselage front bulkhead attachment fitting, which could result in structural failure of the bulkhead. This failure could lead to loss of control of the sailplane.

DATES: This AD becomes effective on November 29, 2004.

As of November 29, 2004, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: You may get the service information identified in this AD from Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa PZL-Bielsko, ul. Cieszyńska 325, 43-300 Bielsko-Biala; telephone: +48 033 812 50 21; facsimile: +48 033 812 37 39.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-68-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? The General Inspectorate of Civil Aviation (GICA), which is the airworthiness authority for Poland, recently notified FAA that an unsafe condition may exist on all PZL-Bielsko Model SZD-50-3 "Puchacz" sailplanes. The GICA reports that cracks were detected in the front bracket console mounted on the fuselage front bulkhead.

What is the potential impact if FAA took no action? This condition, if not detected and corrected, could cause the fuselage front bulkhead to fail. Failure of the fuselage front bulkhead could result in loss of control of the sailplane.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all PZL-Bielsko Model SZD-50-3 "Puchacz" sailplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on April 21, 2004 (69 FR 21444). The NPRM proposed to require you to repetitively inspect the front and back of the fuselage front bulkhead attachment fitting for cracks, and replace any cracked attachment fitting found.

Is there a modification I can incorporate instead of repetitively inspecting the front and back of the fuselage front bulkhead attachment fitting for cracks? The FAA has determined that long-term continued operational safety would be better assured by design changes that remove

the source of the problem rather than by repetitive inspections or other special procedures. With this in mind, FAA will continue to work with PZL-Bielsko in performing further tests to determine the cause of the cracking and to provide a corrective action that would terminate the need for repetitive inspections.

What is the difference between this AD and the service information? The manufacturer's service information allows continued flight if cracks are found in the fuselage front bulkhead attachment fitting that do not exceed certain limits. The applicable service bulletin specifies replacement of the fuselage front bulkhead attachment fitting only if cracks are found exceeding this limit. This AD will not allow continued flight if any crack is found. FAA policy is to disallow sailplane operation when known cracks exist in primary structure, unless the ability to sustain ultimate load with these cracks is proven. The fuselage front bulkhead is considered primary structure, and the FAA has not received any analysis to prove that ultimate load can be sustained with cracks in this area.

Comments

Was the public invited to comment? We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

Conclusion

What is FAA's final determination on this issue? We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Changes to 14 CFR Part 39—Effect on the AD

How does the revision to 14 CFR part 39 affect this AD? On July 10, 2002, the FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

How many sailplanes does this AD impact? We estimate that this AD affects 8 sailplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected sailplanes? We estimate the following costs to accomplish the inspection:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
2 workhours × \$65 per hour = \$130	Not applicable	\$130	\$130 × 8 = \$1,040.

We estimate the following costs to accomplish any necessary replacement that will be required based on the

results of this inspection. We have no way of determining the number of

sailplanes that may need such a replacement:

Labor cost	Parts cost	Total cost per sailplane
10 workhours × \$65 per hour = \$650	\$680	\$650 + \$680 = \$1,330.

Regulatory Findings

Will this AD impact various entities? 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.

Will this AD involve a significant rule or regulatory action? 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 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**. Include "AD Docket No. 2003-CE-68-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 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. FAA amends § 39.13 by adding a new AD to read as follows:

2004–21–02 Przedsiębiorstwo**Doswiadczalno-Produkcyjne****Szybownictwa “PZL-Bielsko”:**

Amendment 39–13823; Docket No.

2003–CE–68–AD.

When Does This AD Become Effective?

(a) This AD becomes effective on November 29, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects Model SZD–50–3 “Puchacz” sailplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Poland. We are issuing this AD to detect and correct cracks in the fuselage front bulkhead attachment fitting, which could result in structural failure of the bulkhead. This failure could lead to loss of control of the sailplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Using a fluorescent dye-penetrant or dye-check method, inspect the front and back of the fuselage front bulkhead attachment fitting for cracks.	Within the next 25 hours time-in-service (TIS) after November 29, 2004 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 12 calendar months.	Follow Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa PZL-Bielsko (PDPS “PZL-Bielsko”) Mandatory Bulletin No. BE–048/SZD–50–3/2000 “Puchacz”, dated June 6, 2000.
(2) If cracks are found during any inspection required in paragraph (e)(1) of this AD, replace the fuselage front bulkhead attachment fitting.	Prior to further flight after any inspection required in paragraph (e)(1) of this AD in which cracks are found. After replacing the fuselage front bulkhead attachment fitting, continue with the repetitive inspections required in paragraph (e)(1) of this AD.	Follow Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa PZL-Bielsko (PDPS “PZL-Bielsko”) Mandatory Bulletin No. BE–049/SZD–50–3/2000 “Puchacz”, dated September 14, 2000.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; facsimile: (816) 329–4090.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa PZL-Bielsko (PDPS “PZL-Bielsko”) Mandatory Bulletin No. BE–048/SZD–50–3/2000 “Puchacz”, dated June 6, 2000; and Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa PZL-Bielsko (PDPS “PZL-Bielsko”) Mandatory Bulletin No. BE–049/SZD–50–3/2000 “Puchacz”, dated September 14, 2000. 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. You may get a copy from Przedsiębiorstwo Doświadczalno-Produkcyjne Szybownictwa PZL-Bielsko, ul. Cieszyńska 325, 43–300 Bielsko-Biala; telephone: +48 033 812 50 21; facsimile: +48

033 812 37 39. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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.

Is There Other Information That Relates to This Subject?

(h) Republic of Poland AD Number SP–0059–2000–A, dated June 5, 2000, and AD Number SP–0094–2000–A, dated September 18, 2000, also address the subject of this AD.

Issued in Kansas City, Missouri, on October 5, 2004.

Dorenda D. Baker,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–22812 Filed 10–13–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2004–18736; Airspace Docket No. 04–AEA–10]

Establishment of Class E Airspace; Jonesville, VA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Jonesville, VA. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to contain aircraft operating into Lee County Airport, Jonesville, VA, under Instrument Flight Rules (IFR).

DATES: Effective 0901 UTC January 20, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, airspace Specialist, Airspace Branch, Eastern Terminal Service Unit, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434–4809, telephone: (718) 553–4521.

SUPPLEMENTARY INFORMATION: