FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2006-06

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-01

2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, B4–203, A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, C4–605R Variant F, A310–203, –204, –221, –222, –304, –322, –324, and –325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73

Biweekly 2006-02

2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, MD–90–30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4–600, B4–600R, F4–600R series, C4–605R Variant F (collectively called A300–600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

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Biweekly 2006-03

2006-02-09	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11	McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01	Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02	Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03	Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

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Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F and MD–10–30F, MD–11 and MD–11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeubau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes CL–600–2D15 (Regional Jet Series 705) airplanes, CL–600–2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

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Biweekly 2006-05			
2000-24-03 R1	R 2000-24-03	AvCraft Aerospace GmbH	328-100
2006-04-02		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-04-11	S 2004-07-15	Airbus	A321-111, -112, and -131
2006-04-12	S 2004-15-03R1	General Electric Company	Engine: CF34-3A1, -3B1, CF34-1A, -3A, -3A1, -3A2, and -3B series turbofan
2006-04-13		Gulfstream	GIV-X, GV-SP series
2006-04-14		Boeing	757-200, 757-300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-02		Boeing	747-200F, 747-200C, 747-400, 747-400D, and 747-400F series
2006-05-04	S 2001-10-03	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
Biweekly 2006-06			
2006-03-09	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-15		Boeing	747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-03		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-05-06	S 2001-14-07, 2001-15-03, and 2003-19-08	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-05-07		Aerospatiale	ATR42-200, -300, and -320
2006-05-08		Boeing	777-200 series
2006-05-09		Boeing	747-200C, -200F, -400, -400D, and -400F series
2006-05-10		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-05-11	S 2004-02-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-03		Cessna	500, 501, S550, 550, 551, and 560
2006-06-04	S 93-13-07	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2006-06-05		Boeing	720 and 720B series

BW 2006-06

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: [*Federal Register: March 7, 2006 (Volume 71, Number 44); Page 11462; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-03-09 Airbus: Amendment 39-14473. Docket No. FAA-2005-21702; Directorate Identifier 2005-NM-024-AD.

Effective Date

(a) This AD becomes effective March 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213 -311, -312, -313, -541, and -642 airplanes; certificated in any category, as identified in Table 1 of this AD.

TABLE 1.—APPLICABILITY

Airbus model	Except those modified in production by Airbus modification
A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes.	51953 and either 52110 or 53081.
A340–211, –212, –213, –311, –312, –313 airplanes	51953 and either 52110 or 53081.
A340–541 and –642 airplanes	51951 and either 52109 or 53081.

Unsafe Condition

(d) This AD was prompted by reports of detached and damaged float valves in the left and right fuel tanks of the trimmable horizontal stabilizers (trim tanks). We are issuing this AD to prevent, in the event of a lightning strike to the horizontal stabilizer, sparking of metal parts and debris from detached and damaged float valves, or a buildup of static electricity, which could result in ignition of fuel vapors and consequent fire or explosion.

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.

Borescope Inspection

(f) At the later of the times specified in paragraph (f)(1) and (f)(2) of this AD: Do a borescope inspection for detached or damaged float valves in the left and right trim tanks, by doing the applicable actions in the Accomplishment Instructions of Airbus Service Bulletins A330-28-3086, dated July 24, 2003, and A330-28-3087, Revision 01, dated August 16, 2004 (for Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes); or A340-28-4100 and A340-28-4101, both Revision 01, both dated August 16, 2004 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes); as applicable.

(1) Prior to the accumulation of 2,500 total flight cycles or 15,000 total flight hours, whichever is first.

(2) Within 7,500 flight hours after the effective date of this AD.

Related Investigative and Corrective Actions

(g) Depending on the results of the inspection required by paragraph (f) of this AD: Do the applicable actions in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 2 of this AD, at the times specified in Table 2.

TABLE 2.—INSPECTION RESULTS AND RELATED INVESTIGATIVE/CORRECTIVE ACTIONS

If inspection results reveal—	Then—	In accordance with Airbus service bulletin—
Detached or damaged float valve in the right trim tank.	Before further flight: (1) Remove the detached float and float debris from trim tank and do a detailed tank inspection for structural damage to the affected trim tank. Repair any structural damage to the trim tank or deactivate the trim tank, before further flight, in accordance with the applicable service bulletin, or in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). Where the service bulletin specifies to contact the manufacturer, instead contact the Manager, International Branch, ANM–116, or the DGAC (or its delegated agent)	A330–28–3086, dated July 24, 2003. A340–28–4100, Revision 01, dated August 16, 2004.
	Before further flight, after doing the detailed inspection and repairing any structural damage: (2) Replace the affected float valve with a new unit having the same part number (P/N), or a new, improved float valve, P/N 62015–1, in accordance with the applicable service bulletin. If a new unit of P/N 61600 is installed, thereafter, do the inspection required by para-graph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, after the most recent inspection, until paragraph (h) of this AD is accomplished	A330–28–3086, dated July 24, 2003. A330–28–3088, dated April 27, 2004. A340–28–4100, Revision 01, dated August 16, 2004. A340–28–4102, dated April 27, 2004.

If inspection results reveal—	Then—	In accordance with Airbus service bulletin—
Detached or damaged float valve in the left trim tank.	Before further flight: (1) Remove the detached float and float debris from the trim tank and do a detailed inspection for structural damage to the affected trim tank. Repair any structural damage to the trim tank or deactivate the trim tank, before further flight, in accordance with the applicable service bulletin, or in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or the DGAC (or its delegated agent). Where the service bulletin specifies to contact the manufacturer, instead contact the Manager, International Branch, ANM–116, or the DGAC (or its delegated agent)	A330–28–3087, Revision 01, dated August 16, 2004. A340–28–4101, Revision 01, dated August 16, 2004.
	Before further flight, after doing the detailed inspection and repairing any structural damage: (2) Replace the affected float valve with either a new unit having that same P/N, or a new improved float valve, P/N L87–13–002 or P/N L87–13–003. If a new unit of P/N L87–13– 001 is installed, thereafter, do the inspection required by paragraph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, after the most recent inspection, until paragraph (h) of this AD is accomplished. For Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 air-planes: If a float valve having P/N L87–13–002 is installed, thereafter, replace that float valve with a float valve having that same P/N at intervals not to exceed those specified in paragraph (h) of this AD. Installation of P/N L87–13–003 on Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes terminates the repetitive float valve replacement required by paragraph (h) of this AD	A330–28–3087, Revision 01, dated August 16, 2004. A330–28–3089, Revision 02, dated April 1, 2005. A330–28–3093, dated June 16, 2005. A330–28–3094, dated April 7, 2005. A340–28–4101, Revision 01, dated August 16, 2004. A340–28–4103, Revision 02, dated April 1, 2005. A340–28–4111, dated April 6, 2005.
No damaged or detached float valve in the left trim tank.	Within 10,000 flight hours or 1,500 flight cycles, whichever is first, from the initial inspection done in accordance with paragraph (f) of this AD, replace the existing Argo-Tech float valve, P/N 61600, with either a new unit having that same P/N, or a new, improved float valve, P/N 62015–1. If a new unit of P/N 61600 is installed, thereafter, repeat the inspection required by paragraph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, until paragraph (h) of this AD is accomplished	A330–28–3086, dated July 24, 2003. A330–28–3088, dated April 27, 2004. A340–28–4100, Revision 01, dated August 16, 2004. A340–28–4102, dated April 27, 2004.

If inspection results reveal—	Then—	In accordance with Airbus service bulletin—
No damaged or detached float valve in the right trim tank.	Within 10,000 flight hours or 1,500 flight cycles, whichever is first, from the initial inspection done in accordance with paragraph (f) of this AD, replace the existing Intertechnique float valve, P/N L87–13–001, with either a new unit having that same P/N, or a new improved float valve, P/N L87–13–002 or P/N L87–13–003. If a new unit of P/N L87–13–001 is installed, thereafter, do the inspection required by paragraph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, after the most recent inspection, until paragraph (h) of this AD is accomplished. For Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes: If a float valve having P/N L87–13–002 is installed, thereafter, replace that float valve with a float valve having that same P/N at intervals not to exceed those specified in paragraph (h) of this AD. Installation of P/N L87–13–003 on Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes terminates the repetitive float valve replacement required by paragraph (h) of this AD	A330–28–3087, Revision 01, dated August 16, 2004. A330–28–3089, Revision 02, dated April 1, 2005. A330–28–3093, dated June 16, 2005. A330–28–3094, dated April 7, 2005. A340–28–4101, Revision 01, dated August 16, 2004. A340–28–4103, Revision 02, dated April 1, 2005. A340–28–4111, dated April 6, 2005.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Installation of New, Improved Float Valves

(h) Within 50 months after the effective date of this AD: Replace any Argo-Tech float valve, P/N 61600, with a new, improved float valve, P/N 62015-1; replace any Intertechnique float valve, P/N L87-13-001, with a new, improved float valve, P/N L87-13-002 or P/N L87-13-003; and do any applicable corrective action; by accomplishing the actions specified in the Accomplishments Instructions of the applicable service bulletin in Table 3 of this AD. Do any applicable corrective action before further flight. For Airbus Model A330-201, -202, -203, -223, –243, -301, -321, -322, -323, -341, -342, and -343 airplanes: If P/N L87-13-002 is installed, replace the float valve thereafter at intervals not to exceed 24,500 flight cycles. Installation of P/N L87-13-003 on Airbus Model A330-201, -202, -203, -223, –243, -301, -321, -322, -323, -341, -342, and -343 airplanes terminates the repetitive float valve replacement required by this paragraph. Installation of either P/N L87-13-002 or P/N L87-13-003 terminates the borescope inspections required by paragraphs (f) and (g) of this AD. Where the service bulletin specifies to contact the manufacturer, instead contact the Manager, International Branch, ANM-116, or the DGAC (or its delegated agent).

TABLE 3.—SERVICE INFORMATION FOR NEW FLOAT VALVES

Airbus model	Float valve P/N	Airbus service bulletin
A330–201, –202, –203, –223, —243, –301, –321, –322, –323, –341, –342, and –343 airplanes.	62015–1	A330–28–3088, dated April 27, 2004.
	L87–13–002.	A330–28–3089, Revision 02, dated April 1, 2005.
	L87–13–003.	A330–28–3093, dated June 16, 2005.
	L87–13–003.	A330–28–3094, dated April 7, 2005.
A340–211, –212, –213, –311, –312, and —313 airplanes.	62015–1	A340–28–4102, dated April 27, 2004.
	L87–13–002.	A340–28–4103, Revision 02, dated April 1, 2005.
	L87–13–003.	A340–28–4111, dated April 6, 2005.
A340–541—and –642 airplanes.	62015–1	A340–28–5007, dated May 7, 2004.
	L87–13–002.	A340–28–5010, dated may 7, 2004.
	L87–13–003.	A340–28–5021, dated April 6, 2005.

Actions Accomplished Previously

(i) Inspections and related investigative and corrective actions accomplished before the effective date of this AD, in accordance with any applicable Airbus service bulletin identified in Table 4 of this AD, are acceptable for compliance with the corresponding actions specified in this AD.

TABLE 4.—SERVICE INFORMATION FOR ACTIONS ACCOMPLISHED PREVIOUSLY

Airbus model	Airbus service bulletin
A330–201, –202, –203, –223, –243, –301,	A330–28–3087, dated July 24, 2003.
–321, –322, –323, –341, –342, and –343 airplanes.	A330–28–3089, Revision 01, dated May 12, 2004.
A340–211, –212, –213, –311, –312, and –313 airplanes.	A340–28–4100, dated July 24, 2003.
	A340–28–4101, dated July 24, 2003.
	A340–28–4103, Revision 01, dated May 12, 2004.
	A340–28–5010, dated May 7, 2004.
	A340–28–5021, dated April 6, 2005.

No Submission of Information/Parts

(j) Where any Airbus service bulletin specifies to submit information to Airbus, or send removed float valves to either Argo-Tech or Intertechnique, those actions are not required by this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(l) French airworthiness directives F-2005-003, dated January 5, 2005, and F-2005-004 R1 and F-2005-005 R1, both dated April 27, 2005, also address the subject of this AD.

Material Incorporated by Reference

(m) You must use the documents specified in Table 5 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 5.—MATERIAL INCORPORATED BY REFERENCE

Airbus service bulletin	Revision level	Date
A330–28–3086, excluding Appendix 01	Original	July 24, 2003.
A330–28–3087, excluding Appendix 01	01	August 16, 2004.
A330–28–3088	Original	April 27, 2004.
A330–28–3089	02	April 1, 2005.
A330–28–3093	Original	June 16, 2005.
A330–28–3094	Original	April 7, 2005.
A340–28–4100	01	August 16, 2004.
A340–28–4101, excluding Appendix 01	01	August 16, 2004.
A340–28–4102	Original	April 27, 2004.
A340–28–4103	02	April 1, 2005.
A340–28–4111	Original	April 6, 2005.
A340–28–5007	Original	May 7, 2004.
A340–28–5010	Original	May 7, 2004.
A340–28–5021	Original	April 6, 2005.

Issued in Renton, Washington, on January 27, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-989 Filed 2-3-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-15 Boeing: Amendment 39-14479. Docket 2001-NM-213-AD.

Applicability

Model 747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series airplanes; certificated in any category; equipped with an escape slide/raft pack assembly; as identified in Boeing Service Bulletin 747-25-3274, Revision 4, dated February 23, 2006.

Compliance

Required as indicated, unless accomplished previously.

To prevent improper deployment of the escape slide/raft or blockage of the passenger/crew doors in the event of an emergency evacuation, which could result in injury to passengers or crewmembers, accomplish the following:

Modification

(a) Within 36 months after the effective date of this AD: Accomplish the actions specified in paragraphs (a)(1) and (a)(2) of this AD, as applicable.

(1) Modify the escape slide/raft pack assembly (includes removing the slide packs, replacing the cover release pin cable assemblies with new assemblies, and removing the cable guard bracket, as applicable). Do the modification in accordance with Boeing Service Bulletin 747-25-3274, Revision 4, dated February 23, 2006. Previously accomplishing the modification in accordance with Boeing Special Attention Service Bulletin 747-25-3274, Revision 1, dated January 9, 2003; Revision 2, dated August 26, 2004; or Revision 3, dated December 16, 2004; is acceptable for compliance with this paragraph, except as specified in paragraph 1.D, "Description", of Revision 4 of the service bulletin.

(2) For airplanes on which the modification of Door 3, as specified in Boeing Special Attention Service Bulletin 747-25-2666, Revision 2; and Goodrich Service Bulletin 25-238, Revision 1; has been accomplished: No further action is required for Door 3 only.

Concurrent Modification

(b) For Groups 2, 5, 6, 7, 8, 11, 12, 13, 14, and 15 airplanes: Prior to or concurrently with accomplishment of paragraph (a) of this AD, modify the outboard cover panel of the cable release sliders of the floor-mounted upper deck slide pack assembly, as specified in Figure 2 of Boeing Service Bulletin 747-25-3307, Revision 2, dated July 8, 2004.

Alternative Methods of Compliance

(c)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Incorporation by Reference

(d) Unless otherwise specified in this AD, the actions must be done in accordance with Boeing Service Bulletin 747-25-3274, Revision 4, dated February 23, 2006; and Boeing Service Bulletin 747-25-3307, Revision 2, dated July 8, 2004; as applicable. 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. To get copies of this service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federa_regulations/ibr_locations.html*.

Effective Date

(e) This amendment becomes effective on April 10, 2006.

Issued in Renton, Washington, on February 24, 2006.
Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1983 Filed 3-3-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

ROLLS-ROYCE PLC
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

CORRECTION: [*Federal Register: March 9, 2006 (Volume 71, Number 46); Page 12131; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-05-01 Rolls-Royce plc: Amendment 39-14498. Docket No. FAA-2006-23604; Directorate Identifier 2005-NE-49-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 16, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce plc RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan engines with oil filler cap assembly part number (P/N) 436-408-2 and serial numbers (SNs) 1156 through 1410 not marked with the letter "R" next to the SN. These engines are installed on, but not limited to, Airbus A340-541, A340-642, A330-243, A330-341, A330-342, and Boeing 777 airplanes.

Unsafe Condition

(d) This AD results from four in-service oil loss events since March 2005, following failures to properly install the oil tank filler cap after oil servicing. We are issuing this AD to prevent oil loss that could result in multiple engine in-flight shutdowns during a flight.

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.

Identification of Affected Engines

(f) Identify all engines with oil filler cap assembly, P/N 436-408-2, and SNs 1156 through 1410, not marked with the letter "R" next to the SN.

Independent Inspection

(g) Within seven days after the effective date of this AD, conduct an independent inspection for security of the oil filler cap after oil servicing on any airplane with more than one of the affected oil filler cap assemblies installed.

(h) Repeat the inspection after every oil servicing.

Replacement of Affected Oil Filler Cap Assemblies

(i) Replace affected oil filler cap assemblies as follows:

(1) For Trent 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan engines with two affected oil filler cap assemblies on the same airplane, replace one oil filler cap assembly within 75 days after the effective date of this AD, and the other within 165 days after the effective date of this AD.

(2) For Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61 turbofan engines in position 1 or 4, replace the affected oil filler cap assemblies within 75 days after the effective date of this AD, and

(3) For Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61 engines in position 2 or 3, replace the affected oil filler cap assemblies within 165 days after the effective date of this AD.

Definition

(j) For the purposes of this AD, an "independent inspection" means inspection and confirmation by a qualified person who was not involved in the original oil servicing.

Alternative Methods of Compliance

(k) The Manager, Engine 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

(l) Information on replacing the oil filler cap can be found in Rolls-Royce Alert Non Modification Service Bulletin RB.211-79-AE964, dated October 13, 2005.

(m) EASA airworthiness directive 2005-0025, dated October 26, 2005, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on February 22, 2006.

Peter A. White,

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

[FR Doc. 06-1827 Filed 2-28-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-06

ROLLS-ROYCE PLC
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2006-05-03 Rolls-Royce plc: Amendment 39-14500. Docket No. FAA-2006-23605; Directorate Identifier 2005-NE-48-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) models RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan engines. These engines are installed on, but not limited to, Airbus A330-243, A330-341, A330-342, and A330-343 airplanes.

Unsafe Condition

(d) This AD results from two reports of RR RB211 Trent 700 series engines found with the high pressure-intermediate pressure (HP-IP) internal oil vent tube and scavenge tube fretted by damaged heat shields on the tubes. Burning oil can cause the intermediate pressure (IP) shaft to fracture, the IP turbine to overspeed, and possible uncontained failure of the engine. We are issuing this AD to prevent oil ejecting from the HP-IP turbine bearings chamber and igniting.

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.

Initial Borescope Inspection

(f) Perform an initial borescope inspection of the HP-IP turbine bearing internal oil vent and scavenge tubes and tube heat shields before the thresholds listed in Table 1 of this AD, or within 4 months after the effective date of this AD, whichever occurs later. To do the inspections, use either the on-wing or the in-shop inspection procedures in the Accomplishment Instructions of RR Alert Service Bulletin (ASB) RB.211-72-AE792, dated July 8, 2005.

TABLE 1.—INSPECTION CRITERIA

Action	Inspection threshold
(1) Initial inspection	10,000 hours time-since-new (TSN) or time-since-overhaul (TSO), or 2,500 cycles-since-new (CSN) or cycles-since-overhaul (CSO), whichever occurs first.
(2) Repetitive inspection interval for tubes with no visible damage to outer heat shields on the tubes.	10,000 hours time-since-last-inspection (TSLI), or 2,500 cycles-since-last-inspection (CSLI), whichever occurs first.
(3) Repetitive inspection interval for tubes with cracking up to 90 degrees around tube circumference or 10 millimeters along the length of either outer heat shield.	6,400 hours TSLI or 1,600 CSLI, whichever occurs first.
(4) Repetitive inspection interval for tubes with cracking greater than (3) above, but less than 360 degrees around the tube circumference.	1,600 hours TSLI or 400 CSLI, whichever occurs first.

Repetitive Borescope Inspections

(g) Repeat the borescope inspections of the HP-IP turbine bearing internal oil vent and scavenge tubes within the applicable intervals listed in Table 1 of this AD. To do the inspections, use either the on-wing or the in-shop inspection procedures in the Accomplishment Instructions of RR ASB RB.211-72-AE792, dated July 8, 2005.

Removal of Damaged Tubes

(h) Within 10 CSLI, remove tubes with cracking around the complete circumference of either outer heat shield, or if any material is missing from either outer heat shield, or if either tube is fretted by loose heat shield material.

Terminating Action

(i) As terminating action to the repetitive inspections required by paragraph (g) of this AD, at the next IP (05) module overhaul, but before May 31, 2010, remove the HP-IP bearings supports introduced prior to Rolls-Royce Modification 72-E708 and replace with serviceable parts. Information on Rolls-Royce Modification 72-E708 can be found in RR Service Bulletin RB.211-72-E708, Revision 2, dated September 6, 2005.

Definition

(j) For the purposes of this AD, serviceable parts are new or reworked bearings supports which reduce the adverse effects of HP3 cooling air turbulence on the HP-IP turbine bearing internal oil vent and scavenge tubes and tube heat shields, as described in Rolls-Royce Modification 72-E708.

Alternative Methods of Compliance

(k) The Manager, Engine 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

(l) Civil Aviation Authority airworthiness directive G-2005-0016, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use the service information specified in Table 2 of this AD to perform the inspections and installations required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242424; fax: 011-44-1332-245418, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at *http://dms.dot.gov*; 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*.

TABLE 2.—INCORPORATION BY REFERENCE

Service Bulletin No.	Page	Revision	Date
RB.211–72–AE792 Total Pages: 22	All	Original	July 8, 2005.
Appendix A of RB.211–72–AE792 Total Pages: 3	All	Original	July 8, 2005.

Issued in Burlington, Massachusetts, on February 24, 2006.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-1965 Filed 3-3-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

MT-PROPELLER ENTWICKLUNG GMBH
AIRWORTHINESS DIRECTIVE
PROPELLER
LARGE AIRCRAFT

2006-05-05 MT-Propeller Entwicklung GmbH: Amendment 39-14502. Docket No. FAA-2005-20856; Directorate Identifier. 2004-NE-25-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 10, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to MT-Propeller Entwicklung GmbH, models MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25 propellers with serial numbers (SNs) below 95000, which have not been overhauled since April 1994. These propellers may be installed on but not limited to, Sukhoi SU-26, SU-29, SU-31; Yakovlev YAK-52, YAK-54, YAK-55; and Technoavia SM-92 airplanes.

Unsafe Condition

(d) This AD results from reports of stainless steel leading edge erosion sheaths separating from propeller blades and reports of propeller blades with damaged or missing polyurethane protective strips (PU-protection tape) due to insufficient inspection procedures in older MT-Propeller Entwicklung GmbH Operation & Installation Manuals. We are issuing this AD to prevent erosion sheath separation leading to damage 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.

Note 1: Information about inspection procedures and acceptable limits can be found in Table 1 of this AD.

Overhaul of Propeller Blades

(f) Overhaul all propeller blades of propellers listed in the applicability, within 30 days after the effective date of this AD.

Initial Visual Inspection of the Propeller Blade

(g) During the next preflight inspection or 100-hour inspection, whichever occurs first, after the effective date of this AD, inspect all MT and MTV propellers by doing the following:

(1) Determine if the erosion sheath of any propeller blade is cracked or loose; and

(2) Determine if any propeller blade has other damage out of acceptable limits.

(3) Before the next flight, remove from service those propeller blades with a cracked or loose erosion sheath, or other damage affecting airworthiness.

TABLE 1.—SERVICE INFORMATION

For propeller model ...	See operation and in-stallation manual ...
MT	No. E–112, issued Nov. 1993 or later.
MTV–1, MTV–7, MTV–10, MTV–17, MTV–18, MTV–20.	No. E–118, issued March 1994 or later.
MTV–5, MTV–6, MTV–9, MTV–11, MTV–12, MTV–14, MTV–15, MTV–21, MTV–22, MTV–25.	No. E–124, issued March 1994 or later.
MTV–2, MTV–3	No. E–148, issued March 1994 or later.
MTV–24	No. E–309, issued March 1994 or later.

Initial Visual Inspection of the Propeller Blade Polyurethane Strip

(h) During the next pilot's preflight inspection after the effective date of this AD, if the polyurethane protective strip on the leading edge of the inner portion of the blade is found to be damaged or missing, the polyurethane protective strip must be replaced or installed within 10-flight hours. If electrical de-icing boots are installed, no polyurethane protective strips are required.

Repetitive Visual Inspection of the Propeller Blade

(i) If after the effective date of this AD, any propeller blade erosion sheath found to be cracked or loose during the pilot's preflight inspection, or 100-hour inspection, or annual inspection, must be repaired, replaced, or overhauled before the next flight.

Repetitive Visual Inspection of the Propeller Blade Polyurethane Strip

(j) If after the effective date of this AD, any propeller blade polyurethane protective strip found to be damaged or missing during the pilot's preflight inspection, or 100-hour inspection, or annual inspection, must be replaced or installed within 10-flight hours. If electrical de-icing boots are installed, polyurethane protective strips are not required.

Alternative Methods of Compliance

(k) The Manager, Boston 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.

Special Flight Permits

(l) Special flight permits are prohibited.

Related Information

(m) MT-Propeller Entwicklung GmbH, Service Bulletin No. 8A, dated July 4, 2003, pertains to the subject of this AD. LBA airworthiness directive 1994-098/2, dated September 24, 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on February 24, 2006.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-1957 Filed 3-3-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-05-06 Boeing: Amendment 39-14503. Docket No. FAA-2005-22715; Directorate Identifier 2005-NM-108-AD.

Effective Date

(a) This AD becomes effective April 13, 2006.

Affected ADs

(b) This AD supersedes ADs 2001-14-07, 2001-15-03, and 2003-19-08.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes; certificated in any category; line numbers 1 through 1307 inclusive.

Unsafe Condition

(d) This AD results from reports of cracking in areas required to be inspected by the superseded ADs identified in paragraph (b) of this AD. We are issuing this AD to prevent fatigue cracking of the body station (BS) 2598 bulkhead structure, which could result in inability of the structure to carry horizontal stabilizer flight loads, and loss of controllability 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.

Restatement of AD 2001-14-07

Repetitive High Frequency Eddy Current (HFEC) Inspections

(f) Before the accumulation of 10,000 total flight cycles, or within 1,000 flight cycles after August 16, 2001 (the effective date of AD 2001-14-07), whichever occurs later: Do an open-hole HFEC inspection to find cracking of the bulkhead frame support under the hinge support fittings of the horizontal stabilizer on the left and right sides at BS 2598, in accordance with Figure 2 of the Accomplishment Instructions of Boeing Service Bulletin 747-53A2449, Revision 1, dated May 24, 2001; or Revision 2, dated March 14, 2002. Repeat the inspection after that at intervals not to exceed

3,000 flight cycles. Inspections accomplished before August 16, 2001, per Boeing Alert Service Bulletin 747-53A2449, dated June 8, 2000, are considered acceptable for compliance with the applicable inspection specified in this paragraph.

Repair

(g) If any cracking is found during any inspection required by paragraph (f) of this AD, before further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or using a method approved in accordance with paragraph (n) of this AD.

Restatement of Certain Requirements of AD 2001-15-03

Repetitive Inspections

(h) Do a surface HFEC inspection of the forward and aft inner chords, the frame support, and the splice fitting of the forward inner chord of the upper corner of the station 2598 bulkhead to find cracking, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2427, Revision 2, dated October 5, 2000; or Revision 3, dated September 27, 2001; at the latest of the times specified in paragraphs (h)(1) and (h)(2) of this AD, as applicable. Repeat the inspection after that at intervals not to exceed 1,500 flight cycles.

(1) For airplanes having line numbers 1 through 1241 inclusive:

(i) Before the accumulation of 6,000 total flight cycles.

(ii) Within 500 flight cycles after August 28, 2001 (the effective date of AD 2001-15-03).

(iii) For airplanes inspected before August 28, 2001, in accordance with Boeing Alert Service Bulletin 747-53A2427, dated December 17, 1998 (including inspections of the splice fitting), or Revision 1, dated October 28, 1999: Within 1,500 flight cycles after accomplishment of the last inspection done in accordance with the original service bulletin or Revision 1, as applicable.

(2) For airplanes having line numbers 1242 through 1307 inclusive:

(i) Before the accumulation of 16,000 total flight cycles.

(ii) Within 500 flight cycles after August 28, 2001.

(iii) For airplanes inspected before August 28, 2001, in accordance with Boeing Alert Service Bulletin 747-53A2427, dated December 17, 1998 (including inspections of the splice fitting), or Revision 1, dated October 28, 1999: Within 1,500 flight cycles after accomplishment of the last inspection done in accordance with the original service bulletin or Revision 1, as applicable.

Repair

(i) If any cracking is found during the inspections required by paragraph (h) of this AD, before further flight, repair in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2427, Revision 2, dated October 5, 2000; or Revision 3, dated September 27, 2001; except where the alert service bulletin specifies that the manufacturer may be contacted for disposition of certain repair conditions, before further flight, repair in accordance with a method approved by the Manager, Seattle ACO, or using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

Restatement of AD 2003-19-08

Repetitive Inspections

(j) Before the accumulation of 10,000 total flight cycles, or within 1,000 flight cycles after October 27, 2003 (the effective date of AD 2003-19-08), whichever is later: Do a detailed inspection of the body station 2598 bulkhead for discrepancies (cracking, elongated fastener holes) of the areas specified in paragraphs (j)(1) and (j)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2467, dated July 26, 2001; or Revision 1, dated April 28, 2005. Repeat the inspections after that at intervals not to exceed 3,000 flight cycles.

(1) The lower aft inner chords.

(2) The upper aft outer chords, and the diagonal brace attachment fittings, flanges, and rods.

Note 1: For the purposes of this AD, a detailed inspection is "an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required."

Repair

(k) If any discrepancy is found during any inspection required by paragraph (j) of this AD: Before further flight, repair in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2467, dated July 26, 2001; or Revision 1, dated April 28, 2005. If the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair in accordance with a method approved by the Manager, Seattle ACO, or using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

New Requirements of This AD

Modification

(l) Before the accumulation of 20,000 total flight cycles, or within 48 months after the effective date of this AD, whichever occurs later: Modify the bulkhead by doing all applicable actions including surface and open-hole HFEC inspections for cracking of the upper forward inner chord, aft inner chord, upper splice fitting, and frame support fitting, as specified in the Accomplishment Instructions of Boeing Service Bulletin 747-53-2473, dated March 24, 2005. Repair any cracks before further flight in accordance with the service bulletin. Where the service bulletin specifies that the manufacturer may be contacted for disposition of certain repair conditions: Before further flight, repair the cracks using a method approved in accordance with the procedures specified in paragraph (n) of this AD. Accomplishment of the modification terminates the repetitive inspections required by paragraphs (f), (h), and (j)(1) of this AD.

Inspection

(m) Within 20,000 flight cycles after the modification required by paragraph (l) of this AD, inspect the BS 2598 bulkhead for cracks, and repair any cracks before further flight, in accordance with a method approved by the Manager, Seattle ACO.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Seattle ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) AMOCs approved previously according to AD 2000-08-21, amendment 39-11707, and AD 2001-15-03 are approved as AMOCs for the corresponding requirements of paragraphs (h) and (i) of this AD. (AD 2000-08-21 was superseded by AD 2001-15-03.)

(3) AMOCs approved previously according to AD 2001-14-07 are approved as AMOCs for the corresponding requirements of paragraphs (f) and (g) of this AD.

(4) AMOCs approved previously according to AD 2003-19-08 are approved as AMOCs for the corresponding requirements of paragraphs (j) and (k) of this AD.

(5) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(6) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(o) You must use the service information identified in Table 1 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 1.—ALL MATERIAL INCORPORATED BY REFERENCE

Boeing service bulletin	Revision level	Date
Alert Service Bulletin 747–53A2427	2	October 5, 2000.
Alert Service Bulletin 747–53A2427	3	September 27, 2001.
Alert Service Bulletin 747–53A2467	Original	July 26, 2001.
Service Bulletin 747–53A2467	1	April 28, 2005.
Service Bulletin 747–53–2473	Original	March 24, 2005.
Service Bulletin 747–53A2449	1	May 24, 2001.
Service Bulletin 747–53A2449	2	March 14, 2002.

(1) The Director of the Federal Register approved the incorporation by reference of service bulletins identified in Table 2 of this AD, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 2.—NEW MATERIAL INCORPORATED BY REFERENCE

Boeing service bulletin	Revision level	Date
Alert Service Bulletin 747–53A2427	3	September 27, 2001.
Service Bulletin 747–53A2467	1	April 28, 2005.
Service Bulletin 747–53–2473	Original	March 24, 2005.
Service Bulletin 747–53A2449	2	March 14, 2002.

(2) On October 27, 2003 (68 FR 54990, September 22, 2003), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2467, dated July 26, 2001.

(3) On August 28, 2001 (66 FR 38365, July 24, 2001), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2427, Revision 2, dated October 5, 2000.

(4) On August 16, 2001 (66 FR 36443, July 12, 2001), the Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin 747-53A2449, Revision 1, dated May 24, 2001.

(5) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 22, 2006.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-2144 Filed 3-8-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-06

AEROSPATIALE
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-05-07 Aerospatiale: Amendment 39-14504. Docket No. FAA-2005-20220; Directorate Identifier 2004-NM-152-AD.

Effective Date

(a) This AD becomes effective April 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Aerospatiale Model ATR42-200, -300, and -320 airplanes, certificated in any category; with main landing gear (MLG) side brace assemblies having part number (P/N) D22710000-( ) except -8, equipped with upper arms having P/N D56778-10.

Unsafe Condition

(d) This AD results from an operator who reported experiencing an unlock warning for the MLG on the right side of the airplane. We are issuing this AD to prevent cracking of the upper arms of the side braces of the MLG, which could result in failure of the MLG during landing and possible damage to the airplane and injury to the flightcrew and passengers.

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.

Service Bulletin References

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

(1) For the general visual inspection and ultrasonic inspection specified in paragraphs (g) and (h) of this AD, respectively: Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005; and

(2) For the replacement specified in paragraph (j) of this AD: Messier-Dowty Service Bulletin 631-32-176, Revision 1, dated June 2, 2004.

Repetitive Inspections of Identification Plates

(g) Within 2 months or 500 flight hours after the effective date of this AD, whichever is first: Do a general visual inspection of the upper arms of the MLG side braces for inadequately bonded identification plates having P/Ns D61565-1, D61566-1, D61567-1, and D61568-1 and for any missing bead of glue, in accordance with the service bulletin. Thereafter at intervals not to exceed 2 months or 500 flight hours, whichever is first: Repeat the inspection of the upper arm of the MLG side brace for any side brace assembly that has not been inspected in accordance with paragraph (h) of this AD or replaced as required by paragraph (j) of 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."

Ultrasonic Inspection, if Necessary

(h) If any identification plate having P/N D61565-1, D61566-1, D61567-1, or D61568-1 or any bead of glue is missing or found inadequately bonded during any inspection required by paragraph (g) of this AD: Within 25 flight hours since the most recent general visual inspection, do an ultrasonic inspection of the upper arm of the MLG side brace for any defects and do any related investigative and corrective actions as applicable, by doing all of the applicable actions specified in Part 2.B.(3) of the service bulletin; except where the service bulletin specifies replacing the side brace with a side brace equipped with an airworthy upper arm, replace it with a part modified in accordance with paragraph (j) of this AD. Any corrective actions must be done before further flight after doing the ultrasonic inspection.

Additional Ultrasonic Inspection for Certain Airplanes

(i) For airplanes on which the ultrasonic inspection specified in paragraph (h) of this AD has been accomplished in accordance with Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 1, dated March 16, 2005: Within 25 flight hours after the effective date of this AD, or within 25 flight hours after the ultrasonic inspection, whichever is later, do all the applicable actions specified in paragraph (h) of this AD in accordance with Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005.

Replacement With a Modified Side Brace Assembly

(j) At the applicable compliance time specified in paragraph (j)(1) or (j)(2) of this AD: Remove the side brace assembly and replace it with a part modified by doing all of the actions in the service bulletin. Replacement of a side brace assembly with a modified part terminates the repetitive inspections required by paragraph (g) of this AD for that modified side brace assembly only. If the side brace assembly of the left and right MLG is replaced with a modified part, no more work is required by paragraph (g) of this AD.

(1) For airplanes on which Messier-Dowty Service Bulletin 631-32-072 has not been accomplished: Before the accumulation of 15,000 total flight cycles on a side brace assembly since new or since last overhaul, or 96 months on a side brace assembly since new or since last overhaul, whichever is first.

(2) For airplanes on which Messier-Dowty Service Bulletin 631-32-072 has been accomplished: Before the accumulation of 18,000 total flight cycles on a side brace assembly since new or since last overhaul, or 96 months on a side brace assembly since new or since last overhaul, whichever is first.

Credit for Previous Service Bulletin

(k) Replacements done before the effective date of this AD in accordance with Messier-Dowty Service Bulletin 631-32-176, dated February 26, 2004, are acceptable for compliance with the corresponding requirements of paragraph (j) of this AD.

No Reporting Requirement

(l) Although Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(n) French airworthiness directive F-2005-106, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(o) You must use Messier-Dowty Service Bulletin 631-32-176, Revision 1, dated June 2, 2004; and Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. Messier-Dowty Service Bulletin 631-32-176, Revision 1, dated June 2, 2004, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 3	1	June 2, 2004.
2, 4–9	Original	February 26, 2004.

Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1–5, 7–18	2	June 3, 2005.
6	1	March 16, 2005.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 22, 2006.
Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2145 Filed 3-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-05-08 Boeing: Amendment 39-14505. Docket No. FAA-2005-23357; Directorate Identifier 2005-NM-207-AD.

Effective Date

(a) This AD becomes effective April 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 777-200 series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 777-28-0045, dated September 1, 2005.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent energy from a lightning strike on the bushing for the sump drain valve from arcing to the inside of the center fuel tank wall, which could create an ignition source in the fuel tank and result in a fuel tank explosion.

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.

Installation

(f) Within 60 months after the effective date of this AD, install a new washer between the lower wing surface and the jam nut of the sump drain valve assembly in both wings, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-28-0045, dated September 1, 2005.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(h) You must use Boeing Special Attention Service Bulletin 777-28-0045, dated September 1, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 27, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2143 Filed 3-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-05-09 Boeing: Amendment 39-14506. Docket No. FAA-2005-23196; Directorate Identifier 2005-NM-187-AD.

Effective Date

(a) This AD becomes effective April 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-200C, -200F, -400, -400D, and -400F series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-53A2499, dated August 11, 2005.

Unsafe Condition

(d) This AD results from fatigue tests and an analysis that identified areas of the fuselage lap joints where fatigue cracks can occur. We are issuing this AD to detect and correct fatigue cracks in the overlapping (upper) skin, upper fastener row of the lap joints of the fuselage skin in sections 41, 42, and 46, which could adversely affect the structural integrity 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.

Initial Inspections and Related Investigative and Corrective Actions

(f) At the applicable time specified in Table 1 of this AD: Do an external surface high frequency eddy current (HFEC), external low frequency eddy current (LFEC), and internal LFEC inspection, as applicable, for cracks in the overlapping (upper) skin, upper fastener row of the lap joints of the fuselage skin in sections 41, 42, and 46, and any applicable related investigative and corrective actions by doing all of the actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2499, dated August 11, 2005, except as provided by paragraph (h) of this AD. Do any applicable related investigative and corrective actions before further flight.

TABLE 1.—INITIAL COMPLIANCE TIME

For airplanes on which Structural Significant Items (SSIs) F–25G, F– 25H, and F–25I—	Inspect—
(1) Have not been inspected in accordance with paragraph (d) of AD 2004–07–22, amendment 39–13566 (69 FR 24063, May 3, 2004), using the HFEC method.	Before the accumulation of 22,000 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later.
(2) Have been inspected in accordance with paragraph (d) of AD 2004–07–22, using the HFEC method.	Within 3,000 flight cycles after the most recent supplemental structural inspection document (SSID) inspection of each applicable structural significant item (as given in Boeing Document D6–35022, "SSID for Model 747 Airplanes," Revision G, dated December 2000), or within 1,000 flight cycles after the effective date of this AD, whichever occurs later.

Repetitive Inspections

(g) Repeat the applicable inspections required by paragraph (f) of this AD thereafter at intervals not to exceed those specified in paragraph 1.E., "Compliance" (including the note) of Boeing Alert Service Bulletin 747-53A2499, dated August 11, 2005.

Exception to Service Bulletin Instructions

(h) Where the service bulletin specifies to contact Boeing for appropriate action, before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(j) You must use Boeing Alert Service Bulletin 747-53A2499, dated August 11, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National

Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 27, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2142 Filed 3-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-05-10 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14507. Docket No. FAA-2005-23477; Directorate Identifier 2005-NM-181-AD.

Effective Date

(a) This AD becomes effective April 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes, and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category; as identified in BAE Systems (Operations) Limited Inspection Service Bulletin ISB.52-113, Revision 1, dated February 11, 2005.

Unsafe Condition

(d) This AD results from in-service reports of hinge bracket failures on the main landing gear (MLG) doors. We are issuing this AD to prevent failure of the hinge bracket on the MLG door, which could result in separation of the door, consequent structural damage to the airplane, and possible injury to people on the ground.

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.

Inspection/Corrective Action

(f) At the applicable time specified in paragraph (f)(1) or (f)(2) of this AD: Perform a one-time detailed inspection for corrosion of the hinge bracket assembly of the left and right MLG doors by doing all the applicable actions in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.52-113, Revision 1, dated February 11, 2005. Perform any applicable corrective action before further flight in accordance with the service bulletin. If no corrosion is found, before further flight, apply protective treatment in accordance with the service bulletin.

(1) For airplanes on which the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness is on or before February 28, 1991: Within 192 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 12 months after the effective date of this AD, whichever is later.

(2) For airplanes on which the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness is after February 28, 1991: Within 24 months after the effective date of this AD.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Inspections Accomplished According to Previous Issue of Service Bulletin

(g) Inspections accomplished before the effective date of this AD in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.52-113, dated February 2, 2001, are considered acceptable for compliance with the corresponding action specified in this AD.

Parts Installation

(h) As of the effective date of this AD, no person may install, on any airplane, a hinge bracket assembly of the left and right MLG doors, unless it has been inspected (and any corrective actions done) according to BAE Systems (Operations) Limited Inspection Service Bulletin ISB.52-113, Revision 1, dated February 11, 2005.

No Reporting Required

(i) Although BAE Systems (Operations) Limited Inspection Service Bulletin ISB.52-113, Revision 1, dated February 11, 2005, referenced in this AD, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) British airworthiness directive G-2005-0017, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.52-113, Revision 1, dated February 11, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 24, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2141 Filed 3-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-06

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-05-11 Bombardier, Inc. (Formerly Canadair): Docket No. FAA-2006-24110; Directorate Identifier 2006-NM-020-AD; Amendment 39-14508.

Effective Date

(a) This AD becomes effective March 27, 2006.

Affected ADs

(b) This AD supersedes AD 2004-02-07.

Applicability

(c) This AD applies to Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 through 7999 inclusive, and 8000 and subsequent, certificated in any category.

Unsafe Condition

(d) This AD results from a report that the shear pin located in the input lever of two pitch feel stimulator (PFS) units failed due to fatigue. We are issuing this AD to prevent undetected failure of the shear pin of both PFS units simultaneously, which could result in loss of pitch feel forces and consequent reduced control 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.

Restatement of Certain Requirements of AD 2004-02-07

Revise Airworthiness Limitations (AWL) Section of Aircraft Maintenance Manual

(f) For airplanes having serial numbers 7003 through 7999 inclusive: Within 14 days after February 13, 2004 (the effective date of AD 2004-02-07), revise the AWL section of the Instructions for Continued Airworthiness of the aircraft maintenance manual by incorporating the functional check of the PFS pilot input lever, Task R27-31-A024-01, as specified in Bombardier Temporary Revision (TR) 2B-1784, dated October 24, 2003, to the CL-600-2B19 Canadair Regional Jet

Maintenance Requirements Manual, Part 2, Appendix B, "Airworthiness Limitations," into the AWL section.

New Requirements

New Repetitive Functional Tests and Corrective Actions

(g) Before the accumulation of 4,000 total flight hours, or within 100 flight hours after the effective date of this AD, whichever occurs later: Do a functional test of the pilot input lever of the PFS units to determine if the lever is disconnected, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-27-144, Revision A, dated February 14, 2006, including Appendix A, dated September 15, 2005. Repeat the test at intervals not to exceed 100 flight hours. Before further flight, after performing the initial functional test, remove the procedures for the functional tests specified in paragraph (f) of this AD from the CL-600-2B19 Canadair Regional Jet Maintenance Requirements Manual.

(h) If any lever is found to be disconnected during any functional test required by paragraph (g) of this AD, do the actions specified in paragraphs (h)(1) and (h)(2) of this AD in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-27-144, Revision A, dated February 14, 2006, including Appendix A, dated September 15, 2005.

(1) Before further flight, replace the defective PFS with a serviceable PFS in accordance with the Accomplishment Instructions of the alert service bulletin; and

(2) Within 30 days after removing the defective PFS, submit a test report to the manufacturer in accordance with the Accomplishment Instructions of the alert service bulletin. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

Previously Accomplished Actions

(i) Actions done before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R-27-144, including Appendix A, dated September 15, 2005, are acceptable for compliance with the requirements of paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) Canadian airworthiness directive CF-2005-41, dated December 22, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Bombardier Alert Service Bulletin A601R-27-144, Revision A, dated February 14, 2006, including Appendix A, dated September 15, 2005; and Bombardier Temporary Revision 2B-1784, dated October 24, 2003, to the CL-600-2B19 Canadair Regional Jet Maintenance Requirements Manual, Part 2, Appendix B, "Airworthiness Limitations;" as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference Bombardier Alert Service Bulletin A601R-27-144, Revision A, dated February 14, 2006, including Appendix A, dated September 15, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On February 13, 2004 (69 FR 4234, January 29, 2004), the Director of the Federal Register approved the incorporation by reference of Bombardier Temporary Revision 2B-1784, dated October 24, 2003, to the CL-600-2B19 Canadair Regional Jet Maintenance Requirements Manual, Part 2, Appendix B, "Airworthiness Limitations."

(3) Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 February 28, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-2236 Filed 3-9-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-06

CESSNA
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-06-03 Cessna Aircraft Company: Amendment 39-14511. Docket No. FAA-2005-20970; Directorate Identifier 2004-NM-53-AD.

Effective Date

(a) This AD becomes effective April 20, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Cessna airplanes listed in Table 1 of this AD, certificated in any category.

TABLE 1.—APPLICABILITY

Airplane model(s)	Serial Nos.
500 and 501	0001 through 0689 inclusive.
S550	0001 through 0160 inclusive.
550 and 551	0002 through 0733 inclusive.
550	0801 through 1075 inclusive.
560	0001 through 0648 inclusive.

Unsafe Condition

(d) This AD was prompted by a report of a chafed electrical wiring harness, which was arcing inside the fuel tank. We are issuing this AD to prevent potential fuel vapor ignition in a fuel tank, which could result in explosion and loss 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.

Service Information

(f) The term "service bulletin" as used in this AD refers to the applicable service bulletin listed in Table 2 of this AD.

TABLE 2.—SERVICE INFORMATION

For Cessna model—	Having serial Nos.—	Use Cessna service bulletin—	Dated—
500 and 501 airplanes	0001–0689	SB500–28–12	June 14, 2004.
S550 airplanes	0001–0160	SBS550–28–08	May 7, 2004.
550 and 551 airplanes	0002–0733	SB550–28–14	December 2, 2003.
550 airplanes	0801–1075	SB550–28–15	January 20, 2004.
560 airplanes	0001–0538	SB560–28–10	April 23, 2004.
560 airplanes	0539–0648	SB560–28–11	March 12, 2004.

AFM Revision

(g) Within 25 flight hours after the effective date of this AD: Revise the Limitations section of the applicable Cessna airplane flight manual (AFM) to prohibit use of the wing fuel boost pumps for defueling under certain conditions, by inserting the applicable temporary change identified in Cessna Service Bulletin SB550-28-14, dated December 2, 2003, or identified in Table 3 of this AD.

TABLE 3.—TEMPORARY CHANGES

Cessna temporary change—	Dated—	To the—
500FM TC–R57–01	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–02	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–03	April 5, 2004	Cessna Model 500 AFM.
55BFM TC–R10–07	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–08	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–09	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
560FM TC–RC13–01	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–RC13–02	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–RC13–03	March 4, 2004	Cessna Model 560 Citation V AFM.
56FMA TC–04–01	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–02	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–03	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMB TC–R03–10	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–11	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–12	March 12, 2004	Cessna Model 560 AFM.
S55CA TC–04–01	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–02	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–03	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–01	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–02	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–03	March 4, 2004	Cessna Model S550 Citation S/II AFM.

Placard Installation

(h) Within 25 flight hours after the effective date of this AD: Install a placard close to the fuel quantity gauge, in accordance with the Accomplishment Instructions of the service bulletin. In addition to the specifications in the service bulletin, the letters on the placard must be at least \1/4\-inch tall.

Inspection and Modification

(i) Within 300 flight hours after the effective date of this AD: Do the actions specified in paragraphs (i)(1) and (i)(2) of this AD in accordance with the Accomplishment Instructions of the service bulletin.

(1) Do a detailed inspection for chafed wiring of the wing fuel boost pumps, and, before further flight thereafter, do all applicable corrective and other specified actions.

(2) Modify the wing fuel boost pumps.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(j) Before further flight after the inspection and modification required by paragraph (i) of this AD, remove the AFM temporary change and placard required by paragraphs (g) and (h) of this AD.

Reporting Clarification

(k) Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(m) You must use the service information listed in Tables 4 and 5 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 4.—SERVICE BULLETINS

Cessna service bulletin—	Dated—
SB500–28–12	June 14, 2004.
SBS550–28–08	May 7, 2004.
SB550–28–14	December 2, 2003.
SB550–28–15	January 20, 2004.
SB560–28–10	April 23, 2004.
SB560–28–11	March 12, 2004.

TABLE 5.—TEMPORARY CHANGES

Cessna temporary change—	Dated—	To the—
500FM TC–R57–01	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–02	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–03	April 5, 2004	Cessna Model 500 AFM.
55BFM TC–R10–07	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–08	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–09	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
560FM TC–R13–01	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–R13–02	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–R13–03	March 4, 2004	Cessna Model 560 Citation V AFM.
56FMA TC–04–01	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–02	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–03	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMB TC–R03–10	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–11	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–12	March 12, 2004	Cessna Model 560 AFM.
S55CA TC–04–01	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–02	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–03	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–01	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–02	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–03	March 4, 2004	Cessna Model S550 Citation S/II AFM.

Issued in Renton, Washington, on March 3, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-2408 Filed 3-15-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-06

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-06-04 McDonnell Douglas: Amendment 39-14512. Docket No. FAA-2005-22121; Directorate Identifier 2004-NM-128-AD.

Effective Date

(a) This AD becomes effective April 20, 2006.

Affected ADs

(b) This AD supersedes AD 93-13-07.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82) airplanes; as identified in Boeing Service Bulletin DC9-53-179, Revision 2, dated May 27, 2004; certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of water runoff from the slant pressure panels in the left and right main landing gear (MLG) wheel wells, which subsequently froze on the lateral control mixer and control cable assemblies. We are issuing this AD to prevent ice from forming on the lateral control mixer and control cable assemblies, which could reduce controllability 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.

Restatement of Requirements of AD 93-13-07

Installation of Water Drain System

(f) Within 24 months after August 18, 1993 (the effective date of AD 93-13-07), install a water drain system in the slant pressure panel, in accordance with McDonnell Douglas DC-9 Service Bulletin 53-179, dated January 18, 1985, as amended by Service Bulletin Change Notification 53-179 CN1, dated February 28, 1985, and Service Bulletin Change Notification 53-179 CN2, dated May 30, 1985; McDonnell Douglas Service Bulletin DC9-53-179, Revision 01, dated March 30, 1999; or Boeing Service Bulletin DC9-53-179, Revision 2, dated May 27, 2004. After the effective date of this AD, only Boeing Service Bulletin DC9-53-179, Revision 2, dated May 27, 2004, may be used.

New Requirements of This AD

Inspection of Door Seal Assemblies

(g) For all airplanes: Within 24 months after the effective date of this AD, perform a general visual inspection of the seal assemblies of the overwing emergency exit doors for defects and constant gap, and, before further flight, replace any defective door seal with a new door seal; in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC9-53-179, Revision 2, dated May 27, 2004.

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."

Inspections Already Accomplished

(h) Inspections accomplished before the effective date of this AD in accordance with McDonnell Douglas Service Bulletin DC9-53-179, Revision 01, dated March 30, 1999; or McDonnell Douglas Service Bulletin DC9-53-268, dated August 11, 1995, as referenced in paragraph (a)(2) of AD 96-11-04; are considered acceptable for compliance with the requirements of paragraph (g) of this AD.

Operational Check of Drain Valve

(i) For any airplane which is equipped with an auto drain valve of the slant pressure panel water drain system: Within 24 months after the effective date of this AD, perform an operational check of the auto drain valve and repeat this check at intervals not to exceed 24 months. If any auto drain valve is found to be obstructed or inoperative, before further flight, replace the auto drain valve with a new auto drain valve according to a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. Chapter 51-10-01 of the Boeing MD-80 Aircraft Maintenance Manual (AMM) or Chapter 51-00-01 of the Douglas DC-9 AMM, as applicable, is one approved method of performing the operational check and replacement of the auto drain valve.

Note 2: After an operator complies with the requirements of paragraph (i) of this AD, paragraph (i) does not require that operators subsequently record accomplishment of those requirements each time an auto drain valve is checked or replaced according to that operator's FAA-approved maintenance inspection program.

Concurrent Service Bulletin for Certain Airplanes Only

(j) For airplanes identified in Boeing Service Bulletin DC9-53-179, Revision 2, dated May 27, 2004, that are also identified in McDonnell Douglas Service Bulletin DC9-53-268 R01, Revision 01, dated July 18, 1996: At the applicable compliance time specified in paragraph (j)(1) or (j)(2) of this

AD, modify the insulation blankets on the slant pressure panels in the left and right wheel wells of the MLG, in accordance with Boeing Service Bulletin DC9-53-268 R01, Revision 01, dated July 18, 1996. Modifications accomplished before the effective date of this AD as specified in McDonnell Douglas Service Bulletin DC9-53-268, dated August 11, 1995, are acceptable for compliance with this paragraph.

(1) For airplanes that have been modified, as specified in paragraph (f) of this AD, prior to the effective date of this AD: Within 24 months after the effective date of this AD.

(2) For airplanes that have not been modified, as specified in paragraph (f) of this AD, prior to the effective date of this AD: Prior to or concurrently with the accomplishment of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Los Angeles ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously in accordance with AD 93-13-07 and AD 96-11-04 are approved as AMOCs for the corresponding requirements of this AD.

Material Incorporated by Reference

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

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service information	Revision level	Date
Boeing Service Bulletin DC9–53–179	2	May 27, 2004.
McDonnell Douglas DC–9 Service Bulletin 53–179	Original	January 18, 1985.
McDonnell Douglas Service Bulletin DC9–53–179	01	March 30, 1999.
McDonnell Douglas Service Bulletin DC9–53–268 R01	01	July 18, 1996.
Service Bulletin Change Notification 53–179 CN1 for McDonnell Douglas DC–9 Service Bulletin 53–179, dated January 18, 1985.	Original	February 28, 1985.
Service Bulletin Change Notification 53–179 CN2 for McDonnell Douglas DC–9 Service Bulletin 53–179, dated January 18, 1985.	Original	May 30, 1985.

(1) The Director of the Federal Register approved the incorporation by reference of McDonnell Douglas Service Bulletin DC9-53-179, Revision 01, dated March 30, 1999; Boeing Service Bulletin DC9-53-179, Revision 2, dated May 27, 2004; and McDonnell Douglas Service Bulletin DC9-53-268 R01, Revision 01, dated July 18, 1996; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On August 18, 1993 (58 FR 38511, July 19, 1993), the Director of the Federal Register approved the incorporation by reference of McDonnell Douglas DC-9 Service Bulletin 53-179, dated January 18, 1985; and Service Bulletin Change Notification 53-179 CN1, dated February 28, 1985, and Service Bulletin Change Notification 53-179 CN2, dated May 30, 1985, for McDonnell Douglas DC-9 Service Bulletin 53-179, dated January 18, 1985.

(3) Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 March 3, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2409 Filed 3-15-06; 8:45 am]
BILLING CODE 4910-13-U

BW 2006-06

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-06-05 Boeing: Amendment 39-14513. Docket No. FAA-2006-24162; Directorate Identifier 2006-NM-031-AD.

Effective Date

(a) This AD becomes effective April 3, 2006.

Affected ADs

(b) Accomplishing the inspections in paragraph (f) of this AD terminates the repetitive inspection requirements of paragraph (c) of AD 2004-22-24, amendment 39-13852, for the front spar upper chord stations 107 through 383 only, for Boeing Model 720 and 720B series airplanes only.

Applicability

(c) This AD applies to all Boeing Model 720 and 720B series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report that inspections required by previous AD action are inadequate for Boeing Model 720 and 720B series airplanes. We are issuing this AD to detect and correct any crack, corrosion, or sign of damage (e.g., finish scratches, blistering, or signs of fuel leaking) of the front spar upper chords under the fairing web, which could result in structural failure of the wing.

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.

Repetitive Inspections

(f) Within 30 days after the effective date of this AD: Do detailed and high-frequency eddy current (HFEC) inspections for any crack, corrosion, or sign of damage (e.g., finish scratches, blistering, or signs of fuel leaking) of the front spar upper chords under the fairing web; and repair if necessary; by accomplishing all the actions specified in Boeing Multi-Operator Message (MOM) 1-151636045-1, dated January 17, 2006. If any crack, corrosion, or sign of damage is found, do all applicable repairs before further flight. Repeat the inspections thereafter at intervals not to exceed 12 months. Where the MOM specifies to contact Boeing for repair instructions: Before further flight,

repair using a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Seattle 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 detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Instructions for Oversizing Fasteners

(g) Where Boeing MOM 1-151636045-1, dated January 17, 2006, specifies to contact Boeing for appropriate action if it is necessary to oversize fasteners during restoration: Before further flight, oversize the fasteners using a method approved in accordance with a method approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(i) You must use Boeing Multi-Operator Message (MOM) 1-151636045-1, dated January 17, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 March 7, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2545 Filed 3-16-06; 8:45 am]
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Delegation and Airworthiness
Programs Branch
6500 S. MacArthur, ARB Room 308
Oklahoma City, OK 73169

March 6, 2006

Dear FAA SUMMARY OF AIRWORTHINESS DIRECTIVES CUSTOMERS:

This letter is to notify you of the Federal Aviation Administration's plans to discontinue the sale of the Summary of Airworthiness Directives Books Large and Small.

This information is available free on the Internet at *www.airweb.faa.gov/rgl.*

We will continue to sell the AD biweekly in paper format. This information is also available free on the Internet.

Please contact our office if you have any questions.

Airworthiness Directives - Biweekly -- Jennifer Fleming 405.954.6901
Fax number 405.954.2209

FAA, Delegation and Airworthiness Programs Branch, AIR-140

Sincerely,

Karen Lucke

Karen Lucke, AIR-140
Branch Manager