Exception to Service Bulletin

(i) Where the service bulletin specifies to contact Boeing for appropriate action, do the corrective action using a method approved in accordance with paragraph (l) of this AD.

Credit for Certain Corrective Actions

(j) Reworking the lugs on the bulkhead fitting of the rear engine mount as specified in paragraphs (b)(2), (e), and (f) of AD 2001–15–15, amendment 39–12349, is acceptable for compliance with accomplishing the corrective action specified in ''Part 3—Rear Engine Mount Bulkhead Inspection and Lug Overhaul and Upper Fitting Overhaul and Bolt Replacement'' of the service bulletin.

New Requirements of This AD

Terminating Action—Repetitive Replacement or Overhaul of All Thrust Links

(k) At the applicable compliance times specified in Table 1 of this AD: Repetitively replace the thrust link of the rear engine mount of struts 1, 2, 3, and 4 with a new or overhauled thrust link, in accordance with Part 2 of the service bulletin; except as provided by paragraph (i) of this AD. During any replacement required by this paragraph, an existing thrust link may be replaced with a new or overhauled thrust link having P/N 65B90360–1, –4 or –7, provided that the applicable repetitive interval specified in Table 1 of this AD is complied with. If a fractured thrust link is found during any replacement or overhaul done in accordance with this paragraph: Before further flight, do the corrective actions specified in paragraph (h)(2) of this AD. Repetitive replacement of all thrust links having P/N 65B90360–1 or –4 terminates the repetitive inspections required by paragraph (g) of this AD. Accomplishing the repetitive replacement or overhaul of a thrust link required by paragraph (h) of this AD constitutes compliance with the requirements of this paragraph for that thrust link only.

TABLE 1.—COMPLIANCE TIMES

For thrust link P/N—	Initial replacement—	Repetitive interval—
65B90360–1 or –4	Within 36 months after the effective date of this AD.	Thereafter at intervals not to exceed 6,000 flight cycles.
65B90360–7	Within 12,000 flight cycles after the new thrust link has been installed.	Thereafter at intervals not to exceed 12,000 flight cycles.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) The actions identified in paragraphs (g) and (k) of this AD are approved as an AMOC to paragraphs (c) and (d) of AD 2004–07–22, amendment 39–13566, for the inspections of structural significant item S–2, for the thrust links only, of Boeing Supplemental Structural Inspection Document D6–35022, Revision G, dated December 2000. All provisions of AD 2004–07–22 that are not specifically referenced in this paragraph, including the initial inspection threshold required by paragraph (d) of AD 2004–07–22, remain fully applicable and must be complied with.

(5) AMOCs approved previously in accordance with AD 2005–19–06, amendment 39–14271, are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 747–71A2309, dated August 18, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. On September 30, 2005 (70 FR 54474, September 15, 2005), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747–71A2309, dated August 18, 2005. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL–401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov;* or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on April 13, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–3796 Filed 4–20–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–24364; Directorate Identifier 2004–NM–272–AD; Amendment 39–14534; AD 2006–07–07]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300 B4–600, B4–600R, and F4–600R Series Airplanes, and Model C4–605R Variant F Airplanes (Collectively Called A300–600 Series Airplanes)

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

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a typographical error in an existing airworthiness directive (AD) that was published in the **Federal Register** on March 31, 2006 (71 FR 16206). The error resulted in an incorrect Docket No. This AD applies to certain Airbus Model A300–600 series airplanes. This AD requires modifying nine bolt holes in the vertical flange to prevent cracking before the inspection threshold of AD 98–18–02.

DATES: Effective April 17, 2006.

ADDRESSES: The AD docket contains the proposed AD, comments, and any final disposition. You may examine the AD docket on the Internet at *http://dms.dot.gov,* or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office

(telephone (800) 647–5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street, SW., room PL–401, Washington, DC. This docket number is FAA–2006–24364; the directorate identifier for this docket is 2004–NM–272–AD.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, ANM–116, International Branch, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2797; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: On March 15, 2006, the FAA issued AD 2006–07–07, amendment 39–14534 (71 FR 16206, March 31, 2006), for certain Airbus Model A300–600 series airplanes. The AD requires modifying nine bolt holes in the vertical flange to prevent cracking before the inspection threshold of AD 98–18–02.

As published, the AD lists the Docket No. as FAA–2006–24124. The correct Docket No. is FAA–2006–24364.

No other part of the regulatory information has been changed; therefore, the final rule is not republished in the **Federal Register**.

The effective date of this AD remains April 17, 2006.

In the **Federal Register** of March 31, 2006, on page 16206, in the first column; on page 16207, in the third column; and on page 16208 in the second column; the Docket No. of AD 2006–07–07 is corrected to read as follows: FAA–2006–24364.

Issued in Renton, Washington, on April 13, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–3797 Filed 4–20–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–24117; Directorate Identifier 2006–NE–07–AD; Amendment 39–14570; AD 2006–08–13]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney Canada (PWC) PW535A Turboshaft Engines

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

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Pratt & Whitney Canada (PWC) PW535A turboshaft engines with serial numbers (SNs) lower than DC0241, and with hydromechanical fuel control (HFC) part number (P/N) 819735–4, 819735–5, or 819735–6 installed. This AD requires inspection and verification of the proper adjustment of the ratio unit setscrew adjustment of installed HFC units. This AD results from incidents of PW535A turboshaft engines experiencing lack of response to the power lever input during attempted engine acceleration, due to an incorrect adjustment of the HFC ratio unit setscrew. We are issuing this AD to prevent lack of engine response to power lever input, which could cause a single or dual engine in-flight shutdown event.

DATES: Effective May 8, 2006. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of May 8, 2006. We must receive any comments on this AD by June 20, 2006.

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

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

Contact Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; telephone 800–268–8000; fax 450–647–2888, for the service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238–7178; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: Transport Canada, which is the airworthiness authority for Canada, recently notified us that an unsafe condition may exist on PWC PW535A turboshaft engines with SNs lower than DC0241. Transport Canada advises that they received reports of incidents of PW535A turboshaft engines experiencing lack of response to the power lever input during engine acceleration, due to an incorrect adjustment of the HFC ratio unit setscrew. Two events resulted in engine in-flight shutdowns.

Relevant Service Information

We have reviewed and approved the technical contents of PWC Alert Service Bulletin (ASB) No. PW500–72–A30257, Revision 1, dated December 3, 2004, that describes procedures for inspecting and verifying proper adjustment of the ratio unit setscrew of installed HFC units. Transport Canada classified this ASB as mandatory and issued AD CF–2004–28 in order to ensure the airworthiness of these PWC engines in Canada.

Bilateral Airworthiness Agreement

This PW535A turboshaft engine model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, Transport Canada kept the FAA informed of the situation described above. We have examined the findings of Transport Canada, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other PW535A turboshaft engines of the same type design. We are issuing this AD to prevent lack of engine response to power lever input, which could cause a single or dual engine in-flight shutdown event. This AD requires inspection and verification of the proper adjustment of the ratio unit setscrew of installed HFC units. You must use the service information described previously to perform the actions required by this AD.

FAA's Determination of the Effective Date

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