

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."

Actions Accomplished in Accordance With Previous Revision of Service Bulletin

(g) Actions done before the effective date of this AD in accordance with Bombardier Service Bulletin 8-24-83, dated December 23, 2004, are acceptable for compliance with the corresponding requirements in paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, New York 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.

Related Information

(i) Canadian airworthiness directive CF-2006-15, dated June 14, 2006, also addresses the subject of this AD.

Issued in Renton, Washington, on December 1, 2006.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-20969 Filed 12-8-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-26075;
Directorate Identifier 2006-CE-55-AD]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company (The Beech Aircraft Company and BEECH Previously Held Type Certificate Nos. 3A15, 3A16, 5A3, and A-777) Models 35-33, 35-A33, 35-B33, 35-C33, E33, F33, G33, 35-C33A, E33A, F33A, E33C, F33C, 35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A45 (T-34A, B45), D45 (T-34B), 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 95, B95, B95A, D95A, and E95 Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede Airworthiness Directive (AD) 72-22-01, which applies to certain Raytheon Aircraft Company (RAC) (The Beech Aircraft Company and BEECH previously held Type Certificate Nos. 3A15, 3A16, 5A3, and A-777) Models 33, 35, 36, 45, and 95 series airplanes. AD 72-22-01 currently requires you to determine if each uplock roller is of the greasable type (one having a drilled and grooved inner race), replace any nongreasable uplock roller (one having a solid inner race) with the greasable type before further flight, install hollow zerken-ended mounting bolts on the uplock rollers, and repetitively lubricate the uplock mechanism. Since we issued AD 72-22-01, there was a recent incident involving a RAC Model 95-B55B (T-42A) airplane where a seizure of the uplock rollers occurred. This malfunction of the uplock rollers is addressed in AD 72-22-01. Thus, the FAA has determined that the actions of AD 72-22-01 should also apply to certain serial numbers of the Model 95-B55B (T-42A) airplanes. Consequently, this proposed AD would retain all the actions of AD 72-22-01, would add those Model 95-B55B (T-42A) airplanes to the applicability of this proposed AD, and would list out the specific serial numbers. We are proposing this AD to decrease the possibility of gear-up landings caused by seizure of the uplock rollers.

DATES: We must receive comments on this proposed AD by February 9, 2007.

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

For service information identified in this proposed AD, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

FOR FURTHER INFORMATION CONTACT:

Anthony Flores, Aerospace Engineer, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4174; facsimile: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number, "FAA-2006-26075; Directorate Identifier 2006-CE-55-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed 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 proposed AD.

Discussion

Reports of RAC 33, 35, 36, 45, and 95 series airplanes equipped with non-greasable uplock rollers having a solid inner race that renders lubrication of the uplock roller mechanism ineffective

caused us to issue AD 72-22-01, Amendment 39-1544 (37 FR 22371, October 19, 1972). AD 72-22-01 currently requires the following on certain RAC 33, 35, 36, 45, and 95 series airplanes:

- Determining if each uplock roller is of the greasible type (one having a drilled and grooved inner race);
- Replacing any nongreasible uplock roller (one having a solid inner race) with the greasible type before further flight;
- Installing a hollow zerk-ended mounting bolts on the uplock rollers; and
- Repetitively lubricating the uplock mechanism.

Since we issued AD 72-22-01, there was a recent incident involving a RAC Model 95-B55B (T-42A) airplane where a seizure of the uplock rollers occurred. The design of the uplock rollers is the same as those uplock rollers on the airplanes addressed by AD 72-22-01.

This condition, if not corrected, could result in a gear-up landing.

Relevant Service Information

We have reviewed Beechcraft Service Instructions No. 0448-211, Rev. I, and Beechcraft Service Instructions No. 0448-211.

The service information describes procedures for:

- Determining if each uplock roller is of the greasible type (one having a drilled and grooved inner race);
- Replacing any nongreasible uplock roller (one having a solid inner race) with the greasible type before further flight;
- Installing a hollow zerk-ended mounting bolts on the uplock rollers; and
- Repetitively lubricating the uplock mechanism.

FAA's Determination and Requirements of the Proposed AD

We are proposing this AD because we evaluated all information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design. This proposed AD would supersede AD 72-22-01 with a new AD that would retain all the actions of AD

72-22-01, would add those Model 95-B55B (T-42A) airplanes to the applicability of this proposed AD, and would list out the specific serial numbers. This proposed AD would require you to use the service information described previously to perform these actions.

Costs of Compliance

We estimate that this proposed AD would affect 9,714 airplanes in the U.S. registry.

The differences in costs between this proposed AD and AD 72-22-01 are the costs associated with the number of Model 95-B55B (T-42A) airplanes that were not affected by AD 72-22-01.

We estimate the following costs to do the proposed actions to determine if each uplock roller is of the greasible type (one having a drilled and grooved inner race), replace any nongreasible uplock roller (one having a solid inner race) with the greasible type before further flight, install hollow zerk-ended mounting bolts on the uplock rollers, and initially lubricate the uplock mechanism:

| Labor cost | Parts cost | Total cost per airplane | Total cost on U.S. operators |
|--|------------|-------------------------|------------------------------|
| 2 work-hours × \$80 per hour = \$160 | \$30 | \$190 | \$1,845,660 |

We estimate the following costs for each lubrication of the uplock mechanism.

| Labor cost | Parts cost | Total cost per airplane | Total cost on U.S. operators |
|--|------------|-------------------------|------------------------------|
| 1 work-hour × \$80 per hour = \$80 | None | \$80 | \$777,120 |

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

For the reasons discussed above, I certify that the proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;

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

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

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

Examining the AD Docket

You may examine the AD docket that contains the proposed 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, Safety.

The Proposed 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 removing Airworthiness Directive (AD) 72-22-01, Amendment 39-1544, and adding the following new AD:

Raytheon Aircraft Company (The Beech Aircraft Company and BEECH previously held Type Certificate Nos. 3A15, 3A16, 5A3, and A-777): Docket No. FAA-2006-26075; Directorate

Identifier 2006-CE-55-AD; Supersedes AD 72-22-01; Amendment 39-1544.

Comments Due Date

(a) We must receive comments on this airworthiness directive (AD) action by February 9, 2007.

Affected ADs

(b) This AD supersedes AD 72-22-01, Amendment 39-1544.

Unsafe Condition

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

(1) Group 1 (maintains the actions from AD 72-22-01):

| Model | SNs |
|--|-----------------------|
| (i) 35-33, 35-A33, 35-B33, 35-C33, E33, F33, and G33 | CD-1 through CD-1256. |
| (ii) 35-C33A, E33A, and F33A | CE-1 through CE-349. |
| (iii) E33C and F33C | CJ-1 through CJ-30. |
| (iv) 35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B | D-1 through D-9287. |
| (v) 36 and A36 | E1 through E-283. |
| (vi) A45 (T-34A, B45) and D45 (T-34B) | All. |
| (vii) 95-55, 95-A55, 95-B55, and 95-B55A | TC-1 through TC-1402. |
| (viii) 95-C55, 95-C55A, D55, D55A, E55, and E55A | TE-1 through TE-846. |
| (ix) 56TC and A56TC | TG-1 through TG-94. |
| (x) 58 | TH-1 through TH-174. |
| (xi) 95, B95, B95A, D95A, and E95 | TD-2 through TD-721. |

(2) Group 2: Model 95-B55B (T-42A) airplanes, SNs TF-1 through TF-70.

Unsafe Condition

(d) This AD results from a recent incident involving a Raytheon Aircraft Company

(RAC) Model 95-B55B (T-42A) airplane where a seizure of the uplock rollers occurred. We are issuing this AD to decrease the possibility of gear-up landings caused by seizure of the uplock rollers.

Compliance

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

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Determine if each uplock roller is of the greasable type (one having a drilled and grooved inner race). | (A) <i>For Group 1 airplanes:</i> Within 300 hours time-in-service (TIS) after October 25, 1972 (the effective date of AD 72-22-01). (B) <i>For Group 2 airplanes:</i> Within 300 hours TIS after the effective date of this AD. | Follow Beechcraft Service Instructions No. 0448-211, Rev. I, or Beechcraft Service Instructions No. 0448-211. |
| (2) Replace any nongreasable uplock roller (one having a solid inner race) with the greasable type. | (A) <i>For Group 1 airplanes:</i> Before further flight after the determination required by paragraph (e)(1)(A) of this AD. (B) <i>For Group 2 airplanes:</i> Before further flight after the determination required by paragraph (e)(1)(B) of this AD. | Follow Beechcraft Service Instructions No. 0448-211, Rev. I, or Beechcraft Service Instructions No. 0448-211. |
| (3) Install hollow zerk-ended mounting bolts on the uplock rollers. | (A) <i>For Group 1 airplanes:</i> Within 300 hours TIS after October 25, 1972 (the effective date of AD 72-22-01). (B) <i>For Group 2 airplanes:</i> Within 300 hours TIS after the effective date of this AD. | Follow Beechcraft Service Instructions No. 0448-211, Rev. I, or Beechcraft Service Instructions No. 0448-211. |
| (4) Lubricate the uplock mechanism | (A) <i>For Group 1 airplanes:</i> Initially within 300 hours TIS after October 25, 1972 (the effective date of AD 72-22-01). Repetitively lubricate thereafter at intervals not to exceed 100 hours TIS. (B) <i>For Group 2 airplanes:</i> Initially within 300 hours TIS after the effective date of this AD. Repetitively lubricate thereafter at intervals not to exceed 100 hours TIS. | Follow Beechcraft Service Instructions No. 0448-211, Rev. I, or Beechcraft Service Instructions No. 0448-211. |

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: Anthony

Flores, Aerospace Engineer, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4174; facsimile: (316) 946-4107, has the authority to approve AMOCs for this

AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 72-22-01 are approved for this AD.

Related Information

(h) To get copies of the service information referenced in this AD, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC, or on the Internet at <http://dms.dot.gov>. The docket number is Docket No. FAA-2006-26075; Directorate Identifier 2006-CE-55-AD.

Issued in Kansas City, Missouri, on December 4, 2006.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-20970 Filed 12-8-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2006-26371; Directorate Identifier 2006-CE-70-AD]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Limited PC-12 and PC-12/45 Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed 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 executive seats equipped with pedestal legs that were produced using a material that deviates from the approved design data. The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by January 10, 2007.

ADDRESSES: You may send comments by any of the following methods:

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

- **Fax:** (202) 493-2251.

- **Mail:** Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building,

Room PL-401, Washington, DC 20590-0001.

- **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.

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

Examining the AD Docket

You may examine the AD docket 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 AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Doug Rudolph, Aerospace Engineer, 901 Locust, Room 301; telephone (816) 329-4059; 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 proposed AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The proposed AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2006-26371; Directorate Identifier 2006-CE-70-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the

closing date and may amend this proposed AD because 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 about this proposed AD.

Discussion

The Federal Office of Civil Aviation (FOCA), which is the aviation authority for Switzerland, has issued FOCA AD HB-2006-444, dated November 7, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states that executive seats equipped with pedestal legs were produced using a material that deviates from the approved design data. As a consequence the pedestal legs may not perform as intended under emergency landing conditions. In order to correct and control the situation, this AD requires a one time inspection to identify the Vendor Part Number (VPN) of the pedestal legs and the Serial Number (S/N) of the executive seat and the replacement of the pedestal legs if necessary. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Pilatus Aircraft Limited has issued Service Bulletin No.: 25-032, dated October 2, 2006, and DeCrane Aircraft Seating Company, Inc. has issued Mandatory Service Bulletin SB05147 Revision B, dated June 26, 2006. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

FAA's Determination and Requirements of the Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Differences Between This Proposed AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in