

consequent injury to the flightcrew and passengers, accomplish the following:

Replacement of Plate Assemblies in the Ceiling Panel Strap Assemblies

(a) For airplanes on which ceiling panel strap assemblies were installed in accordance with Boeing Alert Service Bulletin 747-25A3142, dated October 16, 1997; or Revision 1, dated August 6, 1998; or had plate assembly 411U5513-123 installed in production as of the effective date of this AD: Within 24 months after the effective date of this AD, replace any plate assembly having part number (P/N) 411U5513-123, with a new, improved plate assembly having P/N 411U5513-131, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-25A3142, Revision 3, dated August 14, 2003.

Installation of Ceiling Panel Strap Assemblies

(b) For airplanes on which ceiling panel strap assemblies were not installed in accordance with Boeing Alert Service Bulletin 747-25A3142, dated October 16, 1997; or Revision 1, dated August 6, 1998: Within 24 months after the effective date of this AD, install strap assemblies on the ceiling panels and rails that support the video monitors in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-25A3142, Revision 3, dated August 14, 2003.

Actions Done per Previous Issue of Service Bulletin

(c) Accomplishment of the specified actions before the effective date of this AD per Boeing Alert Service Bulletin 747-25A3142, Revision 2, dated March 20, 2003, is considered acceptable for compliance with the applicable requirements of paragraphs (a) and (b) of this AD.

Alternative Methods of Compliance

(d)(1) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) Alternative methods of compliance, approved previously in accordance with AD 99-18-07, amendment 39-11273, are approved as alternative methods of compliance with the applicable actions of this AD.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747-25A3142, Revision 3, dated August 14, 2003. 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 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).

Effective Date

(f) This amendment becomes effective on December 9, 2004.

Issued in Renton, Washington, on October 21, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-24521 Filed 11-3-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. **FAA-2004-19492**; Directorate Identifier **2004-NM-200-AD**; Amendment **39-13844**; AD **2004-22-16**]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Model GV and GV-SP Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Gulfstream Model GV and GV-SP series airplanes. This AD requires a one-time general visual inspection for contact or insufficient clearance between the crew oxygen bottle/supports and any wiring harness, and related investigative and corrective actions if necessary. This AD also requires, for certain airplanes, adjusting the wiring harness to obtain a minimum clearance between the crew oxygen bottle and wiring, and applying Teflon sheeting, as applicable; and for certain other airplanes, reworking certain wiring bundles. This AD is prompted by reports of insufficient clearance between certain wiring harnesses and the crew oxygen bottle on several in-production and in-service airplanes. We are issuing this AD to prevent chafing of the electrical wires of the wiring harness against the crew oxygen bottle, which could result in electrical shorting and possible fire in the underfloor structure of the airplane.

DATES: Effective November 19, 2004.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of November 19, 2004.

We must receive comments on this AD by January 3, 2005.

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

• DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

• Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

• Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, room PL-401, Washington, DC 20590. Fax: (202) 493-2251.

• Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-10, Savannah, Georgia 31402-9980. You can examine this 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.

You can examine the contents of this AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, on the plaza level of the Nassif Building, Washington, DC. This docket number is FAA-2004-19492; the directorate identifier for this docket is 2004-NM-200-AD.

Docket Management System (DMS)

The FAA has implemented new procedures for maintaining AD dockets electronically. As of May 17, 2004, new AD actions are posted on DMS and assigned a docket number. We track each action and assign a corresponding directorate identifier. The DMS AD docket number is in the form "Docket No. FAA-2004-99999." The Transport Airplane Directorate identifier is in the form "Directorate Identifier 2004-NM-999-AD." Each DMS AD docket also lists the directorate identifier ("Old Docket Number") as a cross-reference for searching purposes.

Examining the Dockets

You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT

street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the DMS receives them.

FOR FURTHER INFORMATION CONTACT:

Technical information: Gerald Avella, Aerospace Engineer, Systems and Equipment Branch, ACE-119A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6066; fax (770) 703-6097.

Plain language information: Marcia Walters, marcia.walters@faa.gov.

SUPPLEMENTARY INFORMATION: We have received reports indicating that insufficient clearance was found

between certain wiring harnesses and the crew oxygen bottle on several in-production and in-service Gulfstream Model GV and GV-SP series airplanes. Interference between the wiring harness and crew oxygen bottle could cause chafing of the electrical wires of the wiring harness and consequent electrical shorting. Electrical shorting, if not prevented, could result in a fire in the underfloor structure of the airplane.

Other Related AD

On August 26, 1998, we issued AD 98-18-15, amendment 39-10731 (63 FR 46870, September 3, 1998), which addresses the same unsafe condition as this AD. AD 98-18-15 is applicable to

certain other Gulfstream Model GV series airplanes (serial numbers 501 through 549 inclusive) that are not included in the applicability of this AD. That AD currently requires a one-time inspection to measure the clearance between a certain wiring harness and the crew oxygen bottle; corrective actions, if necessary; and eventual relocation of the crew oxygen bottle and rework of the lines and tubing associated with the crew and passenger oxygen bottles.

Relevant Service Information

We have reviewed the following customer bulletins:

Alert customer bulletin—	Revision level—	Date—
Gulfstream GV Alert Customer Bulletin 21 (for Model GV series airplanes)	Original	September 13, 2004.
Gulfstream G500 Alert Customer Bulletin 1 (for Model GV-SP (G500) series airplanes), including Gulfstream Drawing 1159SB59987.	Original	September 13, 2004.
Gulfstream G550 Alert Customer Bulletin 1 (for Model GV-SP (G550) series airplanes), including Gulfstream Drawing 1159SB59987.	A	September 8, 2004.
	Original	September 13, 2004.
	A	September 8, 2004.

The customer bulletins describe procedures for doing a one-time inspection of the area around the forward end of the crew oxygen bottle, including any supports, for contact or insufficient clearance with any wiring harness, and related investigative and corrective actions if necessary. The related investigative action includes inspecting the wiring for damage if the wiring harness is in contact with the crew oxygen bottle or any supports. The corrective action includes applying Teflon sheeting to the wiring harness if necessary; and contacting the manufacturer if wiring damage is found. Gulfstream GV Alert Customer Bulletin 21 also describes procedures for adjusting the wiring harness to obtain a minimum clearance of 0.250 inch between the crew oxygen bottle and wiring if necessary, and applying Teflon sheeting if necessary. Gulfstream G550 Alert Customer Bulletin 1 and Gulfstream G500 Alert Customer Bulletin 1 also describe procedures for reworking certain wiring bundles. The reworking includes the following actions:

- Adding new harness supports to the existing harness supports at stations 241, 253, and 265;
- For certain airplanes, relocating the completion center wire bundle through the new support, and for certain other airplanes, relocating wire bundle R77 ORG through the new support; and
- Inspecting any remaining harness bundles in the area around the passenger and crew oxygen bottles, and redressing any harness bundles that do

not meet the minimum separation requirement of 0.500 inch.

Accomplishing the actions specified in the service information is intended to adequately address the unsafe condition.

FAA’s Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other airplanes of the same type design. Therefore, we are issuing this AD to prevent chafing of the electrical wires of the wiring harness against the crew oxygen bottle, which could result in electrical shorting and possible fire in the underfloor structure of the airplane. This AD requires accomplishing the actions specified in the service information described previously, except as discussed under “Differences Between the AD and Customer Bulletins.”

Differences Between the AD and Customer Bulletins

In this AD, the inspections for clearance and damage to wiring specified in the Gulfstream customer bulletins are referred to as “general visual inspections.” We have included the definition for a general visual inspection in a note in this AD.

Although the customer bulletins specify that operators may contact the manufacturer for disposition of certain repair conditions, this AD would require operators to repair those conditions according to a method approved by the FAA.

Although the customer bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

FAA’s Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD; therefore, providing notice and opportunity for public comment before the AD is issued is impracticable, and good cause exists to make this AD effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any relevant written data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include “Docket No. FAA-2004-19492; Directorate Identifier 2004-NM-200-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.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 our docket Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You can review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78), or you can visit <http://dms.dot.gov>.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You can get more information about plain language at <http://www/faa.gov/language> and <http://www.plainlanguage.gov>.

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 the regulation:

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 regulatory evaluation of the estimated costs to comply with this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 (AD):

2004–22–16 Gulfstream Aerospace

Corporation: Amendment 39–13844.
Docket No. FAA–2004–19492;
Directorate Identifier 2004–NM–200–AD.

Effective Date

(a) This AD becomes effective November 19, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Gulfstream Model GV series airplanes, serial numbers (S/N) 550 through 693 inclusive and 699; and Model GV–SP series airplanes, S/N 5001 through 5051 inclusive; certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of insufficient clearance between certain wiring harnesses and the crew oxygen bottle on several in-production and in-service airplanes. The FAA is issuing this AD to prevent chafing of the electrical wires of the wiring harness against the crew oxygen bottle, which could result in electrical shorting and possible fire in the underfloor structure of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Customer Bulletin References

(f) The term “customer bulletin,” as used in this AD, means the Accomplishment Instructions of the following customer bulletins, as applicable:

- (1) Gulfstream GV Alert Customer Bulletin 21, dated September 13, 2004 (for Model GV series airplanes);
- (2) Gulfstream G500 Alert Customer Bulletin 1, dated September 13, 2004, including Gulfstream Drawing 1159SB59987, Revision A, dated September 8, 2004 (for Model GV–SP (G500) series airplanes); and
- (3) Gulfstream G550 Alert Customer Bulletin 1, dated September 13, 2004, including Gulfstream Drawing 1159SB59987, Revision A, dated September 8, 2004 (for Model GV–SP (G550) series airplanes).

Inspection for Contact and Clearance

(g) For all airplanes: Within 25 flight hours after the effective date of this AD, do a one-time general visual inspection for contact or insufficient clearance between the crew oxygen bottle/supports and any wiring harness, and related investigative and corrective actions if necessary, by doing all of the actions in Part I of the applicable customer bulletin. If any damage is found during the general visual inspection required

by this AD, and the customer bulletin specifies contacting Gulfstream for appropriate action: Before further flight, repair the damage according to a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Atlanta ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

Note 1: For the purposes of this AD, a general visual inspection is: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

Adjustment of Wiring Harness

(h) For Model GV series airplanes: If the clearance between the crew oxygen bottle/supports and any wiring harness is found to be 0.250 inch or more during the inspection required by paragraph (g) of this AD, no further action is required by this AD. If the clearance between the crew oxygen bottle/supports and any wiring harness is found to be less than 0.250 inch during the inspection required by paragraph (g) of this AD, within 150 flight hours after completing paragraph (g) of this AD, adjust the wiring harness to obtain a minimum clearance of 0.250 inch between the crew oxygen bottle and wiring, and apply Teflon sheeting as applicable, in accordance with Part II of the applicable customer bulletin.

Reworking of Wiring Bundle

(i) For Model GV–SP series airplanes: Within 150 flight hours after completing paragraph (g) of this AD, rework the wiring bundle by complying with Drawing 1159SB59987, in accordance with Part II of the applicable customer bulletin.

Reporting Requirement

(j) Although the customer bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(k) The Manager, Atlanta ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(l) You must use the service information that is specified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Alert customer bulletin—	Revision level—	Date—
Gulfstream GV Alert Customer Bulletin 21	Original	September 13, 2004.
Gulfstream G500 Alert Customer Bulletin 1, including Gulfstream Drawing 1159SB59987	Original	September 13, 2004.
	A	September 8, 2004.
Gulfstream G550 Alert Customer Bulletin 1, including Gulfstream Drawing 1159SB59987	Original	September 13, 2004.
	A	September 8, 2004.

The Director of the Federal Register approves the incorporation by reference of those documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-10, Savannah, Georgia 31402-9980. You can review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; 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/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on October 25, 2004.

Ali Bahrami,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 04-24519 Filed 11-3-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation

33 CFR Parts 402 and 403

Tariff of Tolls and Rules of Procedure of the Joint Tolls Review Board

CFR Correction

■ In Title 33 of the Code of Federal Regulations, Part 200 to End, revised as of July 1, 2004, page 691 contains duplicate text. The text from page 691 is removed and the following text from § 402.10 and part 403 is reinstated on page 691:

Item	Column 1 Place in Montreal-Lake Ontario	Column 2 Period after clearance date	Column 3 Amount (\$) (5 locks) ¹
	(2) If the postponement is for 48 hours	(d) 72 hours or more but less than 96 hours	60,000
		(a) 48 hours or more but less than 72 hours	n/a
		(b) 72 hours or more but less than 80 hours	20,000
		(c) 80 hours or more but less than 88 hours	40,000
		(d) 88 hours or more but less than 96 hours	60,000
	(3) If the postponement is for 72 hours or more	(a) 72 hours or more but less than 96 hours	n/a

¹ Prorated on a per-lock basis.

PART 403—RULES OF PROCEDURE OF THE JOINT TOLLS REVIEW BOARD

Sec.

403.1 Purpose of the Joint Tolls Review Board. [Rule 1]

403.2 Scope of rules. [Rule 2]

403.3 Definitions. [Rule 3]

403.4 Applications. [Rule 4]

403.5 Meetings and functions of Board. [Rule 5]

403.6 Additional information. [Rule 6]

403.7 Action on applications; notices of requirements. [Rule 7]

403.8 Proceedings; stay or adjournment. [Rule 8]

403.9 Prehearings. [Rule 9]

403.10 Hearings; witnesses; affidavits. [Rule 10]

403.11 Findings and recommendations. [Rule 11]

Authority: 68 Stat. 92-96, 33 U.S.C. 981-990; Agreement between the Governments of United States and of Canada dated March 9, 1959, 10 U.S.T. 323, unless otherwise noted.

Source: 24 FR 9307, Nov. 18, 1959; 24 FR 10445, Dec. 23, 1959, unless otherwise noted.

§ 403.1 Purpose of the Joint Tolls Review Board. [Rule 1]

The Board shall hear complaints relating to the interpretation of the St. Lawrence Seaway Tariff of Tolls or allegations of unjust discrimination arising out of the operation of the said Tariff and shall conduct such other business as agreed to by the Board (Rule 1).

[47 FR 13805, Apr. 1, 1982]

§ 403.2 Scope of rules. [Rule 2]

These rules govern practice and procedure before the Joint Tolls Review Board unless the Board directs or permits a departure therefrom in any proceeding [Rule 2].

(68 Stat. 92-97, 33 U.S.C. 981-990, as amended; Agreement between the Governments of the United States and Canada finalized on March 20, 1978)

[43 FR 30539, July 17, 1978. Redesignated at 47 FR 13805, Apr. 1, 1982]

§ 403.3 Definitions. [Rule 3]

In these rules, unless the context otherwise requires:

(a) *Application* includes complaint;

(b) *Affidavit* includes a written affirmation;

(c) *Board* means the Joint Tolls Review Board;

(d) Words in the singular include the plural and words in the plural include the singular [Rule 3].

[24 FR 9307, Nov. 18, 1959; 24 FR 10445, Dec. 23, 1959, as amended at 43 FR 30539, July 17, 1978. Redesignated at 47 FR 13805, Apr. 1, 1982]

§ 403.4 Applications. [Rule 4]

(a) Every proceeding before the Board shall be commenced by an application made to it, which shall be in writing and signed by, or on behalf of, the applicant.

(b) An applicant shall file six copies of his application setting forth a clear and complete statement of the facts the grounds for the complaint, and the relief