TABLE 1.—AFFECTED 1ST STAGE FAN BLADES—Continued

Part number	Serial no.
831021–003	NS8719
831021–003	NS8838
831021–003	NT0169
831021–003	NS9584
831021–003	ND6445
831021–003	ND6834
831021–003	ND7467
831021–003	ND8887
831021–003	ND6520
831021–003	NS8611
831021–003	NS7640
831021–003	NN7037
831021–003	NN7590
831021–003	NN8120
831021–003	NN8573
831021–003	NN9719
831021–003	NS8784
831021–003	TB6B367
831021–003	NN9557
831021–003	NN9710
831021–003	NS8374
831021–003	NS8770
831021–003	NS9022
831021–003	NS8416
831021–003	NS6474
831021–003	ND8912
831021–003	NT0108
831021–003	NS8836
831021–003	NN8310

(1) Check the 1st stage fan blade for a circled, letter I, on the approved marking area of the outboard side of the blade platform. If the blade has this marking, no further action is required.

(2) Remove 1st stage fan blades without a circled, letter I, on the approved marking area of the outboard side of the blade platform, if installed.

(3) Send 1st stage fan blades to a source-substantiation-approved repair station, approved by PW, for inspection of the blade root thickness. You can find information on inspecting the blade root thickness in Engine Manual Section 72–31–02, Inspect—01, and Repair—23.

(g) For 1st stage fan blades that pass the inspection referenced in paragraph (f) of this AD:

(1) Vibropeen the letter I and a circle around that letter, on the approved marking area of the outboard side of the blade platform. You can find information on approved blade marking in the JT9D–7R4 Engine Manual, Section 72–31–02, Typical Repair—13, Mark Repair Codes.

(2) Return the 1st stage fan blades to service.

Alternative Methods of Compliance

(h) 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

(i) None.

Issued in Burlington, Massachusetts, on December 16, 2005.

Peter A. White,

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

[FR Doc. 05–24448 Filed 12–23–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–22358; Directorate Identifier 2005–NE–20–AD; Amendment 39–14431; AD 2005–26–10]

RIN 2120–AA64

Airworthiness Directives; Engine Components Inc. (ECi) Reciprocating Engine Cylinder Assemblies

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, ''Parallel Valve'' reciprocating engines, with certain Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series ''Classic Cast'', installed. This AD requires replacing these ECi cylinder assemblies. This AD results from reports of about 30 failures of the subject cylinder assemblies marketed by ECi. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

DATES: This AD becomes effective January 31, 2006.

ADDRESSES: You may examine the AD docket on the Internet at *http://dms.dot.gov* or in Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Peter Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; telephone (817) 222–5145; fax (817) 222–5785.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to certain ECi cylinder assemblies, P/N AEL65102 series, with casting P/N AEL65099, installed on Lycoming Engines models 320, 360, and 540 series, parallel valve reciprocating engines. Parallel valve Lycoming reciprocating engines are identified by the intake and exhaust valves in a parallel configuration. We published the proposed AD in the **Federal Register** on September 9, 2005 (70 FR 53586). That action proposed to require replacing these ECi cylinder assemblies.

Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES.** Comments will be available in the AD docket shortly after the DMS receives them.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comments received.

Request To Extend the Proposed AD Comment Period

One commenter, a law office representing ECi, requests we extend the proposed AD comment period an additional 90 days. We do not agree. We have worked with ECi for the past four years regarding the safety and airworthiness issues with the affected ECi cylinder assemblies. ECi is very familiar with the problems with these cylinder assemblies. ECi published Service Bulletin No. 05–08, dated September 1, 2005, for the identification and warranty of the affected cylinder assemblies. Evidence of ECi's awareness of the problem is confirmed by the extensive correspondence with the FAA regarding the service difficulties with P/N AEL65102 ''Classic Cast'' cylinder assemblies. For these reasons, and because of the minimal amount of comments received (two) on the proposed AD, we find it unnecessary to extend the proposed AD comment period.

Request To Allow Cylinder Assembly Removal at Normal Operating Time-Between-Overhaul

One commenter, ECi, requests that we allow affected cylinder assemblies to be removed at the normal engine operating time-between-overhaul. We do not agree. We have carefully reviewed ECi's request. Both ECi and the FAA participated in the Alloytek Metallurgical Services, Inc. examination and analysis. The examination and

analysis showed that the failure mode of the ECi cylinder assemblies, P/N AEL65102, is most likely due to metal fatigue. The proposed AD required replacing affected cylinder assemblies at no later than 800 operating hours-in-service. The failure data records show that a longer operating time for the affected cylinder assemblies would jeopardize aircraft safety. We have not changed the AD.

Conclusion

We have carefully reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

There were 9,879 ECi cylinder assemblies produced of the affected design available to the worldwide fleet. ECi reported that about fifteen percent of their cylinder assemblies go to foreign countries. We estimate ten percent of the remaining cylinders were never installed or are already removed from service, leaving 7,557 cylinder assemblies in service in the United States. We estimate that 1,574 Lycoming engines are in the United States with the subject cylinder assemblies installed. We estimate that it will take about two work hours per engine to perform the aircraft inspections of the cylinder assemblies for applicability, and that the average labor rate is $65 per work hour. From the Lycoming Engines ''Removal and Installation Labor Allowance Guidebook'', dated May 2000, the complete cylinder replacement for a four cylinder engine takes 12 hours, while the complete cylinder replacement for a six cylinder engine takes 16 hours. Required parts will cost about $1,000 per cylinder assembly. Based on these figures, we estimate that the total cost of the AD to U.S. operators to be $9,152,140. ECi indicated that they might give operators and repair stations credit for returned cylinder assemblies toward the purchase of new ECi cylinder assemblies.

Authority for This Rulemaking

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

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

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866;

(2) Is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

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

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2005–26–10 Engine Components Incorporated (ECi): Amendment 39–14431. Docket No. FAA–2005–22358; Directorate Identifier. 2005–NE–20–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 31, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, parallel valve, reciprocating engines specified in Table 1 of this AD, with Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and serial numbers (SNs) 1 through 9879, installed.

TABLE 1.—ENGINE MODELS

Cylinder head part number:	Installed on engine models
AEL65102–NST04 ...	O–320–A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, F1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H
	IO–320–A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, C1B, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B
	AEIO–320–D1B, D2A, D2B, E1A, E1B, E2B
	AIO–320–A1A, A1B, A2A, A2B, B1B, C1B
	LIO–320–B1A
AEL65102–NST05 ...	O–320–C1A, C1F, F1A
	LIO–320–C1A
AEL65102–NST06 ...	O–320–A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C
AEL65102–NST07 ...	O–320–A2A, B1A, B1B
AEL65102–NST08 ...	O–320–C1A, C1B, C2A, C2B, C3A, C2B, C3C
AEL65102–NST10 ...	O–360–A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, C1A, C1C, C1G, C2A, C2B, C2C, C2D, B1A, B1B, B2A, B2B, D1A, D2A, D2B
	IO–360–B1A, B1B, B1C

TABLE 1.—ENGINE MODELS—Continued

Cylinder head part number:	Installed on engine models
	HO–360–A1A, B1A, B1B
	HIO–360–B1A, B1B
	AEIO–360–B1B
	AEIO–540–A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1C5, B2C5D, B4A5, B4A5D, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5
	IO–540–C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5, N1A5D
AEL65102–NST12 ...	O–360–A1A, A1AD, A1C, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A5AD, B1A, C1A, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, D2A, F1A6, G1A6
	TIO–360–A1A6D
	LTO–360–A1A6D
	IO–360–A1G6D, A1H6, B1B, B1BD, B1D, B1E, B1F, B1F6, B2E, B2F, B2F6, B4A, E1A, E4A, F1A
	IHO–360–B1A, B1B
	AEIO–360–B1B, B1D, B1F, B1F6, B1G6, B2F, B2F6, B4A, H1A
	O–540–A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D
	IO–540–C4A5, C4B5, C4B5D, C4D5D, D4A5, D4B5, D4C5, N1A5, T4A5, T4A5D, T4B5D, T4C5D, V4A5D
	AEIO–540–D4A5, D4B5, D4C5
AEL65102–NST26 ...	IO–540–J4A5, R1A5
	TIO–540–C1A, E1A, G1A, H1A
AEL65102–NST38 ...	(T)IO–360–F1A
	TIO–360–AA1AD, AB1AD, C1A, C1AD, AF1A, K1AD
	LTIO–540–K1AD
AEL65102–NST43 ...	O–540–J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J3A5, J3A5D, J3C5D
	IO–540–L3C5D, W1A5D, W3A5D
AEL65102–NST44 ...	O–540–L3C5D

For information, the subject engines are installed on, but not limited to, the aircraft listed in the following Table 2:

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO

O–320–A1A	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Apache (PA–23), Pawnee (PA–25)
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Mooney Aircraft: Mark (20A)
	Dinfia: Ranquel (1A–46)
	Simmering-Graz Pauker: Flamingo (SGP–M–222)
	Aviamilano: Scricciolo (P–19)
	Vos Helicopter Co.: Spring Bok
O–320–A1B	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Apache (PA–23)
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	S.O.C.A.T.A.: Horizon (Gardan)
O–320–A2A	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Agriculture (PA–18A ''150'') Super Cub (PA–18 ''150''), Caribbean (PA–22 ''150''), Pawnee (PA–25)
	Intermountain Mfg. Co.: Call Air Texas (A–5, A–5T)
	Lake Aircraft: Colonial (C–1)
	Rawdon Bros.: Rawdon (T–1, T–15, T–15D)
	Shinn Engineering: Shinn (2150–A)
	Dinfia: Ranquel (1A)–46)
	Neiva: (1PD–5802)
	Sud: Gardan-Horizon (GY–80)
	LaVerda: Falco (F8L Series II, America)
	Malmo: Vipan (MF1–10)
	Kingsford Smith: Autocrat (SCRM–153)
	Aero Commander: 100
O–320–A2B	Piper Aircraft: Tri-Pacer (PA–22 ''150'', PA–22S ''150''), Cherokee (PA–28 ''150''), Super Cub (PA–18 ''150'')
	Champion Aircraft: Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA)
	Beagle: Pup (150)
	Artic: Interstate S1B2
	Robinson: R–22Varga: Kachina 2150A
O–320–A2C	Robinson: R–22
	Cicare: Cicare AG
	Bellanca Aircraft: Citabria 150 (7GCAA), Citabria 150S (7GCBC)
O–320–A2D	Piper Aircraft: Apache (PA–23)
O–320–A3A	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Corben-Fettes: Globe Special (Globe GC–1B)
O–320–A3B	Piper Aircraft: Apache (PA–23)
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

	Teal II: TSC (1A2)
O–320–B1A	Piper Aircraft: Apache (PA–23 ''160'')
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Malmo: Vipan (MF1–10)
O–320–B1B	Piper Aircraft: Apache (PA–23 ''160'')
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
O–320–B2A	Piper Aircraft: Tri-Pacer (PA–22 ''160'', PA–22S ''160'')
O–320–B2B	Piper Aircraft: Tri-Pacer (PA–22 ''160'', PA–22S ''160'')
	Beagle: Airedale (D5–160)
	Fuji-Heavy Industries: Fuji (F–200)
	Uirapuru: Aerotec 122
O–320–B2C	Robinson: R–22
O–320–B2D	Maule: MX–7–160
O–320–B2E	Lycon
O–320–B3A	Piper Aircraft: Apache (PA–23 ''160'')
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
O–320–B3B	Piper Aircraft: Apache (PA–23 ''160'')
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Sud: Gardan (GY80–160)
O–320–C1A	Piper Aircraft: Apache (PA–23 ''160'')
	Riley Aircraft: Rayjay (Apache)
O–320–C1B	Piper Aircraft: Apache (PA–23 ''160'')
O–320–C3A	Piper Aircraft: Apache (PA–23 ''160'')
O–320–C3B	Piper Aircraft: Apache (PA–23 ''160'')
O–320–D1A	Sud: Gardan (GY–80)
	Gyroflug: Speed Cancard
	Grob: G115
O–320–D1F	Slingsby: T67 Firefly
O–320–D2A	Piper Aircraft: Cherokee (PA–28S ''160'')
	Robin: Major (DR400–140B), Chevalier (DR–360), (R–3140)
	S.O.C.A.T.A.: Tampico TB9
	Slingsby: T67C Firefly
	Daetwyler: MD–3–160
	Nash Aircraft Ltd.: Petrel
	Aviolight: P66D Delta
	General Avia: Pinguino
O–320–D2B	Beech Aircraft: Musketeer (M–23)
	Piper Aircraft: Cherokee (PA–28 ''160'')
O–320–D2J	Cessna Aircraft: Skyhawk 172
O–320–D3G	Piper Aircraft: Warrior II, Cadet (PA–28–161)
O–320–E1A	Grob: G115
O–320–E1C	M.B.B. (Messerschmitt-Boelkow-Blohm): Monsun (BO–209–B)
O–320–E1F	M.B.B.: Monsun (BO–209–B)
O–320–E2A	Piper Aircraft: Cherokee (PA–28 ''140'', PA–28 ''150'')
	Robin: Major (DR–340), Sitar, Bagheera (GY–100–135)
	S.O.C.A.T.A.: Super Rallye (MS–886), Rallye Commodore (MS–892)
	Siai-Marchetti: (S–202)
	F.F.A.: Bravo (AS–202/15)
	Partenavia: Oscar (P66B), Bucker (131 APM)
	Aeromot: Paulistina P–56
	Pezetel: Koliber 150
O–320–E2C	Beech Aircraft: Musketeer III (M–23III)
	M.B.B.: Monsun (BO–209–B)
O–320–E2D	Cessna Aircraft: Cardinal (172–I, 177)
O–320–E2F	M.B.B.: Monsun (BO–209–B), Wassmer Pacific (WA–51)
O–320–E2G	American Aviation Corp.: Traveler
O–320–E3D	Piper Aircraft: Cherokee (140)
	Beech Aircraft: Sport
O–320–H2AD	Cessna Aircraft: Skyhawk 172
	Partenavia: P–66C
IO–320–B2A	Piper Aircraft: Twin Comanche (PA–30)
IO–320–B1C	Hi. Shear: Wing
IO–320–B1D	Ted Smith Aircraft: Aerostar
IO–320–C1A	Piper Aircraft: Twin Comanche (PA–30 Turbo)
IO–320–D1A	M.B.B.: Monsun (BO–209–C)
IO–320–D1B	M.B.B.: Monsun (BO–209–C)
IO–320–E1A	M.B.B.: Monsun (BO–209–C)
IO–320–E1B	Bellanca Aircraft
IO–320–E2A	Champion Aircraft: Citabria
IO–320–E2B	Bellanca Aircraft
IO–320–F1A	CAAR Engineering: Carr Midget
LIO–320–B1A	Piper Aircraft: Twin Comanche (PA–39)
LIO–320–C1A	Piper Aircraft: Twin Comanche (PA–39)
AIO–320–B1B	M.B.B.: Monsun (BO–209–C)

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

AEIO–320–D1B	Slingsby: T67M Firefly
AEIO–320–D2B	Hundustan Aeronautics Ltd.: HT–2
AEIO–320–E1A	Bellanca Aircraft
	Champion Aircraft
AEIO–320–E1B	Bellanca Aircraft
	Champion Aircraft: Decathalon (8KCAB–CS)
AEIO–320–E2B	Bellanca Aircraft
	Champion Aircraft: Decathalon (8KCAB)
O–320–A1A	Riley Aircraft: Riley Twin
O–360–A1A	Beech Aircraft: Travel Air (95, B–95)
	Piper Aircraft: Comanche (PA–24)
	Intermountain Mfg. Co.: Call Air (A–6)
	Lake Aircraft: Colonial (C–2, LA –4, 4A or 4P)
	Doyn Aircraft: Doyn-Cessna (170B, 172, 172A, 172B)
	Mooney Aircraft: Mark "20B" (M–20B)
	Earl Horton: Pawnee (Piper PA–25)
	Dinfia: Ranquel (1A–51)
	Neiva: (1PD–5901)
	Regente: (N–591)
	Wassmer: Super 4 (WA–50A), Sancy (WA–40), Baladou (WA–40), Pariou (WA–40)
	Sud: Gardan (GY–180)
	Bolkow: (207)
	Partenavia: Oscar (P–66)
	Siai-Marchetti: (S–205)
	Procaer: Picchio (F–15–A)
	S.A.A.B.: Safir (91–D)
	Malmo: Vipan (MF–10B)
	Aero Boero: AB–180
	Beagle: Airedale (A–109)
	DeHavilland: Drover (DHA–3MK3)
	Kingsford-Smith: Bushmaster (J5–6)
	Aero Engine Service Ltd.: Victa (R–2)
O–360–A1AD	S.O.C.A.T.A.: Tabago TB–10
O–360–A1D	Piper Aircraft: Comanche (PA–24)
	Lake Aircraft: Colonial (LA –4, 4A or 4P)
	Doyn Aircraft: Doyn-Beech (Beech 95)
	Mooney Aircraft: Master "21" (M–20E), Mark "20B", "20D", (M20B, M20C), Mooney Statesman (M–20G)
	Dinfia: Querandi (1A–45)
	Wassmer: (WA–50)
	Malmo: Vipan (MF1–10)
	Cessna Aircraft: Skyhawk
	Doyn Aircraft: Doyn-Piper (PA–23 "160")
O–360–A1F6	Cessna Aircraft: Cardinal
O–360–A1F6D	Cessna Aircraft: Cardinal 177
	Teal III: TSC (1A3)
O–360–A1G6	Aero Commander
O–360–A1G6D	Beech Aircraft: Duchess 76
O–360–A1H6	Piper Aircraft: Seminole (PA–44)
O–360–A1LD	Wassmer: Europa WA–52
O–360–A1P	Aviat: Husky
O–360–A2A	Center Est Aeronautique: Regente (DR–253)
	S.O.C.A.T.A.: Rallye Commodore (MS–893)
	Societe Aeronautique Normande: Mousquetaire (D–140)
	Bolkow: Klemm (K1–107C)
	Partenavia: Oscar (P–66)
	Beagle: Husky (D5–180) (J1–U)
O–360–A2D	Piper Aircraft: Comanche (PA–24), Cherokee "C" (PA–28 "180")
	Mooney Aircraft: Master "21" (M–20D), Mark "21" (M–20E)
O–360–A2E	Std. Helicopter
O–360–A2F	Aero Commander: Lark (100)
	Cessna Aircraft: Cardinal
O–360–A2G	Beech Aircraft: Sport
O–360–A3A	C.A.A.R.P.S.A.N.: (M–23III)
	Societe Aeronautique Normande: Jodel (D–140C)
	Robin: Regent (DR400/180), Remorqueur (DR400/180R). R–3170
	S.O.C.A.T.A.: Rallye 180GT, Sportavia Sportsman (RS–180)
	Norman Aeroplace Co.: NAC–1 Freelance
	Nash Aircraft Ltd.: Petrel
O–360–A3AD	S.O.C.A.T.A.: TB–10
	Robin: Aiglon (R–1180T)
O–360–A4A	Piper Aircraft: Cherokee "D" (PA–28 "180")
O–360–A4D	Varga: Kachina
O–360–A4G	Beech Aircraft: Musketeer Custom III
O–360–A4K	Grumman American: Tiger

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

	Beech Aircraft: Sundowner 180
O–360–A4M	Piper Aircraft: Archer II (PA–28 ''18'')
	Valmet: PIK–23
O–360–A4N	Cessna Aircraft: 172 (Optional)
O–360–A4P	Penn Yan: Super Cub Conversion
O–360–A5AD	C. Itoh and Co.: Fuji FA–200
O–360–B2C	Seabird Aviation: SB7L
O–360–C1A	Intermountain Mfg. Co.: Call Air (A–6)
O–360–C1E	Bellanca Aircraft: Scout (8GCBC–CS)
O–360–C1F	Maule: Star Rocket MX–7–180
O–360–C1G	Christen: Husky (A–1)
O–360–C2B	Hughes Tool Co.: (269A)
O–360–C2D	Hughes Tool Co.: (269A)
O–360–C2E	Hughes Tool Co.: (YHO–2HU) Military
	Bellanca Aircraft: Scout (8GCBC FP)
O–360–C4F	Maule: MX–7–180A
O–360–C4P	Penn Yan: Super Cub Conversion
O–360–E1A6D	Piper Aircraft: Seminole (PA–44 ''180'')
O–360–F1A6	Cessna Aircraft: Cutlass RG
O–360–J2A	Robinson: R22
IO–360–B1A	Beech Aircraft: Travel-Air (B–95A)
	Doyn Aircraft: Doyn-Piper (PA–23 ''200'')
IO–360–B1B	Beech Aircraft: Travel-Air (B–95B)
	Doyn Aircraft: Doyn-Piper (PA–23 ''200'')
	Fuji: (FA–200)
IO–360–B1D	United Consultants: See-Bee
IO–360–B1E	Piper Aircraft: Arrow (PA–28 ''180R'')
IO–360–B1F	Utva: 75
IO–360–B2E	C.A.A.R.P. C.A.P. (10)
IO–360–B1F6	Great Lakes: Trainer
IO–360–B1G6	American Blimp: Spector 42
IO–360–B2F6	Great Lakes: Trainer
LO–360–A1G6D	Beech Aircraft: Duchess
LO–360–A1H6	Piper Aircraft: Seminole (PA–44)
IO–360–E1A	T.R. Smith Aircraft: Aerostar
IO–360–L2A	Cessna Aircraft: Skyhawk C–172
IO–360–M1A	Diamond Aircraft: DA–40
IO–360–M1B	Vans Aircraft: RV6, RV7, RV8
	Lancair: 360
AIO–360–B1B	Moravan: Zlin (Z–526–L)
AEIO–360–B1F	F.F.A.: Bravo (200)
	Grob: G115/Sport-Acro
AEIO–360–B1G6	Great Lakes
AEIO–360–B2F	Mundry: CAP–10
AEIO–360–B4A	Pitts: S–1S
AEIO–360–H1A	Bellanca Aircraft: Super Decathalon (8KCAB–180)
AEIO–360–H1B	American Champion: Super Decathalon
TO–360–C1A6D	Avions Pierre Robin
	Partenavia
	Rockwell: 112TC
TO–360–F1A6D	Maule: Star Rocket (M–5–210TC)
TIO–360–C1A6D	Partenavia: P68C–TC
VO–360–A1A	Brantly Hynes Helicopter: (B–2)
VO–360–A1B	Brantly Hynes Helicopter: (B–2, B2–A). Military (YHO–3BR)
VO–360–B1A	Brantly Hynes Helicopter: (B–2, B2–A)
IVO–360–A1A	Brantly Hynes Helicopter: (B2–B)
HO–360–B1A	Hughes Tool Co.: (269A)
HO–360–B1B	Hughes Tool Co.: (269A)
HO–360–C1A	Schweizer: (300C)
HIO–360–B1A	Hughes Tool Co.: Military (269–A–1). (TH–55A)
HIO–360–B1B	Hughes Tool Co.: (269A)
HIO–360–G1A	Schweizer: (CB)
O–540–A1A	Rhein-Flugzeugbau: (RF–1)
O–540–A1A5	Piper Aircraft: Comanche (PA–24 ''150'')
	Helio: Military (H–250)
	Yoeman Aviation: (YA–1)
O–540–A1B5	Piper Aircraft: Aztec (PA–23 ''250''), Comanche (PA–24 ''250'')
O–540–A1C5	Piper Aircraft: Comanche (PA–24 ''250'')
O–540–A1D	Found Bros.: (FBA–2C)
	Dornier: (DO–28–B1)
O–540–A1D5	Piper Aircraft: Aztec (PA–23 ''250''), Comanche (PA–24 ''250''), Military Aztec (U–11A)
	Dornier: (DO–28)
O–540–A2B	Aero Commander: (500)
	Mid-States Mfg. Co.: Twin Courier (H–500), (U–5)

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

O–540–A3D5	Piper Aircraft: Navy Aztec (PA–23 ''250'')
O–540–B1A5	Piper Aircraft: Apache (PA–23 ''235'')
O–540–B1B5	Piper Aircraft: Cherokee (PA–24 ''250'')
	Doyn Aircraft: Doyn-Piper (PA–24 ''250'')
O–540–B1D5	Wassmer: (WA–421)
O–540–B2B5	Piper Aircraft: Pawnee (PA–24 ''235''), Cherokee (PA–28 ''235''), Aztec (PA–23 ''235'')
	Intermountain Mfg. Co.: Call Air (A–9)
	Rawdon Bros.: Rawdon (T–1)
	S.O.C.A.T.A.: Rallye 235CA
O–540–B2C5	Piper Aircraft: Pawnee (PA–24 ''235'')
O–540–B4B5	Piper Aircraft: Cherokee (PA–28 ''235'')
	Embraer: Corioca (EMB–710)
	S.O.C.A.T.A.: Rallye 235GT, Rallye 235C
	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235),
	Super Std. Rocket (M–7–235)
O–540–E4A5	Piper Aircraft: Comanche (PA–24 ''260'')
	Aviamilano: Flamingo (F–250)
	Siai-Marchetti: (SF–260), (SF–208)
O–540–E4B5	Britten-Norman: (BN–2)
	Piper Aircraft: Cherokee Six (PA–32 ''260'')
O–540–E4C5	Pilatus Britten-Norman: Islander (BN–2A–26), Islander (BN–2A–27), Islander II (BN–2B–26), Islander (BN–2A–21), Trislander (BN–2A–Mark III–2)
O–540–F1B5	Omega Aircraft: (BS–12D1)
	Robinson: (R–44)
O–540–G1A5	Piper Aircraft: Pawnee (PA–25 ''260'')
O–540–H1B5D	Aero Boero: 260
O–540–H2A5	Embraer: Impanema ''AG''
	Gippsland: GA–200
O–540–H2B5D	Aero Boero: 260
O–540–J1A5D	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), Super Std. Rocket (M–7–235)
O–540–J3A5	Robin: R–3000/235
O–540–J3A5D	Piper Aircraft: Dakota (PA–28–236)
O–540–J3C5D	Cessna Aircraft: Skylane RG
O–540–L3C5D	Cessna Aircraft: TR–182, Turbo Skylane RG
IO–540–C1B5	Piper Aircraft: Aztec B (PA–23 ''250''), Comanche (PA–24 ''250'')
IO–540–C1C5	Riley Aircraft: Turbo-Rocket
IO–540–C4B5	Piper Aircraft: Aztec C (PA–23 ''250''), Aztec F
	Wassmer: (WA4–21)
	Avions Pierre Robin: (HR100/250)
	Bellanca Aircraft: Aries T–250
	Aerofab: Renegade 250
IO–540–C4D5	S.O.C.A.T.A.: TB–20
IO–540–C4D5D	S.O.C.A.T.A.: Trinidad TB–20
IO–540–D4A5	Piper Aircraft: Comanche (PA–24 ''260'')
	Siai-Marchetti: (SF–260)
IO–540–D4B5	Cerva: (CE–43 Guepard)
IO–540–J4A5	Piper Aircraft: Aztec (PA–23 ''250'')
IO–540–R1A5	Piper Aircraft: Comanche (PA–24)
IO–540–T4A5D	General Aviation: Model 114
IO–540–T4B5	Commander: 114B
IO–540–T4B5D	Rockwell: 114
IO–540–T4C5D	Lake Aircraft: Seawolf
IO–540–V4A5	Maule: MT–7–260, M–7–260
	Aircraft Manufacturing Factory
IO–540–V4A5D	Brooklands: Scoutmaster
IO–540–W1A5	Maule: MX–7–235, MT–7–235, M7–235
IO–540–W1A5D	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), Super Std. Rocket (M–7–235)
IO–540–W3A5D	Schweizer: Power Glider
AEIO–540–D4A5	Christen: Pitts (S–2S), S–2B)
	Siai-Marchetti: SF–260
	H.A.L.: HPT–32
	Slingsby: Firefly T3A
AEIO–540–D4B5	Moravan: Zlin-50L
	H.A.L.: HPT–32
AEIO–540–D4D5	Burkhart Grob: Grob G, 115T Aero
TIO–540–C1A	Piper Aircraft: Turbo Aztec (PA–23–250)
TIO–540–K1AD	Piper Aircraft
TIO–540–AA1AD	Aerofab Inc.: Turbo Renegade (270)
TIO–540–AB1AD	S.O.C.A.T.A.: Trinidad TC TB–21
TIO–540–AB1BD	Schweizer
TIO–540–AF1A	Mooney Aircraft: ''TLS'' M20M
TIO–540–AF1B	Mooney Aircraft: ''TLS'' M20M
TIO–540–AG1A	Commander Aircraft: 114TC
TIO–540–AK1A	Cessna Aircraft: Turbo Skylane T182T

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO—Continued

LTIO–540–K1AD	Piper Aircraft

Unsafe Condition

(d) This AD results from reports of about 30 failures of the subject cylinder assemblies marketed by ECi. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

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.

Engines Not Repaired or Overhauled Since New

(f) If your engine has not been overhauled or had any major repair since new, no further action is required.

Engines Overhauled or Repaired Since New

(g) If your engine was overhauled or repaired since new, do the following:

(1) Determine if ECi cylinder assemblies, P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and SNs 1 through 9879 are installed on your engine, as follows:

(i) Inspect the engine log books and maintenance records for reference to the subject ECi cylinder assemblies.

(ii) If the engine log books and maintenance records did not record the P/N and SN of the cylinder assemblies, visually inspect the cylinder assemblies and verify the P/N and SN of the cylinder assemblies.

(2) If the cylinder assemblies are not ECi, P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099, no further action is required.

(3) If any cylinder assembly is an ECi P/N AEL65102 series ''Classic Cast'', with casting P/N AEL65099 and a SN 1 through 9879, do the following:

(i) If the cylinder assembly has fewer than 800 operating hours-in-service (HIS) on the effective date of this AD, replace the cylinder assembly at no later than 800 operating HIS. No action is required until the operating HIS reaches 800 hours.

(ii) If the cylinder assembly has 800 operating HIS or more on the effective date of this AD, replace the cylinder assembly within 60 operating HIS after the effective date of this AD.

Definition of a Replacement Cylinder Assembly

(h) For the purpose of this AD, a replacement cylinder assembly is defined as follows:

(1) A serviceable cylinder assembly made by Lycoming Engines.

(2) A serviceable FAA-approved, Parts Manufacturer Approval cylinder assembly from another manufacturer.

(3) A serviceable ECi cylinder assembly, P/N AEL65102 series, ''Titan'', with casting P/N AEL85009.

(4) A serviceable ECi cylinder assembly, P/N AEL65102 series, with casting P/N AEL65099, that has a SN 9880 or higher.

Prohibition of Cylinder Assemblies, P/N AEL65102 Series ''Classic Cast'', With Casting P/N AEL65099 and SNs 1 Through 9879

(i) After the effective date of this AD, do not install any ECi cylinder assembly, P/N AEL65102, with casting P/N AEL65099 that has a SN 1 through 9879, onto any engine.

Alternative Methods of Compliance

(j) The Manager, Special 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

(k) ECi Service Bulletin No. 05–08, dated September 1, 2005, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on December 19, 2005.

Peter A. White,

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

[FR Doc. 05–24449 Filed 12–23–05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30472; Amdt. No. 3147]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment amends Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective December 27, 2005. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 2005.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Ave., SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA–200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Donald P. Pate, Flight Procedure Standards Branch (AFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954–4164.

SUPPLEMENTARY INFORMATION: This amendment to Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) amends Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in the appropriate FAA Form 8260, as modified by the the National Flight Data Center (FDC)/Permanent