

Repetitive Inspections

(f) For all airplanes: Except as required by paragraphs (h) and (i) of this AD, within 100 flight hours after May 16, 2002 (the effective date of AD 2002-08-21), perform a detailed inspection as specified in paragraphs (f)(1) and (f)(2) of this AD, per EMBRAER Alert Service Bulletin 145-55-A028, dated April 10, 2002; or Service Bulletin 145-55-0028, Revision 02, dated February 27, 2003. If any discrepancy is found during any inspection required by this paragraph: Before further flight, perform applicable corrective actions (including replacing any discrepant part with a new part and restoring the support painting) per the alert service bulletin. Repeat the inspection at intervals not to exceed 800 flight hours, except as provided by paragraphs (h) and (i) of this AD.

(1) Inspect both bonding jumpers of the vertical-to-horizontal stabilizer to detect discrepancies (including overstretching, fraying, or other damage; and misaligned or otherwise incorrectly installed bonding jumper terminals).

(2) Inspect the connecting support structure to detect deformation or signs of cracks or ruptures, and, before further flight, inspect the general conditions of the paint of any discrepant support.

(g) Inspections done before the effective date of this AD per EMBRAER Alert Service Bulletin 145-55-A028, Change 01, dated June 7, 2002, are acceptable for compliance with the requirements of paragraph (f) of this AD.

Conditional Requirements for Immediate Inspection

(h) Notwithstanding the requirements of paragraph (f) of this AD: Before further flight following removal of any parts identified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD, perform the inspection specified in paragraph (f) of this AD. The task numbers below are identified in EMBRAER Airplane Maintenance Manuals AMM-145/1124 and AMM-145/1230.

(1) The horizontal stabilizer (as specified in EMBRAER Airplane Maintenance Manual (AMM) task number 55-10-00-000-801-A).

(2) The horizontal stabilizer actuator (as specified in AMM task number 27-40-02-000-801-A).

(3) The left-hand or right-hand seal fairings (as specified in AMM task number 55-36-00-020-002-A00).

(i) Before further flight following a lightning strike, perform a "Lightning Strike—Inspection Check" and applicable corrective actions, per AMM task number 05-50-01-06.

Note 2: Following accomplishment of an inspection per paragraph (h) or (i) of this AD, the repetitive interval of the next inspection may be extended to 800 flight hours after accomplishment of the inspection required by paragraph (h) or (i) of this AD, as applicable.

New Requirements of This AD

Terminating Action

(j) Within 800 flight hours after the effective date of this AD, modify the bonding jumpers, including installing a protective cover for the elevator control cables, in accordance with Part II of the Accomplishment Instructions of EMBRAER Service Bulletin 145-55-0028, Revision 02, dated February 27, 2003. Accomplishment of this modification terminates the requirements of this AD.

(k) A modification done before the effective date of this AD per EMBRAER Service Bulletin 145-55-0028, Change 01, dated June 7, 2002, is acceptable for compliance with the requirements of paragraph (j) of this AD.

Alternative Methods of Compliance

(l) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(m) Unless otherwise specified in this AD, the actions shall be done in accordance with EMBRAER Alert Service Bulletin 145-55-A025, dated June 5, 2001; EMBRAER Alert Service Bulletin 145-55-A028, dated April 10, 2002; and EMBRAER Service Bulletin 145-55-0028, Revision 02, dated February 27, 2003; as applicable. EMBRAER Service Bulletin 145-55-0028, Revision 02, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 2	02	February 27, 2003.
3-6, 19-22	01	June 7, 2002.
7-18, 23-31	Original	May 20, 2002.

(1) The incorporation by reference of EMBRAER Service Bulletin 145-55-0028, Revision 02, dated February 27, 2003, 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 EMBRAER Alert Service Bulletin 145-55-A028, dated April 10, 2002, was approved previously by the Director of the Federal Register as of May 16, 2002 (67 FR 21572, May 1, 2002).

(3) The incorporation by reference of EMBRAER Alert Service Bulletin 145-55-A025, dated June 5, 2001, was approved previously by the Director of the Federal Register as of September 5, 2001 (66 FR 43768, August 21, 2001).

(4) Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Brazilian airworthiness directive 2001-06-03R2, dated June 24, 2002.

Effective Date

(n) This amendment becomes effective on April 14, 2004.

Issued in Renton, Washington, on March 1, 2004.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-5070 Filed 3-9-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-NE-11-AD; Amendment 39-13517; AD 2004-05-22]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland (RRD) (Formerly Rolls-Royce, plc) TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain RRD TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 series turbofan engines with ice-impact panels installed in the low pressure (LP) compressor case. This AD requires

inspecting all ice-impact panels and fillers in the LP compressor case for certain conditions, and if necessary, replacing any ice-impact panels and fillers that have those conditions. This AD results from two reports of ice-impact panels that released during flight, one of which resulted in reduction of power in both engines. We are issuing this AD to prevent release of ice-impact panels due to improper bonding that can result in loss of thrust in both engines.

DATES: Effective March 25, 2004. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of March 25, 2004.

We must receive any comments on this AD by May 10, 2004.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- By mail: The Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2004-NE-11-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

- By fax: (781) 238-7055.

- By e-mail: 9-ane-adcomment@faa.gov

You can get the service information referenced in this AD from Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, D-15827 Dahlewitz, Germany; telephone 49 (0) 33-7086-1768; fax 49 (0) 33-7086-3356.

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on certain RRD TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 series turbofan engines. The LBA advises that they received two reports of ice-impact panels that separated from LP compressor cases during icing

conditions and caused significant reductions of thrust in the engines. In one case, on a Fokker F.28 Mk. 0070, the panels separated almost simultaneously in both TAY 620-15 turbofan engines and reduced the thrust of the engines to the point that the airplane made an emergency, off-airport landing. That landing resulted in damage to the airplane landing gear and bottom side of the airplane fuselage. In the other case, the panels released on a single TAY 620-15 turbofan engine installed on a Fokker F.28 Mk.0100 airplane. The original configuration of ice-impact panels used 36 small ice-impact panels. Rolls-Royce, plc Service Bulletin (SB) No. TAY-72-1326 introduced six large panels instead of the 36 small panels. Repair procedures TV5451R or HRS3491 allow replacing six adjacent small panels of the 36-panel configuration with a single large panel.

Relevant Service Information

We have reviewed and approved the technical contents of RRD SB No. TAY-72-1627, Revision 2, dated February 5, 2004; and RRD SB No. TAY-72-1631, dated February 6, 2004; that describe procedures for inspecting, and if necessary, replacing the ice-impact panels on the LP compressor case. The LBA classified these service bulletins as mandatory and issued AD D-2004-055R1, dated January 24, 2004; and AD D-2004-090, dated February 12, 2004; in order to ensure the airworthiness of these RRD engines in Germany.

Differences Between This AD and the Service Information

The RRD SBs specify calendar dates for the compliance times. We have included compliance times based on engine cycles with the calendar date as an end date. We used a risk analysis from RRD to determine the engine cycles for the compliance times.

Bilateral Airworthiness Agreement

This engine model is manufactured in Germany and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the LBA has kept us informed of the situation described above. We have examined the findings of the LBA, 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 RRD TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 series turbofan engines of the same type design. We are issuing this AD to prevent release of ice-impact panels due to improper bonding that can result in loss of thrust in both engines. This AD requires inspecting, and if necessary replacing, ice-impact panels on the LP compressor cases. 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 occurs during icing conditions, and the compliance times for the actions equate to about two months after the effective date of this AD, we require 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.

Changes to 14 CFR Part 39—Effect on the AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47998, July 22, 2002), which governs our AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. 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.

Interim Action

These actions are interim actions and we may take further rulemaking actions in the future.

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 submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2004-NE-11-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments

on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it. If a person contacts us verbally, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You may get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

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**. Include "AD Docket No. 2004-NE-11-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. The FAA amends § 39.13 by adding the following new airworthiness directive:

200X-05-22 Rolls-Royce Deutschland Ltd & Co KG (RRD) (Formerly Rolls-Royce, plc): Amendment 39-13517. Docket No. 2004-NE-11-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 25, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to RRD TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 series turbofan engines with ice-impact panels installed in the low pressure (LP) compressor case that conform to Rolls-Royce, plc (RR) Service Bulletin (SB) No. TAY-72-1326 or were repaired using repair procedures TV5415R or HRS3491. These engines are installed on, but not limited to, Fokker F.28 Mk.0070 and Mk.0100 series airplanes, Gulfstream Aerospace G-IV series airplanes, and Boeing Company 727-100 series airplanes modified in accordance with Supplemental Type Certificate (STC) SA8472SW (727-QF).

Unsafe Condition

(d) This AD results from two reports of ice-impact panels that released during flight, one of which resulted in reduction of power in both engines. We are issuing this AD to prevent release of ice-impact panels due to improper bonding that can result in loss of thrust in both engines.

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.

Inspecting the Ice-impact Panels for Movement and Moisture on the Panel and Damage to the Blue Filler on Airplanes That Have Two or Three Engines With the Affected Ice-impact Panels

(f) For airplanes that have two TAY 620-15 or TAY 650-15 engines with ice-impact panels, and the ice-impact panels on any of those engines incorporate RR SB No. TAY-72-1326 or were repaired using repair procedures TV5415R or HRS3491, do the following.

(1) Within 500 cycles-in-service (CIS) after the effective date of this AD, but no later than August 15, 2004, inspect for the condition of the ice-impact panels and blue fillers on one or two engines so that no more than one

engine with ice-impact panels and fillers that need to be inspected remains on the airplane. Use 3.B.(1) through 3.D.(2) of the Accomplishment Instructions of RRD SB No. TAY-72-1627, Revision 2, dated February 5, 2004.

(2) Within 1,500 CIS after the effective date of this AD, inspect for the condition of the ice-impact panels and blue fillers on the remaining engine. Use 3.B.(1) through 3.D.(2) of the Accomplishment Instructions of RRD SB No. TAY-72-1627, Revision 2, dated February 5, 2004.

(g) For airplanes that have two or three TAY 651-54 engines with ice-impact panels incorporated with RR SB No. TAY-72-1326 standard or were repaired using repair procedures TV5415R or HRS3491, do the following.

(1) Within 500 cycles-in-service (CIS) after the effective date of this AD, but no later than October 1, 2004, inspect for the condition of the ice-impact panels and blue fillers on one or two engines so that no more than one engine with ice-impact panels and fillers that need to be inspected remains on the airplane. Use 3.B.(1) through 3.D.(2) of the Accomplishment Instructions of RRD SB No. TAY-72-1627, Revision 2, dated February 5, 2004.

(2) Within 1,500 CIS after the effective date of this AD, inspect for the condition of the ice-impact panels and blue fillers on the remaining engine. Use 3.B.(1) through 3.D.(2) of the Accomplishment Instructions of RRD SB No. TAY-72-1627, Revision 2, dated February 5, 2004.

(h) For airplanes that have two TAY 611-8 engines with ice-impact panels, incorporated with RR SB No. TAY-72-1326 standard or were repaired using repair procedures TV5415R or HRS3491, do the following.

(1) Within 372 flight hours (FH) after the effective date of this AD inspect the ice-impact panels on one engine. Use 3.B.(1) through 3.D.(1)(a) of the Accomplishment Instructions of RRD SB No. TAY-72-1631, dated February 6, 2004.

(2) Within 900 FH after the effective date of this AD, inspect the ice-impact panels on the remaining engine. Use 3.B.(1) through 3.D.(1)(a) of the Accomplishment Instructions of RRD SB No. TAY-72-1631, dated February 6, 2004.

Inspecting the Ice-impact Panels for Movement and Moisture on the Panel and Damage to the Blue Filler on Airplanes That Have One Engine With the Affected Ice-impact Panels

(i) For airplanes that have one TAY 620-15, TAY 650-15, or TAY 651-54 engine with ice-impact panels incorporated with RR SB No. TAY-72-1326 standard or were repaired using repair procedures TV5415R or HRS3491, within 1,500 CIS after the effective date of this AD, inspect for the condition of the ice-impact panels and blue fillers on the engine. Use 3.B.(1) through 3.D.(2) of the Accomplishment Instructions of RRD SB No. TAY-72-1627, Revision 2, dated February 5, 2004.

(j) For airplanes that have one TAY 611-8 engine with ice-impact panels incorporated with RR SB No. TAY-72-1326 standard or

were repaired using repair procedures TV5415R or HRS3491, within 900 FH after the effective date of this AD, inspect for the condition of the ice-impact panels and blue fillers on the engine. Use 3.B.(1) through 3.D.(1)(a) of the Accomplishment Instructions of RRD SB No. TAY-72-1631, dated February 6, 2004.

Installing Engines That Are Not Inspected

(k) After the effective date of this AD, do not install any TAY 620-15, TAY 650-15, or TAY 651-54 engine with ice-impact panels, if those ice-impact panels incorporate RR SB No. TAY-72-1326 or were repaired using repair procedures TV5415R or HRS3491, unless the panels and blue fillers are inspected for condition using 3.B.(1) through 3.D.(2) (in-service) or 3.H.(1) through 3.K.(1)(b) (at overhaul or shop visit) of the Accomplishment Instructions of RRD SB No.

TAY-72-1627, Revision 2, dated February 5, 2004.

(l) After the effective date of this AD, do not install any TAY 611-8 engine with ice-impact panels, if those ice-impact panels incorporate RR SB No. TAY-72-1326 or were repaired using repair procedures TV5415R or HRS3491, unless the panels are inspected for condition using 3.B.(1) through 3.D.(1)(a) (in-service) or 3.H.(1) through 3.K.(1) (at overhaul or shop visit) of the Accomplishment Instructions of RRD SB No. TAY-72-1631, dated February 6, 2004.

Alternative Methods of Compliance

(m) 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

(n) You must use the service information specified in Table 1 to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, D-15827 Dahlewitz, Germany; telephone 49 (0) 33-7086-1768; fax 49 (0) 33-7086-3356. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. Table 1 follows:

TABLE 1.—INCORPORATION BY REFERENCE

Service bulletin No.	Page	Revision	Date
TAY-72-1627, Total Pages—22	All	2	February 5, 2004.
TAY-72-1631, Total Pages—19	All	Original	February 6, 2004.

Related Information

(o) Luffahrt-Bundesamt airworthiness directive (AD) D-2004-055R1, dated January 24, 2004; and AD D-2004-090, dated February 12, 2004; also address the subject of this AD.

Issued in Burlington, Massachusetts, on March 3, 2004.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 04-5263 Filed 3-9-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-SW-44-AD; Amendment 39-13518; AD 2004-05-23]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) for the specified Eurocopter France (ECF) model helicopters that currently requires certain inspections of the main rotor swashplate bearing (bearing) and

plugging the nonrotating swashplate vent holes and barrel nut orifices. This amendment eliminates most of those AD actions, which are now included in the Airworthiness Limitations section of the maintenance manual, but retains the requirements for the inspections and lubrication of the main rotor swashplate. This amendment also clarifies that repetitive maintenance of the main rotor swashplate and bearing is required at intervals not to exceed 100 hours time-in-service (TIS). This amendment is prompted by the need to clarify the AD wording to avoid any misinterpretation of the required interval for inspecting and lubricating the main rotor swashplate and bearing. The actions specified by this AD are intended to prevent failure of the bearing and subsequent loss of control of the helicopter.

DATES: Effective April 14, 2004.

FOR FURTHER INFORMATION CONTACT: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Guidance Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5130, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend 14 CFR part 39 by superseding AD 89-21-01, Docket No. 89-ASW-53, Amendment 39-6562 (55 FR 12332, April 3, 1990), for the specified ECF model helicopters was published in the **Federal Register** on May 16, 2003 (68 FR 26552). AD 89-21-01 requires inspecting the bearing for play or binding, proper assembly and lubrication, and measuring the swashplate rotational torque. In

addition, that AD requires plugging the nonrotating swashplate vent holes and barrel nut orifices at specified hours TIS. The requirements of that AD are intended to prevent failure of the bearing, which could result in loss of control of the helicopter.

Since issuing that AD, an FAA inspector reports that the repetitive lubrication requirement in paragraph (c) of AD 89-21-01 requiring lubrication “within every 100 hours” additional time-in-service” is being misinterpreted by a certain operator to only require lubrication every 199 hours rather than the intended 100-hour interval. Therefore, the inspector recommends that AD 89-21-01 be rewritten to clearly state that lubrication of the bearings be required at intervals not to exceed 100 hours TIS. To remove any doubt as to the intended lubrication interval, we have made the suggested changes. The additional requirements contained in AD 89-21-01 for inspecting and servicing the main rotor swashplate are no longer necessary because they are contained currently in the mandatory Airworthiness Limitations section of the Eurocopter Master Servicing Recommendations (maintenance manual) for the Model AS 350, dated April 26, 2001, and for the Model AS 355, dated May 31, 2001.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the one comment received. The commenter suggests that current maintenance instructions are adequate and that no