

## 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

■ Accordingly, 14 CFR parts 23 and 33 is corrected by making the following correcting amendments:

**PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, ACROBATIC, AND COMMUTER CATEGORY AIRPLANES**

■ 1. The authority citation for part 23 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

■ 2. Correct paragraph (a)(2)(i) of § 23.903 to read as follows:

**§ 23.903 [Corrected]**

(a) In paragraph (a)(2)(i), the sentence should read “Sections 33.76, 33.77 and 33.78 of this chapter in effect on December 13, 2000, or as subsequently amended; or”.

**PART 33—AIRWORTHINESS STANDARDS; AIRCRAFT ENGINES**

■ 3. The authority citation for part 33 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

■ 4. Correct paragraphs (b)(1), (c)(1), (c)(7)(ii), (c)(7)(iii), (c)(7)(viii), (c)(7)(i)(x), (c)(8)(v), (c)(8)(v)(i), Table 1 and Table 2 of § 33.76 to read as follows:

**§ 33.76 [Corrected]**

1. In § 33.76, paragraph (b)(1), in two instances in this sentence, remove the word “rotocraft” and add in its place the word “rotorcraft”.

2. In § 33.76, in paragraph (c)(1), in the second sentence, remove the word “affects” and add in its place the word “effects” and remove the word “roto” and add in its place the word “rotor”.

3. In § 33.76, in paragraph (c)(7)(ii), remove the word “level” and add in its place the word “lever”.

4. In § 33.76, in paragraph (c)(7)(iii), remove the figure “175-percent” and add in its place the figure “75-percent”.

5. In § 33.76, in paragraph (c)(7)(viii), remove the sentence “The durations specified are times at the defined conditions with the power lever being moved between each condition in less than 10 seconds.”

6. In § 33.76, in paragraph (c)(7), add a new paragraph (c)(7)(ix) to read as follows:

\* \* \* \* \*

(c) \* \* \*

(7) \* \* \*

(ix) The durations specified are times at the defined conditions with the

power being changed between each condition in less than 10 seconds.

\* \* \* \* \*

7. In § 33.76, in paragraph (c)(8)(v), remove the sentence “The duration specified are times at the defined conditions with the power being changed between each condition in less than 10 seconds.”

8. In § 33.76, in paragraph (c)(8), add a new paragraph (c)(8)(vi) to read as follows:

\* \* \* \* \*

(c) \* \* \*

(8) \* \* \*

(vi) The durations specified are times at the defined conditions with the power being changed between each condition in less than 10 seconds.

\* \* \* \* \*

9. In § 33.76, in Table 1, in the first column heading, remove the words “Square/meters” and add in their place the words “Square-meters”.

10. In § 33.76, in Table 1, in the first column, second row, remove the figure “(2,029)” and add in its place “(2,092)”.

11. In § 33.76, in Table 2, in the first column, second row, remove the figure “.05” and add in its place “.05”.

12. In § 33.76, in Table 2, in the third column, tenth row, remove the figure “(2,53)” and add in its place “(2.53)”.

Issued in Burlington, Massachusetts, on December 18, 2003.

**Peter A. White,**

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

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. 2003-CE-31-AD; Amendment 39-13403; AD 2003-26-06]**

**RIN 2120-AA64**

**Airworthiness Directives; Anjou Aeronautique Safety Belts and Restraint Systems**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA adopts a new airworthiness directive (AD) for certain Anjou Aeronautique (ANJOU) (formerly TRW Repa S.A., formerly L'AIGLON) safety belts and restraint systems that are installed in aircraft. This AD requires you to inspect safety belts and restraint systems for defects and service life limits, and, if necessary, repair

safety belts and restraint systems that have not reached service life limits; and replace safety belts and restraint systems that have reached service life limits. This AD is the result of reports of inadvertent unbuckling of the ANJOU seat belts and two safety recommendations to take AD action. We are issuing this AD to detect and correct defective safety belts and restraint systems, which could result in failure of the safety belts and restraint systems. This failure could lead to lack of occupant restraint during normal or crash loads.

**DATES:** This AD becomes effective on February 17, 2004.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of February 17, 2004.

**ADDRESSES:** You may get the service information identified in this AD from Anjou Aeronautique, 13 Avenue De L'Osier, 49125 Tierce, France; telephone: 33 0 2 41 42 88 92; facsimile: 33 0 2 41 42 15 77.

You may view the AD docket at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-CE-31-AD, 901 Locust, Room 506, Kansas City, Missouri 64106. Office hours are 8 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

*What Events Have Caused This AD?*

The FAA issued Special Airworthiness Information Bulletin (SAIB) Number CE-02-44, dated September 4, 2002, for SOCATA—Groupe AEROSPATIALE (SOCATA) Model TBM 700 airplanes, concerning ANJOU seat belts. At that time, FAA did not make a determination of an unsafe condition and take AD action.

Later, FAA issued SAIB Number CE-03-06, dated November 7, 2002, for SOCATA Rallye 150T, Rallye 150ST, Rallye 235E, and Rallye 235C airplanes, concerning ANJOU seat belts. Again, FAA then did not make a determination of an unsafe condition and take AD action.

We continued to receive field reports of inadvertent unbuckling of the ANJOU seat belts. The FAA received two safety recommendations to take AD action (NPRM) to propose to require replacement of certain safety belts and restraint systems.