

necessary to require disengaging and tie-strapping of the pitch trim and AP servo circuit breakers on these airplanes at this time.

Although the Accomplishment Instructions of the service letter describe procedures for sending a maintenance transaction report to the manufacturer, this AD does not require this action.

Interim Action

We consider this proposed AD interim action. We are currently considering requiring the optional terminating action provided in this AD—inspection of the trim pc board assembly and follow-on actions, which would eliminate the need for the tie straps on the pitch trim and AP servo circuit breakers, and would allow those circuit breakers to be re-engaged. However, the planned compliance time for such actions would likely allow enough time to provide notice and opportunity for prior public comment on the merits of those actions.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.

- For each issue, state what specific change to the AD is being requested.
- Include justification (e.g., reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2003-NM-225-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

2003-23-02 Cessna Aircraft Company:

Amendment 39-13365. Docket 2003-NM-225-AD.

Applicability: Model 560 airplanes, having serial numbers 0260 through 0396 inclusive, certificated in any category; except those on which Cessna Service Bulletin 560-34-93, dated March 16, 2001, has been accomplished.

Compliance: Required as indicated, unless accomplished previously.

To prevent a single-point failure in the trim system from causing a runaway trim condition that the pilot may be unable to stop by using the autopilot disconnect switch, which could result in loss of control of the airplane, accomplish the following:

Disengaging and Tie-Strapping Circuit Breakers

(a) Within 5 days or 10 hours time-in-service after the effective date of this AD, whichever is first: Disengage the PITCH TRIM circuit breaker on the left circuit breaker panel and the SERVO 1 circuit breaker on the right circuit breaker panel, and install tie straps on those circuit breakers, per paragraphs 1.A. and 1.B. of the Accomplishment Instructions of Cessna Alert Service Letter ASL560-27-10, dated October 10, 2003.

Optional Inspection and Corrective Actions

(b) Accomplishment of the inspection of the trim pc board assembly to determine the part number of the assembly and all applicable follow-on actions; per paragraphs 2.A., 2.B., and 2.C. of the Accomplishment Instructions of Cessna Alert Service Letter ASL560-27-10, dated October 10, 2003; terminates the requirements of paragraph (a) of this AD. Once the inspection and applicable follow-on actions have been accomplished, the tie straps on the pitch trim and autopilot servo circuit breakers may be removed and those circuit breakers may be re-engaged.

Parts Installation

(c) As of the effective date of this AD, no person may install a trim pc board assembly having part number 6518351-3 or -5 on any airplane.

Alternative Methods of Compliance

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

Incorporation by Reference

(e) The actions shall be done in accordance with Cessna Alert Service Letter ASL560-27-