

(2) A bolt replaced by Lycoming as specified in SB 554 after November 10, 1998; or

(3) A bolt, other than P/N STD-2209, including any O-540-F engines listed by SN in Table 1 of Lycoming SB No. 554, dated September 30, 2002.

(i) Before further flight, for all other engines that have an engine SN listed in Table 1 of Lycoming SB No. 554, dated September 30, 2002, replace the crankshaft gear retaining bolt with:

(1) A new bolt included in gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or

(2) A bolt with a P/N other than STD-2209.

(3) You can find information on replacing the retaining bolt in Lycoming SB No. 554, dated September 30, 2002.

Bolts That Have Been Replaced During Field Maintenance or Field Overhaul

(j) Before further flight, replace the crankshaft gear retaining bolt with a new bolt supplied as part of gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336, or a bolt with a P/N other than P/N STD-2209, if:

(1) The bolt on an O-540-F series engine was replaced after compliance with AD 99-03-05 with a bolt that was not included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or

(2) The bolt on an AEIO, LTIO, IO, O, or TIO-540 series engine was replaced during field maintenance or field overhaul between November 27, 1996, and the effective date of this AD with a bolt that was not included in bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336.

(3) You can find information on replacing the bolt in Lycoming SB No. 554, dated September 30, 2002.

Engines Listed by Serial Number (SN) in Lycoming Mandatory Service Bulletin (MSB) 554, Supplement 5, Dated August 15, 2003

(k) If an engine model and SN is listed in Lycoming MSB 554, Supplement 5, dated August 15, 2003, replace the crankshaft gear retaining bolt within 10 hours TIS, or 7 days after the effective date of this AD, whichever is earlier, with:

(1) A new bolt included in gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, 05K23336; or

(2) Bolt STD-2247, or

(3) A bolt with a P/N other than P/N STD-2209.

(4) You can find information on replacing the retaining bolt in Lycoming SB No. 554, dated September 30, 2002.

Recording Gear Bolt Replacement Kit Number

(l) After the effective date of this AD, record the part number of the gear bolt or the number of the gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336, in the engine records when recording compliance with this AD.

Prohibition Against Installing Gear Retaining Bolts P/N STD-2209

(m) After the effective date of this AD, do not install any crankshaft gear retaining bolt, P/N STD-2209, except one that is included in a Lycoming gear bolt replacement kit: 05K19987, 05K23325, 05K23326, 05K23327, 05K23335, or 05K23336, onto any engine listed in this AD.

Alternative Methods of Compliance

(n) The Manager, New York 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.

Material Incorporated by Reference

(o) Engine serial numbers are listed in Lycoming Mandatory Service Bulletin No. 554, Supplement 5, dated August 15, 2003; and in Table 1 of Lycoming Service Bulletin No. 554, dated September 30, 2002. The incorporation by reference of Lycoming Service Bulletin No. 554, dated September 30, 2002, was previously approved by the Director of the Federal Register on November 19, 2002 (67 FR 68932, November 14, 2002). The incorporation by reference of Lycoming Mandatory Service Bulletin No. 554, Supplement 5, dated August 15, 2003, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Lycoming, a Textron Company, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181. You can also get this information "www.lycoming.textron.com". 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.

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

Francis A. Favara,

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

[FR Doc. 04-5262 Filed 3-12-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NM-14-AD; Amendment 39-13521; AD 2004-05-26]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 777 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 777

series airplanes, that requires replacement of the cargo control joysticks with new joysticks that include a moisture seal and ventilated cover. This action is necessary to prevent water from being trapped inside the joystick covers, which could result in uncommanded movements of the power drive unit during ground handling of cargo and consequent possible injury to ground personnel. This action is intended to address the identified unsafe condition.

DATES: Effective April 19, 2004.

The incorporation by reference of a certain publication listed in the regulations is approved by the Director of the Federal Register as of April 19, 2004.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Clint Jones, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6471; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 777 series airplanes was published in the **Federal Register** on November 28, 2003 (68 FR 66764). That action proposed to require replacement of the cargo control joysticks with new joysticks that include a moisture seal and ventilated cover.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Support for Proposed AD

One commenter concurs with the proposed AD.

Request To Correct Date of Referenced Service Information

One commenter requests that the proposed AD be revised to reference the correct issue date for Boeing Service

Bulletin 777-25-0191. The commenter points out that the correct issue date of that document is September 13, 2001. The FAA agrees and has revised this final rule to correct the typographical error.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 360 airplanes of the affected design in the worldwide fleet. The FAA estimates that 124 airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required replacement, and that the average labor rate is \$65 per work hour. Required parts will cost approximately \$2,200 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$296,980, or \$2,395 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions. The manufacturer may cover the cost of replacement parts associated with this AD, subject to warranty conditions. Manufacturer warranty remedies may also be available for labor costs associated with this AD. As a result, the costs attributable to the AD may be less than stated above.

Regulatory Impact

The regulations adopted herein 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. Therefore, it is determined that this final rule does not

have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (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) 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, pursuant to 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. Section 39.13 is amended by adding the following new airworthiness directive:

2004-05-26 Boeing: Amendment 39-13521. Docket 2002-NM-14-AD.

Applicability: Model 777 series airplanes, as listed in Boeing Service Bulletin 777-25-0191, dated September 13, 2001; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded movements of the power drive unit during ground handling of cargo and consequent possible injury to ground personnel, accomplish the following:

Replacement

(a) Within 18 months after the effective date of this AD, replace the cargo control joysticks with new joysticks, per the Accomplishment Instructions of Boeing Service Bulletin 777-25-0191, dated September 13, 2001.

Parts Installation

(b) As of the effective date of this AD, no person shall install a cargo control joystick, part number S283W602-1 or S283W602-2, on any airplane.

Alternative Methods of Compliance

(c) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(d) The actions shall be done in accordance with Boeing Service Bulletin 777-25-0191, dated September 13, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

Effective Date

(e) This amendment becomes effective on April 19, 2004.

Issued in Renton, Washington, on March 3, 2004.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-5430 Filed 3-12-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2003-16647; Directorate Docket No. 2002-NM-203-AD; Amendment 39-13520; AD 2004-05-25]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9-14, DC-9-15, and DC-9-15F Airplanes; Model DC-9-20, -30, -40, and -50 Series Airplanes; and Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas airplane models, that requires inspection of the captain's and first officer's seat locking pins for minimum engagement with the detent holes in the seat tracks; inspection of the seat lockpins for excessive wear; and corrective actions, if necessary. This action is necessary to prevent uncommanded seat movement during takeoff and/or landing, which could result in interference with the operation