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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2006-26694; Directorate Identifier 2006-CE-91-AD; Amendment 39-14899; AD 2007-02-12]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Reims Aviation S.A. F406 Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

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**SUMMARY:** We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

\* \* \* several reports regarding discovery of cracks about the rudder pulley bracket part number 6015511-1. This pulley bracket is installed with the "Camera Hole" option.

This AD requires actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** This AD becomes effective February 13, 2007.

The Director of the Federal Register approved the incorporation by reference of REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, Rev. 1, dated October 27, 2006, listed in this AD as of February 13, 2007.

We must receive comments on this AD by February 23, 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 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:** Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone: (816) 329-4144; fax: (816) 329-4090.

### **SUPPLEMENTARY INFORMATION:**

#### **Streamlined Issuance of AD**

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

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

#### **Discussion**

The Direction Generale de L'Aviation Civile (DGAC), which is the aviation authority for France, has issued AD No. F-2005-080, Issue date: May 25, 2005, (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products.

The MCAI states:

\* \* \* several reports regarding discovery of cracks about the rudder pulley bracket part number 6015511-1. This pulley bracket is installed with the "Camera Hole" option. This condition, if left uncorrected, could result in the loss of rudder control on the airplane.

The MCAI requires:

Prior to the next flight, perform initial inspection as specified in the REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58. If no cracking is found following the initial inspection, repeat the inspection every 50 flight hours or 1 month whichever occurs first and at the latest within the next 100 flight hours or 2 months after the effective date of this AD whichever occurs first, install the modified pulley bracket as specified in the REIMS AVIATION INDUSTRIES Service Bulletin No F406-58. If any cracking is found, prior to next flight, install the modified pulley bracket as specified in the REIMS AVIATION INDUSTRIES Service Bulletin No F406-58.

You may obtain further information by examining the MCAI in the AD docket.

## **Relevant Service Information**

Reims Aviation S.A. has issued REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, Rev. 1, dated October 27, 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 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 issuing this AD because we evaluated all information provided by the State of Design Authority and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

## **Differences Between This AD and the MCAI or Service Information**

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

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

## **FAA's Determination of the Effective Date**

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because undetected cracks in the pulley bracket could result in rudder control failure. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

## **Comments Invited**

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include "Docket No. FAA-2006-26694; Directorate Identifier 2006-CE-91-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this 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 AD.

## **Authority for This Rulemaking**

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

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

## **Regulatory Findings**

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

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

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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

## **List of Subjects in 14 CFR Part 39**

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

## **Adoption of the Amendment**

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

### **PART 39—AIRWORTHINESS DIRECTIVES**

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

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

#### **§ 39.13 [Amended]**

2. The FAA amends § 39.13 by adding the following new AD:



**2007-02-12 Reims Aviation S.A.:** Amendment 39-14899; Docket No. FAA-2006-26694; Directorate Identifier 2006-CE-91-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective February 13, 2007.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to the following model and serial number airplanes, certificated in any category.

<b>Model</b>	<b>Serial Nos</b>
F406	0002, 0003, 0004, 0006, 0008, 0009, 0010, 0012, 0013, 0017, 0024, 0025, 0039, 0042, 0044, 0045, 0066, 0070, 0073, 0074, 0075, 0077, 0080 through 0090, and 0092

**Reason**

(d) The mandatory continuing airworthiness information (MCAI) states:

\*\*\* several reports regarding discovery of cracks about the rudder pulley bracket part number 6015511-1. This pulley bracket is installed with the "Camera Hole" option. This condition, if left uncorrected, could result in the loss of rudder control on the airplane.

**Actions and Compliance**

(e) Unless already done, do the following actions.

(1) Within the next 10 hours time-in-service (TIS) after February 13, 2007. (the effective of this AD), perform the initial inspection as specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, Rev. 1, dated October 27, 2006.

(2) If no cracking is found following the initial inspection required in paragraph (e)(1) of this AD, repeat the inspection every 50 flight hours or 1 month, whichever occurs first, until the conditions specified in paragraph (e)(3) of this AD are met.

(3) Within the next 100 hours TIS or 2 months after February 13, 2007. (the effective of this AD), whichever occurs first, install the modified pulley bracket as specified in REIMS AVIATION INDUSTRIES Service Bulletin No F406-58, Rev. 1, dated October 27, 2006.

(4) If any cracking is found during the inspection required in paragraph (e)(1) of this AD, prior to next flight, install the modified pulley bracket as specified in REIMS AVIATION INDUSTRIES Service Bulletin No F406-58, Rev. 1, dated October 27, 2006.

(5) The modified pulley bracket specified in REIMS AVIATION INDUSTRIES Service Bulletin No F406-58, Rev. 1, dated October 27, 2006, may be installed at any time after the inspection required in paragraph (e)(1) of this AD, but must be installed prior to further flight if cracking is found.

### **FAA AD Differences**

Note: This AD differs from the MCAI and/or service information as follows: No differences.

### **Other FAA AD Provisions**

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Mike Kiesov, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et.seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

### **Related Information**

(g) Refer to Direction Generale de L'Aviation Civile AD No. F-2005-080, Issue date: May 25, 2005, and REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, Rev. 1, dated October 27, 2006, for related information.

### **Material Incorporated by Reference**

(h) You must use REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, Rev. 1, dated October 27, 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 REIMS AVIATION INDUSTRIES, Aerodrome de Reims Prunay, 51360 Prunay, France, A l'attention du Support Client; telephone 03.26.48.46.53; fax: 03.26.49.18.57.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri on January 12, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-774 Filed 1-23-07; 8:45 am]