

replacement part, unless it has been inspected and, as applicable, repaired in accordance with the instructions of Airbus Mandatory Service Bulletin A330-55-3037, dated October 11, 2007, or Airbus Mandatory Service Bulletin A340-55-4033, dated October 11, 2007; and Airbus Mandatory Service Bulletin A330-55-3038, dated November 7, 2007, or Airbus Mandatory Service Bulletin A340-55-4034, dated November 7, 2007.

**FAA AD Differences**

**Note 1:** This AD differs from the MCAI and/or service information as follows: No differences.

**Other FAA AD Provisions**

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from

a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008-0012, dated January 14, 2008; and the service bulletins listed in Table 1 of this AD; for related information.

**TABLE 1—SERVICE BULLETINS**

Airbus Mandatory Service Bulletin—	Dated—
A330-55-3037 .....	October 11, 2007.
A330-55-3038 .....	November 7, 2007.
A340-55-4033 .....	October 11, 2007.
A340-55-4034 .....	November 7, 2007.

**Material Incorporated by Reference**

(i) You must use the service information contained in Table 2 of this AD to do the actions required by this AD, as applicable, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; fax +33 5 61 93 45 80, e-mail [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.com>.

(3) You may review copies of the service information that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton,

Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**TABLE 2—MATERIAL INCORPORATED BY REFERENCE**

Document	Date
Airbus Mandatory Service Bulletin A330-55-3037, excluding Appendix 01 .....	October 11, 2007.
Airbus Mandatory Service Bulletin A330-55-3038, including Appendix 01 .....	November 7, 2007.
Airbus Mandatory Service Bulletin A340-55-4033, excluding Appendix 01 .....	October 11, 2007.
Airbus Mandatory Service Bulletin A340-55-4034, including Appendix 01 .....	November 7, 2007.

Issued in Renton, Washington, on May 6, 2009.

**Ali Bahrami,**

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-11283 Filed 5-19-09; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2009-0114; Directorate Identifier 2009-NE-03-AD; Amendment 39-15910; AD 2009-10-14]**

**RIN 2120-AA64**

**Airworthiness Directives; Hartzell Propeller Inc. Steel Hub Turbine Propellers**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for Hartzell Propeller Inc. steel hub turbine propellers, with any counterweight slug attachment bolts, part number (P/N) B-3386-14H, LFC manufacturing lot 224, installed. This AD requires identifying and removing all counterweight slug attachment bolts, P/N B-3386-14H, LFC manufacturing lot 224, from service and installing serviceable bolts. This AD results from two reports of failure of the bolts that attach the propeller blade counterweight slug, and separation of the counterweight slug which led to propeller vibration and damage to the propeller spinner. We are issuing this AD to prevent separation of the

propeller blade counterweight slug, which could lead to injury and damage to the airplane.

**DATES:** This AD becomes effective June 4, 2009. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of June 4, 2009.

We must receive any comments on this AD by July 20, 2009.

**ADDRESSES:** Use one of the following addresses to comment on this AD:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* U.S. Docket Management Facility, Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* (202) 493-2251.

**FOR FURTHER INFORMATION CONTACT:** Tim Smyth, Senior Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; e-mail: [timothy.smyth@faa.gov](mailto:timothy.smyth@faa.gov); telephone (847) 294-8110; fax (847) 294-7132.

**SUPPLEMENTARY INFORMATION:** In October 2008, we became aware of two reports of failure of the bolts that attach the propeller blade counterweight slug, and separation of the counterweight slug which led to propeller vibration and damage to the propeller spinner. Investigation by Hartzell Propeller Inc. revealed that the bolts failed due to a bolt manufacturing defect. Hartzell Propeller Inc. determined that the bolts in LFC manufacturing lot 224, are suspect for having this defect. This condition, if not corrected, could result in separation of the propeller blade counterweight slug, which could lead to injury and damage to the airplane.

#### Relevant Service Information

We have reviewed and approved the technical contents of Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. HC-ASB-61-313, Revision 2, dated March 27, 2009. That ASB lists the affected Hartzell Propeller Inc. steel hub turbine propeller models and describes procedures for identifying and removing all counterweight slug attachment bolts, P/N B-3386-14H, LFC manufacturing lot 224, from service, and installing serviceable bolts.

#### FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other Hartzell Propeller Inc. steel hub turbine propellers of the same type design. For that reason, we are issuing this AD to prevent separation of the propeller blade counterweight slug, which could lead to injury and damage to the airplane. This AD requires identifying and removing all counterweight slug attachment bolts, P/N B-3386-14H, LFC manufacturing lot 224, from service, within the next 50 flight hours after the effective date of the AD, and installing serviceable bolts. 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 requires 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.

#### 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 send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. FAA-2009-0114; Directorate Identifier 2009-NE-03-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### 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 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 at the address listed under **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

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

**Adoption of the Amendment**

■ 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:

**2009–10–14 Hartzell Propeller Inc.:**  
Amendment 39–15910. Docket No. FAA–2009–0114; Directorate Identifier 2009–NE–03–AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective June 4, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to the Hartzell Propeller Inc. steel hub turbine propellers listed in Table 1 of this AD, with any counterweight slug attachment bolts, part number (P/N) B–3386–14H, LFC manufacturing lot 224, installed. These propellers are installed on, but not limited to, the airplanes listed in Table 1 of this AD.

**TABLE 1—PROPELLER MODELS APPLICABILITY**

Propeller model	Airplane manufacturer	Airplane model
HC–B3TN–5K	AERO COMMANDER	680T, 680V, 681.
HC–B3TN–5DL, –5FL, –5NL	AERO COMMANDER	690(A, B, C), 695A.
HC–A3MVF–7B	AEROSPACE TECHNOLOGIES	N22B, N24A, N22S, N22C.
HC–A3VF–7, –7B	AEROSPACE TECHNOLOGIES	N22B, N24A, N22S, N22C.
HC–B5MP–3A, –3C	AIR TRACTOR	AT–502A.
HC–B5MP–3C	AIR TRACTOR	AT–503, 602.
HC–B5MA–3D(T)	AIR TRACTOR	AT–802.
HC–B5MP–3F	AIR TRACTOR	AT–802.
HC–B5MA–5A	ANTONOV	AN–38.
HC–B3TN–5V	AYRES	S–2R.
HC–B4TN–5NL, –5PL	AYRES	S–2R(–1340), –G(5, 6, 10), –R3S, –R1820, –T(6, 11, 15, 34, 45, 65).
HC–B5MP–3C	AYRES	S–2R(HG)–T65.
HC–B3TN–3AE	AYRES	S–2R–T( ).
HC–B3TN–5K	BAE (JETSTREAM)	137.
HC–B4MP–3A	BEECH	1900C.
HC–B4MP–3B	BEECH	300, 300LW.
HC–B3TF–7A	BEECH	A36, A36TC.
HC–B4MP–3C	BEECH	B300, B300C.
HC–B4MN–5AL	CASA	C–212–CC, –CF.
HC–B3TF–7A	CESSNA	206.
HC–B3TF–7	CESSNA	402.
HC–B3MN–3	CESSNA	208, 208A, 208B.
HC–B3TN–3AEY, –3AF	CESSNA	208, 208A, 208B.
HC–B3TF–7A	CESSNA	P210N.
HC–B3TN–3AEY	DE HAVILLAND CANADA	DHC–3.
HC–B4TN–5NL	DE HAVILLAND CANADA	DHC–3.
HC–B5MA–3M	DE HAVILLAND CANADA	DHC–4.
HC–B4TN–5ML	DORNIER	DO228–100, –101, –200, –201, –202, –212.
HC–B4TN–5L	DORNIER	DO228–200, –201, –202, –212.
HC–B5MA–3(J, M, C)	DOUGLAS	DC–3C.
HC–B5MA–2	EMBRAER	EMB–314.
HC–B4TN–5EL, –5HL, –5KL	FAIRCHILD AIRCRAFT	SA–226T(B).
HC–B3TF–7, –7A	FLUG & FAHRZEUGWERKE AG	AS202/32TP.
HC–B3TF–7A	FUJI	KM–2D (T–5).
HC–B5MP–5	GRUMMAN	S–2.
HC–B5MA–5H	GRUMMAN	S–2F3AT.
HC–3BTF–7A	MAULE	M–7–420, MX(T)–7–420.
HC–B4TN–5DL, –5GL, –5JL	MITSUBISHI	MU–2B–25A, –26A, –30, –35A, –36A, –40 (MU–2P), –60 (MU–2N).
HC–B5MP–3(A)	NORD	262 FRAKES.
HC–B5MP–3C	NORMAN AEROPLANE	NAC 6–65.
HC–B5MP–3D	POLISH AVIATION (MIELEC)	M–28, –28B.
HC–B5MP–3G	POLISH AVIATION (MIELEC)	M–28B.
HC–B3TN–5U	PZL MIELEC	M18.
HC–B4TN–5NL	PZL MIELEC	M18.
HC–B5MP–5BL	PZL MIELEC	M18.
HC–B5MP–3C	PZL MIELEC	M18, M18A, M18B.
HC–B4MN–5B	ROCKWELL	OV–10 (LEFT SIDE).
HC–B4MN–5BL	ROCKWELL	OV–10 (RIGHT SIDE).
HC–B5MP–3A	SHORT BROTHERS	SD3–30.
HC–B5MP–3C	SHORT BROTHERS	SD3–60–200, SD3–SHERPA–200.
HC–B3TF–7A	SIAI MARCHETTI (AERMACCHI)	F.260C, D.
HC–B3TF–7A	SIAI MARCHETTI (AERMACCHI)	SM–1019.
HC–B3TF–7A	SIAI MARCHETTI (VULCANAIR)	SF600 CANGURO.

TABLE 1—PROPELLER MODELS APPLICABILITY—Continued

Propeller model	Airplane manufacturer	Airplane model
HC-B5MP-3(F) .....	THRUSH AIRCRAFT .....	S-2R-T660.
HC-B3TN-5FL, -5NL .....	TWIN COMMANDER .....	690A, 690B, 690C.
HC-B3TF-7A .....	VALMET .....	L-90TP.
HC-B3TF-7A .....	VULCANAIR (PARTENAVIA) .....	AP68TP-300, -600.

**Unsafe Condition**

(d) This AD results from two reports of failure of the bolts that attach the propeller blade counterweight slug, and separation of the counterweight slug which led to propeller vibration and damage to the propeller spinner. Investigation by Hartzell Propeller Inc. revealed that the bolts failed due to a bolt manufacturing defect. We are issuing this AD to prevent separation of the propeller blade counterweight slug, which could lead to injury and damage to the airplane.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within 50 flight hours after the effective date of this AD, unless the actions have already been done.

**Identification and Removal of All Propeller Blade Counterweight Slug Bolts, P/N B-3386-14H, LFC Manufacturing Lot 224, From Service, and Installation of Serviceable Bolts**

(f) Identify and remove all propeller blade counterweight slug bolts, P/N B-3386-14H, LFC manufacturing lot 224, from service, and install serviceable bolts.

(g) Use paragraphs 3.A.(1) through 3.A.(4)(b)5 of the Accomplishment Instructions of Hartzell Propeller Inc. ASB No. HC-ASB-61-313, Revision 2, dated March 27, 2009, to do the identification, removals from service, and installations.

**Definition**

(h) For the purpose of this AD, a serviceable propeller blade counterweight slug bolt is a P/N B-3386-14H bolt with an LFC manufacturing lot other than lot 224.

**Alternative Methods of Compliance**

(i) 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.

**Related Information**

(j) Contact Tim Smyth, Senior Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; e-mail: *timothy.smyth@faa.gov*; telephone (847) 294-8110; fax (847) 294-7132, for more information about this AD.

**Material Incorporated by Reference**

(k) You must use Hartzell Propeller Inc. ASB No. HC-ASB-61-313, Revision 2, dated March 27, 2009, to perform the actions required 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. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information. You may review copies at the FAA, New England Region, 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on May 8, 2009.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. E9-11518 Filed 5-19-09; 8:45 am]  
**BILLING CODE 4910-13-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

[USCG-2009-0228]

**Drawbridge Operating Regulations; Back Bay of Biloxi, Biloxi, MS**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice canceling temporary deviation from regulations.

**SUMMARY:** The Coast Guard is canceling the temporary deviation concerning the operation of the I-110 bascule span bridge across the Back Bay of Biloxi, mile 3.0, in Biloxi, Harrison County, Mississippi. The deviation allowed the bridge to remain closed to navigation for two (2) two-hour periods daily to facilitate the movement of vehicular traffic.

**DATES:** The temporary deviation published on April 13, 2009 (74 FR 16781) is cancelled as of May 20, 2009.

**ADDRESSES:** The docket for this cancelled deviation is available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m.

and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet by going to <http://www.regulations.gov>, selecting the Advanced Docket Search option on the right side of the screen, inserting USCG-2009-0228 in the Docket ID box, pressing Enter, and then clicking on the item in the Docket ID column.

**FOR FURTHER INFORMATION CONTACT:**

David Frank, Bridge Administration Branch, telephone (504) 671-2128.

**Background and Purpose**

On April 13, 2009, we published a temporary deviation entitled “Drawbridge Operating Regulations; Back Bay of Biloxi, Biloxi, Mississippi” in the **Federal Register** (74 FR 16781). The temporary deviation concerned allowing the I-110 bridge across the Back Bay of Biloxi, mile 3.0, in Biloxi, Harrison County, Mississippi to remain closed to navigation for two (2) two-hour periods daily to facilitate the movement of vehicular traffic. This deviation from the operating regulations was authorized under 33 CFR 117.35.

**Cancellation**

The deviation was established to facilitate the flow of increased vehicular traffic on the I-110 bridge caused by the allision to the Popps Ferry Rd. bridge. The Popps Ferry Rd. bridge was damaged in an allision on March 20, 2009 when two sections of the roadway were destroyed. The bridge was returned to service on April 25, 2009, thus reducing the vehicular traffic on the I-110 bridge during the morning and afternoon rush hours.

Dated: April 29, 2009.

**David M. Frank,**

*Bridge Administrator.*  
[FR Doc. E9-11689 Filed 5-19-09; 8:45 am]  
**BILLING CODE 4910-15-P**