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

BIWEEKLY 2006-11

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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.	See AD
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

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 2006-07

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: (see AD)

BW 2006-11

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CORRECTION: [*Federal Register: May 16, 2006 (Volume 71, Number 94); Page 28420; www.access.gpo.gov/su_docs/aces/aces140.html*]

CORRECTION: [*Federal Register: May 16, 2006 (Volume 71, Number 94); Page 28250; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-01-11 R1 The Cessna Aircraft Company: Amendment 39-14515; Docket No. FAA-2005-21275; Directorate Identifier 2005-CE-28-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 22, 2006. The effective date of this AD is retained from AD 2006-01-11.

What Other ADs Are Affected by This Action?

(b) This AD revises AD 2006-01-11, Amendment 39-14450.

What Airplanes Are Affected by This AD?

(c) This AD affects Models 208 and 208B, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of several accidents involving the affected airplanes during operations in-flight and in ground icing conditions. We are issuing this AD to provide a safe method to detect ice, snow, frost, or slush adhering to the upper wing (a critical surface) prior to takeoff; and to reduce drag in-flight by shedding ice on the cargo pod and landing gear fairings. Ice adhering to the upper wing surface, cargo pod, or landing gear fairings could result in a reduction in airplane performance with the consequences that the airplane cannot perform a safe takeoff or climb or maintain altitude.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Install the pilot assist handle SK208–146–2 subkit (part number (P/N) SK208–146–2) (or FAA-approved equivalent part number) if the airplane will be operated in the ground icing conditions defined under "Visual/Tactile Check" in the LIMITATIONS section of the AFM after the compliance time.	Within the next 125 days after February 22, 2006 (the effective date of this AD), unless already done.	Install the pilot assist handle SK208–146–2 subkit (part number (P/N) SK208–146–2) (or FAA-approved equivalent part number) following step 4 of the Accomplishment Instructions of Cessna Caravan Service Kit No. SK208–146, dated October 4, 2004.
(2) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase "or FAA-approved equivalent part number" in this AD is intended to signify those parts that are PMA parts approved through identicality to the design of the part under the type certificate and parts to correct the unsafe condition under PMA (other than identicality). 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.	Not Applicable	Not Applicable.
(3) Insert the text in Appendix 1 of this AD after the "OTHER LIMITATIONS" in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM).	Within the next 125 days after February 22, 2006 (the effective date of this AD) unless already done.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may insert the information into the POH as specified in paragraph (e)(3) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Actions	Compliance	Procedures
(4) For Cessna Model 208B with Pratt & Whitney of Canada Ltd., PT6A–114 Turbo Prop engine installed (600 SHP) or equivalent, and equipped with a cargo pod and pneumatic deicing boots, do one of the following: (i) Install Cessna Accessory Kit AK208–6C per Cessna Service Bulletin CAB95–19; or. (ii) Install a placard in view of the pilot which states "This airplane is prohibited from flight in known or forecast icing".	Within the next 125 days after February 22, 2006 (the effective date of this AD), unless already done.	Install the cargo pod and landing gear fairing deice kit (part number (P/N) AK208–6C2) (or FAA-approved equivalent part number) following the Installation Instructions of Cessna Caravan Service Bulletin No. CAB95–19, dated October 13, 1995, and Cessna Caravan Accessory Kit No. AK208–6C, Revision C, dated August 27, 1993. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may install the placard as specified in paragraph (e)(4) of this AD. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(5) For all Cessna Model 208 and 208B airplanes equipped with a cargo pod and pneumatic deicing boots and not included in paragraph (e)(4) of this AD, do one of the following: (i) Install Cessna Accessory Kit AK208–6C per Cessna Service Bulletin CAB93–20 Revision 1; or (ii) Install a placard in view of the pilot with the following words: "This airplane is prohibited from flight in known or forecast icing".	Within the next 125 days after February 22, 2006 (the effective date of this AD), unless already done.	Do the installation following the Installation Instructions of Cessna Caravan Service Bulletin No. CAB93–20, Revision 1, dated October 13, 1995, and Cessna Caravan Accessory Kit No. AK208–6C, Revision C, issued August 27, 1993. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may install the placard as specified in paragraph (e)(5)(ii) of this AD. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(6) Insert the text in Appendix 2 of this AD in the "KINDS OF OPERATION LIMITS" in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM).	Before further flight after compliance to paragraph (e)(4)(i) or (e)(5)(i) of this AD.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may insert the information into the POH as specified in paragraph (e)(3) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Actions	Compliance	Procedures
(7) Delete the text in Appendix 3 of this AD from the "REQUIRED EQUIPMENT" in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM) Supplement S1 "Known Icing Equipment".	Before further flight after compliance to paragraph (e)(4)(i) or (e)(5)(i) of this AD.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may insert the information into the POH as specified in paragraph (e)(3) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Note: Cessna Caravan Service Bulletin No. CAB04-9, dated October 4, 2004, also addresses the installation of the pilot assist handle.

May I Request an Alternative Method of Compliance?

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve alternative methods of compliance for this AD, if requested using the procedures found in 14 CFR 39.19. For information on any already approved alternative methods of compliance, contact Paul Pellicano, Aerospace Engineer (Icing), FAA, Small Airplane Directorate, c/o Atlanta ACO, One Crown Center, 1985 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; telephone: (770) 703-6064; facsimile: (770) 703-6097; or Robert P. Busto, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4157; facsimile: (316) 946-4107.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Cessna Caravan Service Kit No. SK208-146, dated October 4, 2004, and Cessna Caravan Accessory Kit No. AK208-6C, Revision C, dated August 27, 1993.

(1) On February 22, 2006 (71 FR 1941, January 12, 2006), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register previously approved the incorporation by reference of Cessna Caravan Service Kit No. SK208-146, dated October 4, 2004, and Cessna Caravan Accessory Kit No. AK208-6C, Revision C, dated August 27, 1993.

(2) To get a copy of this service information, contact The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277-7706; telephone: (316) 517-5800; facsimile: (316) 942-9006. 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-2005-21275; Directorate Identifier 2005-CE-28-AD.

Appendix 1 to AD 2006-01-11 R1 Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)

Insert the following text after the "OTHER LIMITATIONS" in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM):

COLD WEATHER OPERATIONS.

The airplane must be equipped with the following equipment when operating at an airport in the ground icing conditions defined under "Visual/Tactile Check" in the LIMITATIONS section:

1. Pilot assist handle, Cessna P/N SK208-146-2 (or FAA-approved equivalent part number).

Appendix 2 to AD 2006-01-11 R1 Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)

Add the following to the equipment listed under "FLIGHT INTO KNOWN ICING" in the "KINDS OF OPERATION LIMITS" in the LIMITATIONS section of the FAA-Approved Airplane Flight Manual:

Lower main landing gear leading edge deice boots
Cargo pod nosecap deice boot

Appendix 3 to AD 2006-01-11 R1 Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual Supplement S1

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM) Supplement S1

Remove the paragraph under "REQUIRED EQUIPMENT" in the Limitations section of the FAA-Approved Flight Manual Supplement S1 "Known Icing Equipment", that currently reads as follows:

"The following additional equipment is not required for flight into icing conditions as defined by FAR 25, but may be installed on early serial airplanes by using optional accessory Kit AK208-6. On later serial airplanes, this equipment may be included with the flight into known icing package. If installed, this equipment must be fully operational:"

Issued in Kansas City, Missouri, on March 10, 2006.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-2546 Filed 3-15-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

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CORRECTION: [*Federal Register: May 19, 2006 (Volume 71, Number 97); Page 29219; www.access.gpo.gov/su_docs/aces/aces140.html*]

CORRECTION: [*Federal Register: April 5, 2006 (Volume 71, Number 65); Page 16994; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-06-06 The Cessna Aircraft Company: Amendment 39-14514; Docket No. FAA-2006-23648; Directorate Identifier 2006-CE-07-AD.

When Does This AD Become Effective?

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

Are Any Other ADs Affected By This Action?

(b) Yes. This AD supersedes AD 2005-07-01; Amendment 39-14025.

What Airplanes Are Affected by This AD?

(c) This AD affects Models 208 and 208B, all serial numbers, that are certificated in any category.

What is the Unsafe Condition Presented in This AD?

(d) This AD is the result of several accidents/incidents with the affected airplanes during operations in icing conditions, FAA evaluation of Cessna flight test data, Cessna issuing service information, and FAA evaluating the service information. We are issuing this AD to assure that the pilot has enough information to prevent loss of control of the airplane while in-flight during icing conditions.

What Must I Do To Address This Problem?

(e) No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006), incorporate the following revisions into the Airplane Flight Manual (AFM):

Affected airplanes	Incorporate the following AFM revision document
(1) Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers.	Section 2: Limitations and Section 4: Normal Procedures: Temporary Revision 208PHTR05, dated June 27, 2005, to the Pilots Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM).
(2) Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A–114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent horsepower installed, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 6 of the 208 (675 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1352–S1–06, dated June 27, 2005.
(3) Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A–114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 6 of the Cessna Model 208 (600 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1307–S1–06, dated June 27, 2005.
(4) Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A–114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent horsepower installed, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 7 of the 208B (675 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1329–S1–07, dated June 27, 2005.
(5) Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A–114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, equipped with airframe deicing pneumatic boots, that are not of the currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 6 208B (600 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1309–S1–06, dated June 27, 2005.

(f) You must do the following, unless already done. These changes are to the Pilots Operating Handbook (POH) and FAA-approved AFM and to the POH/FAA-approved AFM Supplement S1 "Known Icing Equipment" mandated in paragraph (e) of this AD:

Actions	Compliance	Procedures
(1) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing: You are prohibited from continued flight after encountering moderate or greater icing conditions. The airplane can dispatch into forecast areas of icing but must exit moderate or greater icing conditions if encountered.	No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).	Not Applicable.

Actions	Compliance	Procedures
(2) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing: (i) Insert the text in Appendix 1 of this AD preceding the KINDS OF OPERATION LIMITS paragraph in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM). (ii) Insert the text in Appendix 2 of this AD in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 at the beginning of the paragraph "REQUIRED EQUIPMENT".	No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may insert the information into the POH as specified in paragraph (f)(2) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(3) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing: Install 3 placards with black letters on a white background. The placards shall be located on the instrument panel in one of the following areas: under the radio stack, immediately above the pilot's flight instruments, or below the pilot's vertical speed indicator. Lettering on the placard shall be a minimum height of 1⁄8-inch. (i) Placard 1 shall include the text of Appendix 3 of this AD. (ii) Placard 2 shall include the following text: "120 KIAS Minimum in Icing Flaps UP except 110 KIAS if Climbing to Exit Icing". (iii) Placard 3 shall include the following text: "Disconnect autopilot at first indication of ice accretion".	No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may install the placards as specified in paragraph (f)(3) of this AD. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Actions	Compliance	Procedures
(4) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing: (i) Insert the text in Appendix 4 of this AD under the "AIRSPEED LIMITATIONS" paragraph in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM. (ii) Replace the text in the KNOWN ICING EQUIPMENT SUPPLEMENT S1 UNDER THE "MINIMUM SPEED IN ICING CONDITIONS" paragraph with the text in Appendix 4. (iii) Insert the following text in the LIMITATIONS section of the POH/AFM under the "OTHER LIMITATIONS" paragraph and in the LIMITATIONS section of the KNOWN ICING EQUIPMENT SUPPLEMENT S1 under the "AUTOPILOT OPERATIONS IN ICING CONDITIONS" paragraph: "Disconnect autopilot at first indication of ice accretion".	No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may insert the information into the POH as specified in paragraph (f)(4) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(5) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:. (i) Replace the text in the PERFORMANCE section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 UNDER THE "STALL SPEEDS"paragraph with the text in Appendix 5. (ii) Replace the "WARNING"text in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 under "ENVIRONMENTAL CONDITIONS"with: "FLIGHT IN THESE CONDITIONS ARE PROHIBITED". (iii) Replace the last two sentences in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 under "ENVIRONMENTAL CONDITIONS"with the following text: "Exit strategies should be determined during preflight planning".	No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may insert the information into the POH as specified in paragraph (f)(5) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

How Do I Remove the Icing Prohibition of Paragraph (f)(1) of This AD?

(g) The prohibition from continued flight after encountering moderate or greater icing conditions (the prohibition of paragraph (f)(1) of this AD) may be removed when all of the following occurs:

(1) The FAA, with Cessna's assistance, determines that the aircraft models can operate safely in icing conditions, and any required information from this activity is made available to operators;

(2) The FAA approves a Low Speed Awareness System, that as a minimum incorporates an aural warning and activates at a minimum of 110 KIAS, and it is scheduled for installation on your aircraft within an acceptable amount of time;

(3) You comply with AD 2006-01-11, Amendment 39-14450 (71 FR 1941) (or later revised AD), as required for your aircraft, and

(4) The FAA will notify operators about paragraphs (g)(1) and (g)(2) of this AD by either distribution of a special airworthiness information bulletin (SAIB) such that operators can apply for an alternative method of compliance and/or through a revision of this AD.

May I Request an Alternative Method of Compliance?

(h) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. The alternative method of compliance to AD 2005-07-01, dated June 22, 2005 has now been incorporated into the rule. For information on any already approved alternative methods of compliance, contact Robert P. Busto, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4157; facsimile: (316) 946-4107.

May I Get Copies of the Document Referenced in This AD?

(i) You may obtain the service information referenced in this AD from The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277-7706; telephone: (316) 517-5800; facsimile: (316) 942-9006. 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 FAA-2006-23648; Directorate Identifier 2006-CE-07-AD.

Appendix 1 to AD 2006-06-06–Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)

Insert the following text at the beginning of the KINDS OF OPERATION LIMITS paragraph in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM). This may be done by inserting a copy of this AD into the POH/AFM:

"Continued flight after encountering moderate or greater icing conditions is prohibited. One or more of the following defines moderate icing conditions for this airplane:

Indicated airspeed in level cruise flight at constant power decreases by 20 knots.
Engine torque required to maintain airspeed increases by 400 ft. lbs.

Airspeed of 120 KIAS cannot be maintained in level flight.
An accretion of 1/4-inch of ice is observed on the wing strut.

Disregard any mention of approval for flight in icing conditions within the POH/AFM."

Appendix 2 to AD 2006-06-06–Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)

Insert the following text in the LIMITATIONS section of the POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1, at the beginning of the paragraph "REQUIRED EQUIPMENT". This may be done by inserting a copy of this AD into the POH/AFM:

"Continued flight after encountering moderate or greater icing conditions is prohibited. One or more of the following defines moderate icing conditions for this airplane:

Indicated airspeed in level flight at constant power decreases by 20 knots.
Engine torque required to maintain airspeed increases by 400 ft. lbs.
Airspeed of 120 KIAS cannot be maintained in level flight.
An accretion of 1/4-inch of ice is observed on the wing strut.

Disregard any mention of approval for flight in icing conditions within the POH/AFM."

Appendix 3 to AD 2006-06-06–Cessna Model 208 Airplanes and Model 208B Airplanes, Equipped With Airframe Deicing Pneumatic Boots, That Are Not Currently Prohibited From Flight in Known or Forecast Icing

Install a placard with black letters on a white background. The placard shall be located on the instrument panel in one of the following areas: Under the radio stack, immediately above the pilot's flight instruments, or below the pilot's vertical speed indicator. Lettering on the placard shall be a minimum \1/8\-inch tall and state the following:

"Continued flight after encountering moderate or greater icing conditions is prohibited. One or more of the following defines moderate icing conditions for this airplane:

Airspeed in level flight at constant power decreases by 20 KIAS.
Engine torque required to maintain airspeed increases by 400 ft. lbs.
120 KIAS cannot be maintained in level flight.
Ice accretion of 1/4 inch observed on the wing strut."

Appendix 4 to AD 2006-06-06–Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual Supplement S1

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM) and FAA-Approved Supplement S1

Insert the following text into the LIMITATIONS section under the "AIRSPEED LIMITATIONS" paragraph of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM), and Replace the text in the KNOWN ICING EQUIPMENT SUPPLEMENT S1 under the "MINIMUM SPEED IN ICING CONDITIONS" paragraph with the following text. This may be done by inserting a copy of this AD into the POH/AFM:

Minimum airspeed in icing conditions, for all flight phases including approach, except takeoff and landing:

Flaps up: 120 KIAS
Flaps 10[deg]: 105 KIAS
Flaps 20[deg]: 95 KIAS

Exception for flaps up: when climbing to exit icing conditions airspeed can be reduced to 110 KIAS minimum.

Flaps must be extended during all phases (takeoff and landing included) at airspeeds below 110 KIAS, except adhere to published AFM procedures when operating with ground deicing/anti-icing fluid applied.

WARNING

The aural stall warning system does not function properly in all icing conditions and should not be relied upon to provide adequate stall warning when in icing conditions."

Note: These are minimum speeds for operations in icing conditions. Disregard any reference to the original speeds within the POH/AFM.

Appendix 5 to AD 2006-06-06–Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual Supplement S1

Replace the text in the PERFORMANCE section of the POH/AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 under the "STALL SPEEDS" paragraph with the following text:

"Ice accumulation on the airframe may result in a 20 KIAS increase in stall speed. Either buffet or aural stall warning should be treated as an imminent stall."

"WARNING–The aural stall warning system does not function properly in all icing conditions and should not be relied upon to provide adequate stall warning when in icing conditions."

Issued in Kansas City, Missouri, on March 10, 2006.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-2544 Filed 3-15-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

ENGINE COMPONENTS INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: There is a typo in the Amendment number of AD 2006-10-21, published in the Federal Register (FR), May 18, 2006, page 28769, column one, and page 28771, column three. The amendment number should be "39-14604". We will issue a correction to the FR. We have corrected this copy.

2006-10-21 Engine Components Incorporated (ECi): Amendment 39-14604. Docket No. FAA-2005-21331; Directorate Identifier 2005-NE-07-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 22, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) 360 and 540 series reciprocating engines specified in Table 1 of this AD with Engine Components Incorporated (ECi) connecting rods, part number (P/N) AEL11750 installed, limited to Serial Numbers 54/6 and below and produced between January 2002 and January 2004. They are also identified with forging P/N AEL11488 in raised letters on the web of the beam between the big and small ends of the connecting rod.

TABLE 1.—ENGINE MODELS

Engine models
O–360–A1A, A1AD, A1C, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1LD, A1P, A2A, A2D, A2E, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4K, A4M, A4N, A4P, A5AD, B1A, B1B, B2A, B2B, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D1A, D2A, D2B, F1A6, G1A6, J2A;
HO–360–A1A, B1A, B1B, C1A;
IO–360–B1A, B1B, B1C, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, F1A, L2A;
LO–360–A1G6D, A1H6;
HIO–360–A1A, A1B, B1A, B1B;
AEIO–360–B1B, B1D, B1F, B1F6, B1G6, B2F, B2F6, B4A, H1A, H1B;

Engine models
O–540–A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B4A5, B4B5, D1A5, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5, H1A5, H1A5D, H1B5D, H2A5, H2A5D, H2B5D;
AEIO–540–D4A5, D4B5, D4C5, D4D5;
IO–540–A1A5, B1A5, B1B5, B1C5, C1B5, C1C5, C2C, C4B5, C4C5, C4D5, C4D5D, D4A5, D4B5, D4C5, E1A5, E1B5, E1C5, G1A5, G1B5, G1C5, G1D5, G1E5, G1F5, J4A5, N1A5, P1A5, R1A5, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D;
LTIO–540–K1AD;
TIO–540–C1A, E1A, G1A, H1A, K1AD, AA1AD, AB1AD, AB1BD, AF1A, AF1B, AG1A.

These engines are installed on, but not limited to, the aircraft listed in Table 2 of this AD.

TABLE 2.–AIRCRAFT MODELS

Aircraft manufacturer	Aircraft model
Aero Boero	AB-180, AB-260.
Aero Commander	Lark (100), Aero Commander (500, 500-B, 500-E, 500-U).
Aero Engine Service Ltd.	Victa (R-2).
Aerofab Inc.	Renegade 250, Turbo Renegade (270).
Aviamilano	Flamingo (F-250).
Aviat	Husky.
Avions Pierre Robin	(HR100/250).
Beagle	Airedale (A-109), Husky (D5-180 01-U).
Bellanca Aircraft	Scout (8GCBC-CS, 8GCBC FP), Super Decathlon (8KCAB-180), Aries T-250.
Bolkow	207, Klemm (K1-107C).
Britten-Norman	BN-2.
Brooklanda	Scoutmaster.
C.A.A.R.P.	S A.N. (M-23III), C.A.P. (10).
C. Itoh and Co	Fuji FA-200.
Center Est Aeronautique	Regente (DR-253).
Cerva	(CE-43 Guepard).
Cessna Aircraft	Cardinal C-177A and C-177B, Teal III, TSC (1A3), Skyhawk RG, and C-172RG, Cutlass C-172Q.
Christen	Husky (A-1), Christen. Pitts (S-2S), (S-2B).
DeHavilland	Drover (DHA-3MK3), Heron Conversion.
Dinfia	Ranquel (lA-51), Querandi (1A-45).
Dornier	(DO-28, DO-28-B1, DO-8-B1).
Doyn Aircraft	Doyn-Cessna (170B, 172, 172A, 172B).
Doyn Aircraft	Doyn-Beech (Beech 95).
Doyn Aircraft	Doyn-Piper (PA-23 "160", PA-23 "200", PA-24 "250", PA-23 "250").
Earl Horton	Pawnee (Piper PA-25).
Embraer	Corioca (EMB-710), Impanema "AG."
F.F.A	Bravo (200).
Found Bros	(FBA-2C), Centennial (100).
Fuji	(FA-200).
General Aviation	Model 114.
Gippsland	GA-200.

Aircraft manufacturer	Aircraft model
Great Lakes	Trainer.
Grob	G115/Sport-Acro.
H.A.L.	HPT-32.
Hughes Tool Co.	(269A, 269-A-1, YHO-2HU, 300).
Intermountain Mfg Co.	Call Air (A-6, A-9, IAR821, IAR-822, IAR-826, IAR-823).
Kingsford-Smith	Bushmaster (O-6).
Lake Aircraft	Colonial (C-2, LA-4, 4A or 4P), Seawolf.
Malmo	Vipan (MF-10B, MF1-10).
Maule	Star Rocket MX-7-180, MX-7-180A, Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
Mid-States Mfg. Co.	Twin Courier (H-500), (U-5).
Mooney Aircraft	Master "21" (M-20D, M-20E), Mark "20B", "20D", (M20B, M20C), Statesman (M-20G), Mark "21" (M-20E), "TLS" M20M.
Moravan	Zlin-50L.
Mundry	CAP-10.
Nash Aircraft Ltd	Petrel.
Neiva	1PD-590V.
Norman Aeroplace Co	NAC-1 Freelance.
Omega Aircraft	BS-12D1.
Partenavia	Oscar (P-66).
Penn Yan	Super Cub Conversion.
Pilatus Britten-Norman	Islander (BN-2A-26), Islander (BN-2A-27, Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2).
Piper Aircraft	Comanche (PA-24), Seminole (PA-44), Cherokee "C" (PA-28 "180"), Cherokee "D" (PA-28 "180"), Archer II (PA-28 "180"), Arrow (PA-28 "180R"), Seminole (PA-44), Comanche (PA-24 "150"), Aztec (PA-23 "250"), Cherokee (PA-24 "250"), Pawnee (PA-24 "235"), Cherokee (PA-28 "235"), Aztec (PA-23 "235"), Cherokee (PA-28 "235"), Comanche (PA-24 "260"), Cherokee Six (PA-32 "260"), Pawnee (PA-25 "260"), Aztec B (PA-23 "250"), Comanche (PA-24 "250"), Aztec C (PA-23 "250"), Aztec F, Comanche (PA-24), Turbo Aztec (PA-23-250).
Pitts	S-1S.
Poeschel	P-300.
Procaer	Picchio (F-15-A).
Rawdon Brow	Radon (T-1).
Raytheon Aircraft Co (Beech)	Travel-Air (95, B-95, B-95A, B-95B), Duchess 76, Sport, Musketeer Custom III, Sundowner 180.
Regente	N-591.
Rhein-Flugzeughau	RF-V.
Riley Aircraft	Rocket-Cessna (310), Turbo Rocket, Turbo-Aztec.
Robin	Regent (DR400/180), Remorqueur (DR400/180R), R-3170, Aiglon (R-1180T).
Robinson	R-44.
Rockwell	Commander (114, 114B, 114TC).
S.A.A.B.	Safir (91-D).
Schweizer Aircraft Corporation	269A.

Aircraft manufacturer	Aircraft model
S.O.C.A.T.A.	Tobago (TB-10), Rallye Commodore (MS-893), Rallye 180GI, Sportana Sportsman (RS-180), Rallye 235CA, Rallye 235GT, Rallye 235C, TB-20, Trinidad TB-20, Trinidad TC TB-21.
Shrike	(500-S).
Societe Aeronautique Normande. Mousquetaire	D-140, Jodel (D-140C).
Siai-Marchetti	(S-205, SF-260, SF-208).
Silvercraft	
Std. Helicopter	
Sud	Gardan (GY-180).
Tiger Aircraft LLC (American General)	Tiger.
T. R. Smith Aircraft	Aerostar, (600).
United Consultants	See-Bee.
Utva	75.
Valmet	PIK-23.
Varga	Kachina.
Wassmer	Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40), (WA-50), Europa WA-52, WA-421, WA4-2V.
Yoeman Aviation	YA-1.

Unsafe Condition

(d) This AD results from reports of connecting rods with excessive variation in circularity of the journal bores. We are issuing this AD to prevent fatigue failure of the connecting rod and possible uncommanded shutdown of the engine.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Engines Not Repaired or Overhauled Since New

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

Engines Overhauled or Repaired Since New

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

(1) Before further flight inspect the maintenance records and engine logbook to determine if the overhaul or repair facility used ECi connecting rods, P/N AEL11750.

(2) If the connecting rods are not ECi, P/N AEL11750, no further action is required.

(3) If the connecting rods are ECi, P/N AEL11750, and if the serial number is 54/7 or higher, no further action is required. (Note: 54 is the lot number and 7 is the serial number of the ECi connecting rod.)

(4) If the connecting rods are ECi, P/N AEL11750, having forging P/N AEL11488 in raised letters on the web of the beam, and if the serial number is 54/6 or lower, do the following:

(i) If the connecting rod has 2,000 or more hours time-in-service (TIS), replace the connecting rod with a connecting rod that has a lot number 55 or higher, or that has a P/N not specified in this AD, within 50 hours TIS after the effective date of this AD.

(ii) If the connecting rod has fewer than 2,000 hours TIS, replace the connecting rod with a connecting rod that has a lot number 55 or higher, or that has a P/N not specified in this AD, at the next engine overhaul, or next accessibility of the connecting rod, but no later than 2,000 hours TIS on the connecting rod.

(iii) For the purpose of this AD, connecting rod accessibility is defined as any maintenance action in which a cylinder assembly is removed for maintenance.

(h) After the effective date of this AD, do not install any ECi connecting rod, P/N AEL11750, that has SN 54/6 or lower into any engine.

Alternative Methods of Compliance

(i) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD, if requested, using the procedures found in 14 CFR 39.19.

Related Information

(j) None.

Material Incorporated by Reference

(k) None.

Issued in Burlington, Massachusetts, on May 12, 2006.
Thomas A. Boudreau,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-4646 Filed 5-17-06; 8:45 am]
BILLING CODE 4910-13-P