FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2006-20

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2006-01

2005-26-10		Engine Components Inc.	Appliance: Engine Cylinder Assemblies
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt Gmbh & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt Gmbh & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL

Biweekly 2006-02

2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390

Biweekly 2006-03

2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG–100, DG–400, DG–500 Elan Series, and DG–500M
2006-02-51	FR	Raytheon	390

Biweekly 2006-04

2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zaklady Lotnicze	PZL M26 01

Biweekly 2006-05

2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft

Biweekly 2006-06

2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
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
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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Biweekly 2006-07

2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO–360–A1B6, AEIO–360–A1E6, IO–360–A1B6, IO–360–A1B6D, IO–360–A3B6, IO–360–A3B6D, IO–360–C1C6, IO–360–B1G6, IO–360–C1G6, IO–360–C1E6, LO–360–A1G6D, LO–360–A1H6, O–360–A1F6, O–360–A1F6D, O–360–A1G6D, O–360–A1H6, O–360–E1A6D, O–360–F1A6, IO–360–C1D6, LIO–360–C1E6, LO–360–E1A6d, LIO–360–C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22

Biweekly 2006-08

2006-06-06	COR S 2005-07-01	Cessna	208 and 208B
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S–2R, S2R–G1, S2R–R1820, S2R–T15, S2R–T34, S2R–G10, S2R–G5, S2R–G6, S2RHG–T65, S2R–R1820, S2R–T34, S2R–T45, S2R–T65, 600 S2D, S–2R, S2R–R1340, S2R–R3S, S2R–T11, S2R–G1, S2R–G10, S2R–T34, S2R–G1, S2R–G10, S2R–G6, S2RHG–T34, S2R–T15, S2R–T34, S2R–T45, S–2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane:G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2

Biweekly 2006-09

2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR S 2003-07-01	Thrush Aircraft Inc.	S–2R, S2R–G1, S2R–R1820, S2R–T15, S2R–T34, S2R–G10, S2R–G5, S2R–G6, S2RHG–T65, S2R–R1820, S2R–T34, S2R–T45, S2R–T65, 600 S2D, S–2R, S2R–R1340, S2R–R3S, S2R–T11, S2R–G1, S2R–G10, S2R–T34, S2R–G1, S2R–G10, S2R–G6, S2RHG–T34, S2R–T15, S2R–T34, S2R–T45, S–2R
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A

Biweekly 2006-10

2002-11-05-R1	COR R 2002-11-05	Air Tractor	AT-501
2006-08-08	COR	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09	COR	Air Tractor	AT-802 and AT-802A
2006-09-10		Eurocopter France	Rotorcraft: SA-365 N1, AS-365 N2, N3, SA 366 G1, and EC-155B and B1

Biweekly 2006-11

2006-01-11 R1	COR R 2006-01-11	Cessna	208 and 208B
2006-06-06	COR S 2005-07-01	Cessna	208 and 208B
2006-10-21		Engine Components Inc.	Appliance: Engine Connecting Rods

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Biweekly 2006-12

2003-21-09 R1	R 2003-21-09	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2006-11-14		Sikorsky	Rotorcraft: S-92A
2006-11-16	S 98-22-11	Honeywell International Inc.	Engine: T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series, T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft
2006-11-17		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, and D1
2006-11-18		Pacific Aerospace Corporation Ltd.	750XL
2006-11-19		DORNIER LUFTFAHRT GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2006-12-07	S 2005-26-10	Engine Components Inc.	Appliance: Engine Cylinder Assemblies

Biweekly 2006-13

68-17-03R1	R 68-17-03	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-10-19		Eurocopter France	Rotocraft: EC130 B4
2006-10-21	COR	Engine Components Inc.	Appliance: Engine Connecting Rods
2006-12-25		General Machine - Diecron, Inc.	Appliance: Actuator Nut Assembly
2006-13-05	S 2005-26-53	Pacific Aerospace Corp. Ltd.	750XL
2006-13-06		Rolls-Royce Corp.	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2, 250-C18, -C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and "C20W series turboprop and turboshaft
2006-13-11	S 2002-21-08	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-13-12	S 98-12-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2

Biweekly 2006-14

2006-13-10	S 92-07-05	Raytheon Aircraft Company	See AD
2006-13-14		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, 230 and 430
2006-13-15		Mitsubishi Heavy Industries	MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, MU-2B-60
2006-14-03		Honeywell International Inc.	Engine: TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft

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Biweekly 2006-15

2006-14-08		Mitsubishi Heavy Industries	MU–2B–26A, MU–2B–36A, MU–2B–40, and MU–2B–60
2006-15-01		Twin Commander Aircraft Corporation	690, 690A, and 690B
2006-15-02	S 2003-09-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-03	S 2003-13-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-07		Mitsubishi Heavy Industries, LTD.	MU–2B, MU–2B–10, MU–2B–15, MU–2B–20, MU–2B–25, MU–2B–26, MU–2B–26A, MU–2B–30, MU–2B–35, MU–2B–36, MU–2B–36A, MU–2B–40, and MU–2B–60
2006-15-08		Honeywell International Inc.	Engine: TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR turboprop

Biweekly 2006-16

2004-16-15 R1	R 2004-16-15	Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N, N1, and SA-366G1
2006-15-14		Eurocopter Canada Limited	Rotorcraft: BO 105 LS A-3
2006-15-19		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2006-16-04	S 2004-24-04	Rolls-Royce Corporation	Engine: 250-B and 250-C series turboshaft and turboprop

Biweekly 2006-17

2006-02-08R1	R 2006-02-08	Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-16-13		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2006-16-19		B-N Group Ltd.	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R series
2006-16-20		DG Flugzeugbau GmbH	Sailplane: DG-1000S
2006-17-01		Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-02	S 84-09-05	Grob-Werke	Sailplane: G102 ASTIR CS
2006-17-03		Stemme GmbH & Co. KG	Sailplane: S10, S10-V, and S10-VT
2006-17-04		Cessna	172R, 172S, 182T, T182T, 206H, and T206H
2006-17-05		Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-51	E	Agusta S.p.A.	Rotorcraft: AB139

Biweekly 2006-18

2006-16-13	COR	Pilatus Aircraft Ltd	PC-12 and PC-12/45
2006-16-18		Sandel Avionics Incorporated	Appliance: Terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units
2006-17-51	FR	Agusta S.p.A.	Rotorcraft: AB139
2006-18-01	S 2004-23-15	MD Helicopters, Inc.	Rotorcraft: MD900
2006-18-51	E	Raytheon	1900, 1900C, and 1900D

Biweekly 2006-19

2006-18-15		Hartzell Propeller Inc.	Propeller: ( )HC-( )2Y( )-( ) series
2006-18-16		Raytheon	390
2006-18-51	FR	Raytheon	1900, 1900C (C-12J), 1900D
2006-19-01		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, D, and AS355E
2006-19-05		See AD	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P, and SW204, SW204HP, SW205, and SW205A-1

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Biweekly 2006-20

2006-19-08		Stemme GmbH & Co. KG	Sailplane: S10-VT
2006-19-09		Raytheon	B300
2006-19-10	S 2005-17-19	Cirrus Design Corporation	SR20 and SR22
2006-19-11		Gippsland Aeronautics Pty. Ltd.	GA8
2006-20-07		Rolls-Royce	Engine: 250-C30, -C30G, -C30G/2, -C30M, -C30P, -C30R, -C30R/1, -C30R/3, -C30R/3M, -C30S, -C30U, -C40B, -C47B, and -C47M turboshaft
2006-20-09		Lycoming Engines	Engine: (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 series reciprocating
2006-20-10		Air Tractor, Inc.	AT-802 and AT-802A

2006-19-08 Stemme GmbH & Co. KG: Amendment 39-14765; Docket No. FAA-2006-25689; Directorate Identifier 2006-CE-45-AD.

Effective Date

(a) This AD becomes effective on October 10, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model STEMME S10-VT sailplanes, serial numbers 11-001 through 11-103, that are certificated in any category.

Unsafe Condition

(d) This AD results from deformations and cracks found at an exhaust bend during maintenance work. We are issuing this AD to detect and correct cracks in the exhaust pipes. Damaged exhaust pipes could cause exhaust gases to expand into the engine compartment and/or carbon monoxide to leak into the cockpit section.

Compliance

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

Actions	Compliance	Procedures
(1) Inspect all exhaust bends (each cylinder 1 to 4) in the area of the curvature bend near the cylinder flange for deformations, cracks, and/or flattening. Use a minimum 10X magnifier to aid the inspection.	Within the next 10 hours time-in-service after Octoober 10, 2006.	Follow Stemme GmbH & Co. KG Service Bulletin A31-10-075 Am.-Index: 01.a, dated July 06, 2006, except use a minimum 10X magnifier to aid the inspection.
(2) If any damage (deformation, cracks, and/or flattening) is found in the inspection required in paragraph (e)(1) of this AD, replace the damaged exhaust pipe.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Stemme GmbH & Co. KG Service Bulletin A31-10-075 Am.-Index: 01.a, dated July 06, 2006.

(3) Recondition the heat protection wrapping.	Before further flight after the inspection done in paragraph (e)(1) or the replacement done in paragraph (e)(2) of this AD.	Follow Stemme GmbH & Co. KG Service Bulletin A31-10-075 Am.-Index: 01.a, dated July 06, 2006.

Note: According to the Maintenance Manual an inspection of the condition of the exhaust pipes is scheduled for every 100 flight hours. It is recommended to pay special attention to this item.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Staff, FAA, ATTN: Gregory Davison, Glider Project Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) This AD is related to European Aviation Safety Agency (EASA) AD No.: 2006-0217-E, Issue date: July 17, 2006, which references Stemme GmbH & Co. KG Service Bulletin A31-10-075 Am.-Index: 01.a, dated July 06, 2006.

Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Stemme GmbH & Co. KG Service Bulletin A31-10-075 Am.-Index: 01.a, dated July 06, 2006. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact STEMME AG-Flugplatzstraβe F2, Nr. 7, D-15344 Strausberg, Germany; telephone: +49.33.41/36 12-0; fax: +49.33 41/36 12-30. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. 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 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2006-25689; Directorate Identifier 2006-CE-45-AD.

Issued in Kansas City, Missouri, on September 11, 2006.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-15329 Filed 9-18-06; 8:45 am]

2006-19-09 Raytheon Aircraft Company: Amendment 39-14766; Docket No. FAA-2005-22103; Directorate Identifier 2005-CE-42-AD.

Effective Date

(a) This AD becomes effective on October 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD affects Model B300 airplanes, serial numbers FL-1 through FL-289, that are certificated in any category.

Unsafe Condition

(d) This AD is the result of the cabin passenger seats not meeting the design load requirements of 14 CFR part 23 during structural load testing for design changes. The actions specified in this AD are intended to prevent the passenger seats from failing during emergency landing conditions when high inertial loadings occur. Passenger seat failure could result in occupant injury.

Compliance

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

Actions	Compliance	Procedures
(1) Install a modification kit for each cabin passenger seat as follows: (i) Install part number (P/N) 130-5108-0001 for left forward facing seats or right aft facing seats; and (ii) Install P/N 130-5108-0002 for right forward facing seats or left aft facing seats.	Within 24 calendar months or 600 hours time-in-service, whichever occurs first after October 24, 2006 (the effective date of this AD).	Follow Raytheon Aircraft Company Service Bulletin SB 25-3640, Rev. 1; Issued: May 2005, Revised: January 2006.
(2) Remove the TSO label on each cabin seat and re-identify each modified cabin seat assembly with the new P/N.	Before further flight after doing the modification required in paragraph (e)(1) of this AD.	Follow Raytheon Aircraft Company Service Bulletin SB 25-3640, Rev. 1; Issued: May 2005, Revised: January 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Steven E. Potter, Aerospace Engineer, Wichita ACO, Airframe and Services Branch, ACE-118W, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) None.

Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Service Bulletin SB 25-3640, Rev. 1; Issued: May 2005, Revised: January 2006. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201; telephone: (800) 625-7043. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. 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 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-22103; Directorate Identifier 2005-CE-42-AD.

Issued in Kansas City, Missouri, on September 11, 2006.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-15422 Filed 9-18-06; 8:45 am]

2006-19-10 Cirrus Design Corporation: Amendment 39-14767; Docket No. FAA-2006-24254; Directorate Identifier 2006-CE-24-AD.

Effective Date

(a) This AD becomes effective on October 24, 2006.

Affected ADs

(b) This AD supersedes AD 2005-17-19, Amendment 39-14240.

Applicability

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

Model	Serial Numbers
(1) SR20	1005 through 1600
(2) SR22	0002 through 1727

Unsafe Condition

(d) This AD results from discovering that the crew seats, under emergency landing dynamic loads, may fold forward at less than the 26 g required by the regulations, 14 Code of Federal Regulations (CFR) Section 23.562 (b)(2). We are issuing this AD to prevent the crew seats from folding forward during emergency landing with dynamic loads with consequent occupant injury.

Compliance

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

Actions	Compliance	Procedures
(1) For Model SR20, serial numbers (S/Ns) 1005 through 1600, and Model SR22, S/Ns 0002 through 1727, do the following actions: (i) At the lower back of the crew seat, release the reclosable fasteners to expose the lower seat frame. (ii) Replace the crew seat break-over bolt with the new crew seat break-over pin, part number 17063-002. (iii) Recover the seat frame, refastening the reclosable fasteners. (iv) Inspect the crew seat. (v) Repeat the above actions for the opposite crew seat.	Within 50 hours time-in-service (TIS) or within 180 days, whichever occurs first, after October 24, 2006 (the effective date of this AD), unless already done.	Follow Cirrus Design Corporation Service Bulletin SB 2X-25-17 R1, Issued: December 15, 2005, Revised: January 20, 2006.
(2) For Models SR20, S/Ns 1005 through 1455, and SR22, S/Ns 0002 through 1044, do the following actions: (i) Identify whether the recline lock is secured with two bolts or three bolts. (ii) If the recline locks are secured with two bolts, remove the existing recline locks and replace with the new recline locks kit, Kit Number 70084-001. (iii) If the recline locks are secured with three bolts, remove existing recline locks and replace with the new recline locks kit, Kit Number 70084-002. (iv) Check break-over pin alignment and adjust as necessary. (v) Check that the locks engage with the break-over bolts with the seat in the full recline position. If full seat recline is not possible or difficult to engage, grinding of the lower aft seat frame is necessary. (vi) Repeat the above actions for the opposite crew seat.	Within 50 hours TIS or within 180 days, whichever occurs first after October 13, 2005 (the effective date of AD 2005-17-19), unless already done.	Follow Cirrus Design Corporation Service Bulletin SB 2X-25-06 R4, Issued: August 13, 2004, Revised: May 5, 2005.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Chicago Aircraft Certification Office, FAA, ATTN: Wess Rouse, Small Airplane Project Manager, ACE-117C, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-8113; facsimile: (847) 294-7834; e-mail: wess.rouse@faa.gov; or Angie Kostopoulos, Composite Technical Specialist, ACE-116C, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-7426; facsimile: (847) 294-7834; e-mail: evangelia.kostopoulos@faa.gov, have the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) None.

Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Cirrus Design Corporation Service Bulletins SB 2X-25-17 R1, Issued: December 15, 2005, Revised: January 20, 2006; and SB 2X-25-06 R4, Issued: August 13, 2004; Revised: May 5, 2005.

(1) As of October 24, 2006, the Director of the Federal Register approved the incorporation by reference of Cirrus Design Corporation Service Bulletin SB 2X-25-17 R1, Issued: December 15, 2005, Revised: January 20, 2006 under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On October 13, 2005 (70 FR 51999, September 1, 2005), the Director of the Federal Register previously approved the incorporation by reference of Cirrus Design Corporation Service Bulletin SB 2X-25-06 R4, Issued: August 13, 2004, Revised: May 5, 2005.

(3) To get a copy of this service information, contact Cirrus Design Corporation, 4515 Taylor Circle, Duluth, Minnesota 55811; telephone: (218) 727-2737; Internet address: *http://www.cirrusdesign.com*. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. 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 20590-0001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2006-24254; Directorate Identifier 2006-CE-24-AD.

Issued in Kansas City, Missouri, on September 8, 2006.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-15432 Filed 9-18-06; 8:45 am]

2006-19-11 Gippsland Aeronautics Pty. Ltd.: Amendment 39-14768 Docket No. FAA-2006-24955; Directorate Identifier 2006-CE-31-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 25, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model GA8 airplanes, all serial numbers through GA8-05-088, that are certificated in any U.S. category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Australia states that the aircraft manufacturer has determined that the current location of the pilot and second occupant seat stops is such that, at either seat's most forward position, aft movement of the control column can be restricted by the seat structure. If not corrected, this condition could lead to reduced controllability of the airplane in certain conditions. The MCAI requires relocating the seat stop to eliminate this condition.

Actions and Compliance

(e) Unless already done, do the following except as stated in paragraph (f) below:
(1) At the next regularly scheduled maintenance inspection (e.g. 100 hour or annual) that occurs 30 days or more after October 25, 2006 (the effective date of this AD), modify the pilot and second occupant seat track rails to add a new stop location.
(2) Do the modification following Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2005-29, Issue 2, dated February 14, 2006.

FAA AD Differences

(f) None.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:
(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Attn: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301,

Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Return to Airworthiness: When complying with this AD, perform FAA-approved corrective actions before returning the product to an airworthy condition.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) This AD is related to MCAI Australian AD No. AD/GA8/4, effective April 13, 2006, which references Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2005-29, Issue 2, dated February 14, 2006.

Material Incorporated by Reference

(i) You must use Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2005-29, Issue 2, dated February 14, 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 Gippsland Aeronautics, PO Box 881, Morwell, Victoria 3840, Australia; telephone: + 61 (0) 3 5172 1200; facsimile: + 61 (0) 3 5172 1201; e-mail: support@gippsaero.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, 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/cfr/ibr-locations.html*.

Issued in Kansas City, Missouri, on September 12, 2006.
Sandra J. Campbell,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-7928 Filed 9-19-06; 8:45 am]

2006-20-07 Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison): Amendment 39-14776. Docket No. FAA-2005-23392; Directorate Identifier 2005-NE-47-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 2, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce Corporation (RRC) models 250-C30, -C30G, -C30G/2, -C30M, -C30P, -C30R, -C30R/1, -C30R/3, -C30R/3M, -C30S, -C30U, -C40B, -C47B, and -C47M turboshaft engines, with a third-stage turbine wheel, part number (P/N) 6898663 or P/N 23065843 installed, or a fourth-stage turbine wheel, P/N 6892764 or P/N 23066744, installed. These engines are installed on, but not limited to, Bell 206L-3, Bell 206L-4, Bell 230, Bell 407, Bell 430, MDHI 369F, MDHI 369FF, MDHI 600N, and Sikorsky S-76A helicopters.

Unsafe Condition

(d) This AD results from analysis by RRC of failures of third-stage turbine wheels. We are issuing this AD to prevent loss of power, possible engine shutdown, or uncontained failure.

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.

(f) Within 30 days after the effective date of this AD, record each time the third- and fourth-stage turbine wheels enter into the speed range between "Event Threshold" and "Maximum Overspeed Transient". Use paragraph 2.A. through 2.A.(5) of the Accomplishment Instructions and the applicable Figures 1 through 5 of RRC Alert Commercial Engine Bulletins (CEBs) No. CEB A-72-3272, No. CEB A-72-5048, and No. CEB A-72-6054 (combined in one document), all Revision 2, dated June 27, 2006, to determine the speed range.

(g) Remove and retire any third-stage turbine wheel or fourth-stage turbine wheel after the sixth time the wheel enters into the speed range between "Event Threshold" and "Maximum Overspeed Transient".

Third- and Fourth-Stage Turbine Wheel Life Limits

(h) The retirement criteria in this AD are in addition to the existing third- and fourth-stage turbine wheel hour and cycle life limits. You must retire the wheels when you exceed any published life limit (transient speed excursions, hours, or cycles).

Alternative Methods of Compliance

(i) The Manager, Chicago 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.

Related Information

(j) None.

Material Incorporated by Reference

(k) You must use Rolls-Royce Corporation Alert Commercial Engine Bulletins No. CEB A-72-3272, No. CEB A-72-5048, and No. CEB A-72-6054 (combined in one document), all Revision 2, dated June 27, 2006, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206-0420; telephone (317) 230-6400; fax (317) 230-4243 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.

Issued in Burlington, Massachusetts, on September 20, 2006.
Francis A. Favara,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-8230 Filed 9-27-06; 8:45 am]

2006-20-09 Lycoming Engines (formerly Textron Lycoming): Amendment 39-14778. Docket No. FAA-2006-24785; Directorate Identifier 2006-NE-20-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 3, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to those Lycoming Engines (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 series reciprocating engines listed by engine model number and serial number in Table 1, Table 2, Table 3, or Table 4 of Lycoming Mandatory Service Bulletin (MSB) 569A, dated April 11, 2006, and those engines with crankshafts listed by crankshaft serial number in Table 5 of Lycoming MSB 569A, dated April 11, 2006. These applicable engines are manufactured new or rebuilt, overhauled, or had a crankshaft installed after March 1, 1997. These engines are installed on, but not limited to, the following aircraft:

Engine Model	Manufacturer	Aircraft Model
AEIO-360-A1B6	Moravan	Z242L Zlin
	Scottish Avia	Bulldog
	Valmet	Leko 70
AEIO-360-A1E6	Integrated Systems	Omega
IO-360-A1B6	Aircraft Manufacturing Factory	Mushshak
	Beech	C-24R Sierra or 200 Sierra
	Cessna	R-G Cardinal
	Korean Air	Chang Gong-91
	Partenavia	P-68C
	Saab	MFI-15 Safari, MFI-17 Supporter
	Scottish Avia	Bulldog
IO-360-A1B6D	Cessna	R-6 Cardinal
	Siai Marchetti	S-205

IO-360-A3B6	Mod Works	Trophy 212 Conversion
IO-360-A3B6D	Mooney	M20J-201
IO-360-B1G6	American	Blimp Spector 42
IO-360-C1C6	Piper Aircraft	PA-28-200R Arrow IV
	Ruschmeyer	MF-85
IO-360-C1D6	M.B.B.	Flamingo 223
	Rockwell	112
IO-360-C1E6	Piper	PA-34-200 Seneca I
IO-360-C1G6	Zeppelin	NT
IO-360-X178	Ly-Con	STC
(L)O-360-A1G6D	Beech	76 Duchess
(L)O-360-A1H6	Piper	PA-44 Seminole
O-360-A1F6	Cessna	177 Cardinal
O-360-A1F6D	Cessna	177 Cardinal
	Teal III	TSC 1A3
O-360-A1G6D	Beech	76 Duchess
O-360-A1H6	Piper	PA-44 Seminole
O-360-E1A6D	Piper	PA-44-180 Seminole
O-360-F1A6	Cessna	C-172RG Cutlass RG
AEIO-540-D4A5	Christen	Pitts S-2S, S-2B
	H.A.L.	HPT-32
	Siai-Marchetti	SF-260
	Slingsby	T3A Firefly
AEIO-540-L1B5	Extra-Flugzeugbau	Extra 300
	F.F.A.	FFA-2000 Eurotrainer
AEIO-540-L1D5	Apex	Apex
IO-540-AA1A5	Piper	602P Sequoia
IO-540-AB1A5	Cessna	C-182 Skylane
IO-540-AC1A5	Cessna	C-206 Stationair
IO-540-AE1A5	Robinson	R44

IO-540-C4B5	Aerofab	250 Renegade
	Avions Pierre Robin	HR100/250
	Bellanca	T-250 Aries
	Piper	Aztec C PA-23 “250”, Aztec F
	Wassmer	WA4-21
IO-540-C4D5	S.O.C.A.T.A.	TB-20
IO-540-C4D5D	S.O.C.A.T.A.	TB-20 Trinidad
IO-540-D4A5	Piper	PA-24 260 Comanche
	Siai-Marchetti	SF-260
IO-540-D4B5	Cerva	CF-34 Guepard
IO-540-E1A5	Aero Commander	500-E
IO-540-E1B5	Aero Commander	500-U
	Poeschel	P-300
	Shrike	500-S
IO-540-J4A5	Piper	Aztec PA-23 “250”
IO-540-K1A5	Aeronautica Agricula Mexicana	Quail
	Celair	Eagle
	Embraer	EMB-720 Minuano, EMB-721 Sertanejo
	Piper	PA-32-300 Cherokee Six
IO-540-K1A5D	Piper	PA-32-300
IO-540-K1B5	Evangel-Air	Evangel-Air
	Pilotus Britton-Norman	BN-2B Islander
	Transavara	T-300 Skyfarmer
IO-540-K1E5	Bellanca	Bellanca
IO-540-K1F5	Ted Smith	Aerostar 600
IO-540-K1G5	Embraer	EMB-720 Minuano
	Piper	Saratoga PA-32-300, Brave 300
IO-540-K1G5D	Embraer	EMB-721 Sertanejo
	Piper	PA-32-300R Lance, SP PA-32-300R Saratoga
IO-540-K1H5	Seawind	Seawind
IO-540-K1J5	Piper	600A Aerostar
IO-540-K1J5D	Embraer	EMB-201 Ipanema

IO-540-K1K5	Piper	T35
IO-540-L1C5	Swearingen	SX300
IO-540-M1A5	Piper	PA-31-300 Navajo
IO-540-M1C5	King Engineering	Angel
IO-540-S1A5	Piper	601B Aerostar, 601P Aerostar
IO-540-T4A5D	General Aviation	Model 114
IO-540-T4B5	Commander	114B
IO-540-T4B5D	Rockwell	114
IO-540-V4A5	Aircraft Manufacturing Factory	Aircraft Manufacturing Factory
	Maule	MT-7-260, M-7-260
IO-540-W1A5	Maule	MX-7-235, MT-7-235, M7-235
IO-540-X160	Airship Management	Airship Management
IO-540-X170	Robinson	Robinson
O-540-A1A5	Helio	Military H-250
O-540-A1B5	Piper	PA-32 “250” Aztec, PA-24 “250” Comanche
O-540-A1C5	Piper	PA-24 “250” Comanche
O-540-A1D5	Piper	PA-24 “250” Comanche
O-540-A4D5	American Champion	American Champion
	Gomozig	Gomozig
	Avipro	Bearhawk
O-540-B1A5	Piper	PA-23 “235” Apache
O-540-B2B5	S.O.C.A.T.A.	235CA Rallye.
O-540-B2C5	Piper	PA-24 “235” Pawnee
O-540-B4B5	Embraer	EMB-710 Corioca
	Maule	MX-7-235 Star Rocket, M-6-235 Super Rocket, M-7-235 Super Rocket
	Piper	PA-28 “235” Cherokee
	S.O.C.A.T.A.	235GT Rallye, 235C Rallye
O-540-E4A5	Aviamilano	F-250 Flamingo
	Piper	PA-24 “260” Comanche
	Siai-Marchetti	SF-260, SF-208

O-540-E4B5	Britton-Norman	BN-2
	Piper	PA-32 “260” Cherokee Six
O-540-E4C5	Pilotus Britton-Norman	BN-2A-26 Islander; BN-2A-27 Islander; BN-2B-26 Islander II; BN-2A-21 Islander; BN-2A-Mark III-2 Trislander
O-540-F1B5	Robinson	R-44
O-540-G1A5	Piper	PA-25 “260” Pawnee
O-540-J1A5D	Maule	MX-7-235 Star Rocket, M-6-235 Super Rocket, M-7-235 Super Rocket
O-540-J3A5	Robin	R-3000/235
O-540-J3A5D	Piper	PA-28-236 Dakota
O-540-J3C5D	Cessna	R-182 Skylane
O-540-L3C5D	Cessna	TR-182 Turbo Skylane
TIO-540-AA1AD	Aerofab Inc	270 Turbo Renegade
TIO-540-AB1AD	S.O.C.A.T.A.	TC TB-21 Trinidad
TIO-540-AE2A	Piper	PA-46-350P Mirage
TIO-540-AF1B	Mooney	TLS M20M
TIO-540-AG1A	Commander Aircraft	112TC
TIO-540-AH1A	Piper	TC PA-32-301T TurboSaratoga
TIO-540-AK1A	Cessna	T182T Turbo Skylane
TIO-540-C1A	Piper	PA-23-250 Turbo Aztec
TIO-540-J2B	Piper	T-1020
TIO-540-U2A	Piper	700P Aerostar
TIO-540-W2A	Aero Mercantil	Gavilan
TIO-540-X136	Schweizer	Schweizer
TIO-540-X155	Cessna	T182 (AK1A)
IO-720-D1B	Embraer	EMB-400 Ipanema, IAR-821
	Nauchang	N5
IO-720-D1C	Piper	PA-36-375 Brave

Unsafe Condition

(d) This AD results from reports of 23 confirmed failures of similar crankshafts in Lycoming Engines 360 and 540 series reciprocating engines. We are issuing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

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 for Which No Action Is Required

(f) If your engine meets any of the following conditions, and you have not had the crankshaft replaced since meeting the condition, no further action is required:

(1) Engines that are in compliance with Lycoming MSB No. 552 (AD 2002-19-03) or MSB No. 553 (AD 2002-19-03 Table 3 or Table 5); or

(2) Engines that are in compliance with Lycoming MSB No. 566 AD (2005-19-11); or

(3) Engines that are in compliance with Lycoming Supplement No. 1 to MSB No. 566 (AD 2006-06-16); or

(4) Engines that are in compliance with the original issue of Lycoming MSB No. 569, or MSB No. 569A.

(5) For engines identified in paragraphs (f), (g), (h), or (i) of this AD, owners or operators may make an entry in the AD status log required by 14 CFR 91.417(a)(2)(v) that this AD required no action for compliance.

(g) If Lycoming Engines manufactured new, rebuilt, overhauled, or repaired your engine, or replaced the crankshaft in your engine before March 1, 1997, and you have not had the crankshaft replaced, no further action is required.

(h) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine serial number (SN), and Table 5 of MSB No. 569A, dated April 11, 2006, does not list your crankshaft SN, no further action is required.

(i) For engine model TIO-540-U2A, SN L-4641-61A, no action is required.

Engines for Which Action Is Required

(j) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine SN, and Table 5 of MSB No. 569A, dated April 11, 2006, lists your crankshaft SN, replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at the earliest of the following:

(1) The time of the next engine overhaul as specified in Lycoming Engines Service Instruction No. 1009AS, dated May 25, 2006; or

(2) The next separation of the crankcase; or

(3) No later than 12 years from the time the crankshaft first entered service or was last overhauled, whichever is later.

(k) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, does not list your engine SN, and Table 5 of MSB No. 569A does list your crankshaft SN (an affected crankshaft was installed as a replacement), replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at the earliest of the following:

(1) The time of the next engine overhaul as specified in Lycoming Engines Service Instruction No. 1009AS, dated May 25, 2006; or

(2) The next separation of the crankcase; or

(3) No later than 12 years from the time the crankshaft first entered service or was last overhauled, whichever is later.

Prohibition Against Installing Certain Crankshafts

(l) After the effective date of this AD, do not install any crankshaft that has a SN listed in Table 5 of Lycoming MSB No. 569A, dated April 11, 2006, into any engine.

Alternative Methods of Compliance

(m) The Manager, New York 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.

Material Incorporated by Reference

(n) You must use the service information specified in Table 1 of this AD to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or on the internet at http://www.Lycoming.Textron.com 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.

Table 1 – Incorporation by Reference

Service Information	Page	Revision	Date
Lycoming Engines Service Instruction No. 1009AS Total Pages: 4	All	AS	May 25, 2006
Lycoming Engines Mandatory Service Bulletin No. 569A Total Pages: 59	All	A	April 11, 2006

Issued in Burlington, Massachusetts, on September 20, 2006.
Francis A. Favara,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E6-15958 Filed 9-28-06; 8:45 am]

2006-20-10 Air Tractor, Inc.: Amendment 39-14779; Docket No. FAA-2006-24710; Directorate Identifier 2006-CE-29-AD.

Effective Date

(a) This AD becomes effective on November 3, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models AT-802 and AT-802A airplanes, all serial numbers beginning with 802/802A-0001 through 802/802A-0219, that are certificated in any category.

Unsafe Condition

(d) This AD results from reports of an uncommanded change in engine power setting caused by separation of a hopper rinse tank shelf from the firewall. We are issuing this AD to detect and correct damage and/or cracks in the attach angles on the firewall mounted hopper rinse tank shelf, which could result in failure of the attach angles. This failure could lead to shelf movement under maneuver load and shifting of the engine power cables, which could result in an uncommanded engine power setting change.

Compliance

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

Actions	Compliance	Procedures
(1) Visually inspect the three attach angles on the firewall mounted hopper rinse tank shelf for damage and/or cracks.	Initially inspect within the next 100 hours time-in-service (TIS) after November 3, 2006 (the effective date of this AD). If no damage and/or cracks are found, repetitively inspect thereafter at intervals not to exceed 100 hours TIS. Replacing all three attach angles with steel attach angles, part number (P/N) 60568-3 (or FAA-approved equivalent P/N), terminates the repetitive inspection requirement of this AD.	Follow Snow Engineering Co. Service Letter #248, dated August 31, 2005.

Actions	Compliance	Procedures
(2) If you find any damage and/or cracks on any of the three attach angles during any inspection required in paragraph (e)(1) of this AD, replace all three attach angles with steel attach angles, P/N 60568-3 (or FAA-approved equivalent P/N).	Before further flight after the inspection in which damage and/or cracks are found. Replacing all three attach angles with steel attach angles, P/N 60568-3 (or FAA-approved equivalent P/N), terminates the repetitive inspection requirement of paragraph (e)(1) of this AD.	Follow Snow Engineering Co. Service Letter #248, dated August 31, 2005.
(3) You may replace the aluminum attach angles on the firewall mounted hopper rinse tank shelf with steel attach angles, P/N 60568-3 (or FAA-approved equivalent P/N), at any time to terminate the repetitive inspections required in paragraph (e)(1) of this AD.	As of November 3, 2006 (the effective date of this AD).	Follow Snow Engineering Co. Service Letter #248, dated August 31, 2005.
(4) Do not install aluminum attach angles on the hopper rinse tank shelf attach angles.	As of November 3, 2006 (the effective date of this AD).	Not applicable.

(f) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase "or FAA-approved equivalent P/N" in this AD is intended to allow for the installation of parts approved through identicality to the design of the replacement parts. Equivalent replacement parts to correct the unsafe condition under PMA (other than identicality) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Fort Worth Airplane Certification Office, FAA, ATTN: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Snow Engineering Co. Service Letter 248, dated August 31, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. 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 20590-0001 or on the Internet at http://dms.dot.gov. The docket number is FAA-2006-24710; Directorate Identifier 2006-CE-29-AD.

Issued in Kansas City, Missouri, on September 18, 2006.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
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