

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Policy Statement No. ANM-115-05-14]

Acceptable Methods of Compliance With Section 25.562(c)(5) for Front Row Passenger Seats

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy; request for comments; reopening of comment period.

SUMMARY: The Federal Aviation Administration (FAA) announces the reopening of the comment period on a proposed policy on Acceptable Methods of Compliance with Title 14 Code of Federal Regulations (CFR) 25.562(c)(5) for Front Row Passenger Seats. This reopening is necessary to afford all interested parties an opportunity to further present their views on the proposed policy.

DATES: Send your comments on or before July 11, 2005.

ADDRESSES: Address your comments to the individual identified under **FOR**

FURTHER INFORMATION CONTACT:

FOR FURTHER INFORMATION CONTACT: John Piccola, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Standardization Branch, ANM-113, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-1509; fax (425) 227-1320; e-mail: John.Piccola@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy. We will accept

your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to Policy Statement No. ANM-115-05-14."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.

- For each issue, state what specific change you are requesting to the proposed policy.

- Include justification, reasons, or data for each change you are requesting.

We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the proposed policy because of the comments received.

Background

On April 26, 2005, the FAA published a Notice of proposed policy; request for comments, on the subject of available methods of compliance with § 25.9562(c)(5) for front row passenger seats (70 FR 21343). The purpose of the proposed policy memorandum is to clarify FAA certification policy of the acceptable substantiation methods used to provide protection under § 25.562(a) when meeting the performance standards in § 25.562(c) for "front row" seats. Front row seats are those seats which are located directly all of a partition, monument, or other commodity, including all passenger seats not considered "row-to-row." The policy is not directed toward other seats. The FAA has determined that the proposed policy provides an acceptable means of protection for front row occupants. The comment period closed on May 26, 2005.

Since publication of that notice, the FAA received a request from a manufacturing association for additional time to comment. That association indicated that additional time is needed to provide an opportunity for the industry members of the FAA/Industry 16G Seat Certification Streamlining group to disposition specific issues and work together to develop a single consensus set of industry comments and recommendations for consideration by the FAA. The FAA agreed with their request to reopen the comment period, and is doing so not only for that

manufacturing association, but also for any interested party. The reopened comment period will be for 30 days after the date of publication in the **Federal Register**.

Issued in Renton, Washington, on May 25, 2005.

Aki Bahrami,

Manager, Transport Airplane Directorate; Aircraft Certification Service.

[FR Doc. 05-11410 Filed 6-8-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-21173; Directorate Identifier 2005-CE-22-AD]

RIN 2120-AA64

Airworthiness Directives; The Cessna Aircraft Company Models 401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, and 441 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain The Cessna Aircraft Company (Cessna) Models 401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, and 441 airplanes equipped with certain avionics bus circuit breaker switches. This proposed AD would require you to inspect the avionics bus circuit breaker switch to determine the date code and replace any without a date code. This proposed AD would also impose a 1,000-hour safe life limit on avionics bus circuit breaker switches with a date code earlier than 0434. This proposed AD results from reports of smoke and a burning smell in the cockpit. We are issuing this proposed AD to prevent failure of the avionics bus circuit breaker switch, which could result in smoke and a burning smell in the cockpit. This failure could lead to reduced ability to control the airplane.

DATES: We must receive any comments on this proposed AD by August 9, 2005.

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