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, Incorporation by reference, 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 removing Amendment 39–13183 (68 FR 33621, June 5, 2003) and by adding a new airworthiness directive, Amendment 39–14841, to read as follows:

2006–25–01 International Aero Engines AG: Amendment 39–14841; Docket No. FAA–2006–26013; Directorate Identifier 2003–NE–21–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 8, 2007.

Affected ADs

(b) This AD supersedes AD 2003–11–23, Amendment 39–13183.

Applicability

(c) This AD applies to International Aero Engines AG (IAE) V2522–A5, V2524–A5, V2527–A5, V2527E–A5, V2527M–A5, V2530–A5, and V2533–A5 turbofan engines with engine serial numbers V10601 through V11335 inclusive and bearings part number (P/N) 2A1165 installed. These engines are installed on, but not limited to, Airbus Industrie A319, A320, and A321 series airplanes.

Unsafe Condition

(d) This AD results from IAE developing a terminating action to the repetitive inspections of the chip detectors, and from expanding the applicability to include additional serial-numbered engines with certain No. 3 bearings installed. We are issuing this AD to prevent failure of the No. 3 bearing, which could result in an IFSD and smoke in the cockpit and cabin. The smoke is a result of oil escaping from the bearing compartment due to a fracture of the No. 3 bearing race.

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 of the Master Magnetic Chip Detector (MCD) or the No. 1, 2, 3 Bearing Chamber MCD

(f) For engines listed in Table 1 of Appendix 1 of IAE Service Bulletin (SB) No. V2500–ENG–72–0452, Revision 4, dated September 30, 2005, and that have a No. 3 bearing, P/N 2A1165, installed at new production build, do the following:

(1) Within 125 hours time-in-service (TIS) after the effective date of this AD, inspect the master MCD or the No. 1, 2, 3 bearing chamber MCD.

(2) Thereafter, within 125 hours time-since-last inspection, inspect the master MCD or the No. 1, 2, 3 bearing chamber MCD.

(3) If you find bearing material on the master MCD or No. 1, 2, 3 bearing chamber MCD, remove the engine from service before further flight.

Inspection Recommendation

(g) We recommend the inspection of the master MCD or the No. 1, 2, 3 bearing chamber MCD, using paragraphs (f) through (f)(3) of this AD, on all engines installed on the same airplane, not be done by the same individual before the same flight. This is to minimize the chances of maintenance error on multiple engine airplanes.

Removal of No. 3 Bearing

(h) At the next shop visit, for engines listed in Table 1 of Appendix 1 of IAE SB No. V2500–ENG–72–0452, Revision 4, dated September 30, 2005, that have a serial number (SN) from V10601 through V11335 inclusive, and that have a No. 3 bearing, P/N 2A1165 installed at new production, remove the No. 3 bearing.

(i) After the effective date of this AD, do not install any No. 3 bearing, P/N 2A1165, removed in paragraph (h) of this AD, into any engine.

Removal of High Pressure Compressor (HPC) Stubshaft

(j) At the next shop visit, for engines listed in Table 1 of Appendix 1 of IAE SB No. V2500–ENG–72–0452, Revision 4, dated September 30, 2005, that have a SN from V10601 through V11335 inclusive, remove the HPC stubshaft that has a low-energy plasma coating.

Terminating Action

(k) Performing the requirements specified in paragraph (h) and (j) of this AD is terminating action to the repetitive MCD inspections specified in paragraphs (f) through (f)(3) of this AD.

Alternative Methods of Compliance

(l) 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.

Material Incorporated by Reference

(m) For identifying engines within the engine SN range of V10601 to V11335 inclusive, known to have had P/N 2A1165 installed, you must use Table 1 of Appendix 1 of International Aero Engines Service Bulletin No. V2500–ENG–72–0452, Revision 4, dated September 30, 2005. The Director of the Federal Register approved the incorporation by reference of Table 1 of Appendix 1 of International Aero Engines Service Bulletin No. V2500–ENG–72–0452, Revision 4, dated September 30, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact International Aero Engines AG, 400 Main Street, East Hartford, CT 06108; telephone: (860) 565–5515; fax: (860) 565–5510, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; 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.*

Related Information

(n) The following SBs contain additional information and procedures:

(1) You can find information on inspecting the master MCD and the No. 1, 2, 3 bearing chamber MCD in section 79–00–00–601 of the Aircraft Maintenance Manual.

(2) Additional information on inspection procedures is included in IAE SB No. V2500–ENG–72–0452, Revision 4, dated September 30, 2005.

(3) You can find information on replacing the No. 3 bearing in IAE SB No. V2500–ENG–72–0459, Revision 3, dated April 12, 2003.

(4) You can find information on replacing HPC stubshafts that have a low-energy plasma coating, (all engines) in IAE SB No. V2500–ENG–72–0460, Revision 2, dated March 4, 2006.

(o) Airworthiness directive 2003–10–14 and AD 2003–13–02, which revise the Limitation section of the airplane flight manual to incorporate new procedures to follow in the event of smoke in the cockpit and cabin, are related to the subject of this AD.

Issued in Burlington, Massachusetts, on November 27, 2006.

Peter A. White,

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

[FR Doc. E6–20323 Filed 12–1–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–26258; Directorate Identifier 2006–CE–67–AD; Amendment 39–14840; AD 2006–24–11]

RIN 2120–AA64

Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Raytheon Aircraft Company (RAC) Models 1900, 1900C, and 1900D airplanes. This AD requires you to repetitively inspect the forward, vertical, and aft flanges of both the left and right wing rear spar lower caps for cracks, repair any cracks found, and report the inspection results to RAC. This AD results from additional fatigue cracks found in this area since inspections were performed to comply with Emergency AD 2006–18–51, which required immediate visual inspections of this area. We are issuing this AD for the purpose of performing a more rigorous inspection requiring cleaning and paint stripping of this section of the wing rear spar to detect and correct cracking in the wing spar lower caps of the affected airplanes before the cracks lead to failure. These wing rear spar cracks may result in wing failure which could result in the wing separating from the airplane with consequent loss of control.

DATES: This AD becomes effective on December 11, 2006.

As of December 11, 2006, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

We must receive any comments on this AD by February 2, 2007.

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

- DOT Docket Web site: Go to *http://dms.dot.gov* and follow the instructions for sending your comments electronically.
- Government-wide rulemaking web site: Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- Fax: (202) 493–2251.
- Hand Delivery: Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

To get the service information identified in this AD, contact Raytheon Aircraft Company (RAC), Post Office Box 85, Wichita, Kansas 67201–0085, Phone 1–800–429–5372 or 1–316–676–2000, Fax: 1–316–676–8745.

To view the comments to this AD, go to *http://dms.dot.gov*. The docket number is FAA–2006–26258; Directorate Identifier 2006–CE–67–AD.

FOR FURTHER INFORMATION CONTACT: Steven E. Potter, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946–4124; fax: (316) 946–4107.

SUPPLEMENTARY INFORMATION:

Discussion

Due to significant cracks found in the wing rear spar of RAC Model 1900D airplanes, we issued Emergency AD 2006–18–51 on August 31, 2006. AD 2006–18–51 required an immediate visual inspection of both the left and right wing rear spars near the outboard edge of the engine nacelle. This AD was then published in the **Federal Register** as Amendment 39–14757 (71 FR 52983, September 8, 2006).

Additional fatigue cracks in the affected area of the wing rear spar have been found since the AD 2006–18–51 inspections were performed. One of the airplanes had accumulated 168 hours time-in-service (TIS) since the visual inspections required by AD 2006–18–51 were done.

The FAA has determined a more rigorous and detailed inspection is necessary to find such fatigue cracks.

Cracking in the wing rear spar lower caps and adjacent structure, if not corrected, could result in wing failure. Such a wing failure could result in the wing separating from the airplane with consequent loss of control.

Relevant Service Information

We reviewed Raytheon Aircraft Company Service Bulletin No. 57–3815, Issued: October, 2006. The service information describes procedures for the left and right rear wing spar lower cap inspection.

FAA's Determination and Requirements of This AD

We are issuing this AD because we have evaluated all known and available information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design. This AD requires a rigorous and detailed inspection of the wing rear spar lower caps to find the fatigue cracks. The preparation and procedural requirements for these inspections are included in RAC Mandatory Service Bulletin 57–3815.

RAC is developing a modification that, if approved by the FAA, would terminate the repetitive inspection requirement of this AD. The FAA may take future rulemaking action on this subject.

FAA's Determination of the Effective Date

Since an unsafe condition exists that requires the immediate adoption of this AD, we determined that notice and opportunity for public comment before issuing this AD are impracticable, and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and an opportunity for public comment. We invite you to send any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number ''FAA–2006–26258; Directorate Identifier 2006–CE–67–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to *http://dms.dot.gov*, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive concerning this AD.

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 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket that contains the AD, the regulatory evaluation, any comments received, and other information on the Internet at *http://dms.dot.gov*; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

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

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

§ 39.13 [Amended]

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

2006–24–11 Raytheon Aircraft Company (RAC): Amendment 39–14840; Docket No. FAA–2006–26258; Directorate Identifier 2006–CE–67–AD.

Effective Date

(a) This AD becomes effective on December 11, 2006.

Affected ADs

(b) AD 2006–18–51, Amendment 39–14757 (71 FR 52983, September 8, 2006), relates to the subject of this AD. However, this AD does not supersede or revise that AD. Both ADs are necessary to address the unsafe condition.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Models	Serial numbers
(1) 1900	UA–3.
(2) 1900C (C–12J)	UB–1 through UB–74, UC–1 through UC–174, and UD–1 through UD–6.
(3) 1900D	UE–1 through UE–439.

Unsafe Condition

(d) This AD is the result of additional fatigue cracks found in the wing rear spar lower caps on a Raytheon Model 1900 airplane shortly after complying with AD 2006–18–51. We are issuing this AD to require a more rigorous and detailed inspection to find the fatigue cracks which are the unsafe condition. Failure to detect cracking in the wing rear spar lower caps of the affected airplanes could result in a wing failure. Such a wing failure could result in the wing separating from the airplane with consequent loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Repetitively inspect both the left and right wing rear spar lower caps for cracks and other damage such as loose or missing fasteners.	Initially inspect within 100 hours time-in-service (TIS) or 30 days after December 11, 2006 (the effective date of this AD), whichever occurs first. Repetitively inspect thereafter at intervals not to exceed 200 hours TIS.	Follow the procedures in Raytheon Mandatory Service Bulletin 57–3815, dated Issued: October, 2006.
(2) If cracks are found repair all cracks by obtaining and incorporating an FAA-approved repair scheme from RAC.	Before further flight after any inspection required by paragraph (e)(1) of this AD where cracks are found.	Contact RAC at Post Office Box 85, Wichita, Kansas 67201–0085; phone: 316–676–8366; fax: (316) 676–8745; e-mail: *tom_peay@rac.ray.com.*
(3) Report the inspection results to Raytheon Aircraft Company using the instructions and forms in the service bulletin. Complete all sections of the required forms. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120–0056.	Report the initial inspection within 10 days after the inspection or 10 days after the effective date of this AD, whichever occurs later. Report the repetitive inspections within 30 days after the inspection.	Follow the procedures in Raytheon Mandatory Service Bulletin 57–3815, dated Issued: October, 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: Steven E. Potter, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946–4124; fax: (316) 946–4107, has the authority to approve AMOCs for this AD, if requested using the procedures in 14 CFR 39.

Material Incorporated by Reference

(g) You must use Raytheon Mandatory Service Bulletin 57–3815, Issued: October, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Raytheon Aircraft Company (RAC), Post Office Box 85, Wichita, Kansas 67201–0085, Phone 1–800–429–5372 or 1–316–676–2000, Fax: 1–316–676–8745.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Kansas City, Missouri, on November 24, 2006.

Sandra J. Campbell,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6–20326 Filed 12–1–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–25810; Directorate Identifier 2006–CE–49–AD; Amendment 39–14838; AD 2006–24–09]

RIN 2120–AA64

Airworthiness Directives; PZL-Bielsko Model SZD–50–3 ''Puchacz'' Gliders

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a discrepancy between the design documentation and the Technical Service Manual. In 1981, a castellated nut with cotter pin was introduced to secure the rudder, replacing the self-locking nut through PZL-Bielsko Bulletin No. BE–06/50–3/81. This change has not been introduced to the Technical Service Manual and use of a self-locking nut, in accordance with the Manual, is still possible. We are issuing this AD to require actions that are intended to address the unsafe condition described in the MCAI.

DATES: This AD becomes effective January 8, 2007.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of January 8, 2007.

ADDRESSES: You may examine the AD docket on the Internet at *http://dms.dot.gov* or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, Room PL–401, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Gregory Davison, Glider Program Manager, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; fax: (816) 329–4090.

SUPPLEMENTARY INFORMATION:

Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. The streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on September 27, 2006 (71 FR 56416). That NPRM proposed to correct an unsafe condition for the specific products. The MCAI states that a discrepancy between the design documentation and the Technical Service Manual has been identified. In 1981, a castellated nut with cotter pin was introduced to secure the rudder, replacing the self-locking nut through PZL-Bielsko Bulletin No BE–06/50–3/81. This change has not been introduced to the Technical Service Manual and use of a self-locking nut, in accordance with the Manual, is still possible. This was probably the reason of rudder disconnection during flight which occurred recently. If not corrected, loss of the nut could result and allow the rudder to slip out of its hinges, separate from the glider, and lead to loss of control. This AD requires you to inspect and, if necessary, replace the Rudder Attachment parts in accordance with the instruction contained in the Allstar PZL Glider Sp. z o.o. Mandatory Bulletin No. BE–058/SZD–50–3/2006 ''PUCHACZ'', dated August 10, 2006. Concurrently, changes in the Technical Service Manual must be introduced in accordance with the referenced bulletin.

Comments

We gave the public the opportunity to participate in developing this AD. We have considered the comments received.

Jack Buster with the Modification and Replacement Parts Association (MARPA) provides comments to the MCAI AD process pertaining to how the FAA addresses publishing manufacturer service information as part of a proposed AD action. Mr. Buster states that the rule, as proposed, attempts to require compliance with a public law by reference to a private writing (as referenced in paragraph (e) of the proposed AD). Mr. Buster would like the FAA to incorporate by reference (IBR) the Allstar PZL Glider Sp. z o.o. Mandatory Bulletin.

We agree with Mr. Buster. However, we do not IBR any document in a proposed AD action, instead we IBR the document in the final rule. Since we are issuing the proposal as a final rule AD action, Allstar PZL Glider Sp. z o.o. Mandatory Bulletin No. BE–058/SZD–50–3/2006 ''PUCHACZ'', dated August 10, 2006, is incorporated by reference.

Mr. Buster requests that IBR documents be made available to the public by publication in the **Federal Register** or in the Docket Management System (DMS).

We are currently reviewing issues surrounding the posting of service bulletins in the Department of Transportation's DMS as part of the AD docket. Once we have thoroughly examined all aspects of this issue and have made a final determination, we will consider whether our current practice needs to be revised.

Conclusion

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

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable in a U.S. court of law. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are described in a separate paragraph of the AD. These requirements, if any, take precedence over the actions copied from the MCAI.