

responsibilities among the various levels of government. Therefore, in accordance with section 6 of Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to warrant the preparation of a federalism summary impact statement.

G. Executive Order 12988

This rule meets the applicable standards set forth in sections 3(a) and 3(b)(2) of Executive Order 12988.

H. Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995, Public Law 104-13, all Departments are required to submit to the Office of Management and Budget (OMB), for review and approval, any reporting requirements inherent in a rule. This interim rule does not impose any additional information collection burden or affect information currently collected by USCIS.

List of Subjects in 8 CFR Part 103

Administrative practice and procedure, Authority delegations (Government agencies), Freedom of information, Privacy, Reporting and recordkeeping requirements, Surety bonds.

■ Accordingly, part 103 of chapter I of title 8 of the Code of Federal Regulations is amended as follows:

PART 103—POWERS AND DUTIES; AVAILABILITY OF RECORDS

■ 1. The authority citation for part 103 continues to read as follows:

Authority: 5 U.S.C. 301, 552, 552a; 8 U.S.C. 1101, 1103, 1304, 1356; 31 U.S.C. 9701; Public Law 107-296, 116 Stat. 2135 (6 U.S.C. 1 *et seq.*); E.O. 12356, 47 FR 14874, 15557, 3 CFR, 1982 Comp., p. 166; 8 CFR part 2.

■ 2. Section 103.2(f)(2) is revised to read as follows:

§ 103.2 Applications, petitions, and other documents.

* * * * *

(f) * * *
(2) *Applications and petitions eligible for Premium Processing Service.* USCIS will designate and terminate petitions and applications and classifications within such petitions and applications as eligible for Premium Processing Service by publication of notices in the **Federal Register**. USCIS will announce by its Web site at <http://www.uscis.gov> the dates upon which the availability of Premium Processing Service begins and ends for a designated petition or application and any designated classifications within a designated

petition or application, and applicable conditions of availability.

* * * * *

Dated: May 4, 2006.

Michael Chertoff,

Secretary.

[FR Doc. 06-4754 Filed 5-22-06; 8:45 am]

BILLING CODE 4410-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. CE244, Special Condition 23-184-SC]

Special Conditions; Avidyne Corporation, Inc.; Various Airplane Models; Protection of Systems for High Intensity Radiated Fields (HIRF)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments.

SUMMARY: These special conditions are issued to Avidyne Corporation, 55 Old Bedford Road, Lincoln, MA 01773, for a Supplemental Type Certificate for the models listed under the heading "Type Certification Basis." This special condition includes various airplane models to streamline the certification process needed to improve the safety of the airplane fleet by fostering the incorporation of new technologies that can be certificated affordably under 14 CFR part 23.

The airplanes listed under this multi-model approval will have novel and unusual design features when compared to the state of technology envisaged in the applicable airworthiness standards. These novel and unusual design features include the installation of the Entegra II Avionics System, consisting of: (2) Model 700-0003-() Integrated Flight Displays (IFD), (2) Model 700-00011-() Magnetometer/OAT sensors, and (1) Model 700-00085-000 Keyboard/Controller. These components are all manufactured by Avidyne Corporation, Inc. The applicable regulations do not contain adequate or appropriate airworthiness standards for the protection of these systems from the effects of high intensity radiated fields (HIRF). These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to the airworthiness standards applicable to these airplanes.
DATES: The effective date of these special conditions is May 10, 2006.

Comments must be received on or before June 22, 2006.

ADDRESSES: Comments may be mailed in duplicate to: Federal Aviation Administration, Regional Counsel, ACE-7, Attention: Rules Docket Clerk, Docket No. CE244, Room 506, 901 Locust, Kansas City, Missouri 64106. All comments must be marked: Docket No. CE244. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4 p.m.

FOR FURTHER INFORMATION CONTACT: Wes Ryan, Aerospace Engineer, Standards Office (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4123.

SUPPLEMENTARY INFORMATION: The FAA has determined that notice and opportunity for prior public comment hereon are impracticable because the substance of these special conditions has been subject to the public comment process in several prior instances with no substantive comments received. The FAA, therefore, finds that good cause exists for making these special conditions effective upon issuance.

Comments Invited

Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator. The special conditions may be changed in light of the comments received. All comments received will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must include a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. CE244." The postcard will be date stamped and returned to the commenter.

Background

In early 2006, the Avidyne Corporation, 55 Old Bedford Road, Lincoln, MA 01773, made an application to the FAA for a new

Supplemental Type Certificate for airplane models listed under the type certification basis. The models are currently approved under the type certification basis listed in the paragraph headed "Type Certification Basis." The proposed modification incorporates a novel or unusual design feature, such as digital avionics system that may be vulnerable to HIRF external to the airplane.

Type Certification Basis

Under the provisions of 14 CFR part 21, § 21.101, Avidyne Corporation, must show that affected airplane models, as changed, continue to meet the applicable provisions, of the regulations incorporated by reference in Type Certificate Numbers listed below or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in

the type certificate are commonly referred to as the original "type certification basis" and can be found in the Type Certificate Numbers listed below. In addition, the type certification basis of airplane models that embody this modification will include §§ 23.1301, 23.1309, 23.1311, and 23.1321, 23.1322 of Amendment 23-49; exemptions, if any; and the terms of this special condition.

FINAL SPECIAL CONDITIONS

[Approved Model List—Part 23 Class I & II (AC 23.1309-1C)]

| Aircraft make | Aircraft model(s) | Type certificate No. | Certification basis (see Note 1) |
|--|---|------------------------------|----------------------------------|
| Aerostar Aircraft Corporation. Cessna Aircraft Company. | PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P). | A17WE | 14 CFR Part 23. |
| | 172R, 172S | 3A12 | 14 CFR Part 23. |
| | 182S, 182T, T182T | 3A13 | 14 CFR Part 23. |
| | 206H, T206H | A4CE | 14 CFR Part 23. |
| | T303 | A34CE | 14 CFR Part 23. |
| | 310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, E310H, E310J, T310P, 310Q, T310Q, 310R, T310R. | 3A10 | CAR 3. |
| | 320, 320-1, 320A, 320B, 320C, 320D, 320E, 320F, 340, 340A, 335, 340, 340A. | 3A25 | CAR 3. |
| | 336 | A2CE | CAR 3. |
| | 337, 337A (USAF O2B), 337B, 337C, 337D, 337E, 337F, 337G, 337H, M337B (USAF O2A), P337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, T337H-SP. | A6CE | CAR 3, 14 CFR Part 23. |
| | Columbia Aircraft Manufacturing. | LC40-550FG, LC42-550FG | A00003SE |
| Commander Aircraft | 112, 114, 112TC, 112B, 112TCA, 114A, 114B, 114TC | A12SO | CAR 3. |
| de Havilland Inc | DHC-2 Mk. I, DHC-2 Mk. II, DHC-2 Mk. III | A-806 | CAR 3. |
| Diamond Aircraft Industries. | DA 20-A1, DA20-C1 | TA4CH | 14 CFR Part 23. |
| | DA40 | A47CE | 14 CFR Part 21, 14 CFR Part 23. |
| | DA42 | A57CE | 14 CFR Part 21, 14 CFR Part 23. |
| Maule Aerospace Technology, Inc. | Bee Dee M-4, M-5-180C, MXT-7-160, M-4, M-5-200, MX-7-180A, M-4C, M-5-210C, MXT-7-180, M-4S, M-5-210TC, MX-7-180B, M-4T, M-5-220C, MXT-7-420, M-4-180C, M-5-235C, M-7-235B, M-4-180S, M-6-180, M-7-235A, M-4-180T, M-6-235, M-7-235C, M-4-210, M-7-235, MX-7-180C, M-4-210C, MX-7-235, M-7-260, M-4-210S, MX-7-180, MT-7-260, M-4-210T, MX-7-420, M-7-260C, M-4-220, MXT-7-180, M-7-420AC, M-4-220C, MT-7-235, MX-7-160C, M-4-220S, M-8-235, MX-7-180AC, M-4-220T, MX-7-160. | 3A23 | CAR 3. |
| Mooney Aircraft Corp | M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S. | 2A3 | CAR 3. |
| | M22 | A6SW | CAR 3. |
| Partenavia Costruzioni Aeronauticas S.p.A. | P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER", AP68 TP series 300, P 68TC "OBSERVER", AP68TP 600, P 68 "OBSERVER 2". | A31EU | 14 CFR Part 23. |
| The New Piper Aircraft, Inc. | PA-28-160, PA-28-150, PA-28-180, PA-28S-160, A-28S-180, PA-28-235, PA-28-140 2 PCLM, PA-28-140 4 PCLM, PA-28R-180, PA-28R-200, PA-28R-200, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-181, PA-28-161, PA-28-161, PA-28-161, PA-28R-201, PA-28R-201T, PA-28-236, PA-28RT-201, PA-28RT-201, PA-28RT-201T, PA-28-201T. | 2A13 | CAR 3. |
| | PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300, PA-32RT-300T, PA-32R-301, PA-32R-301, PA-32R-301T, PA-32-301, PA-32-301T, PA-32R-301T. | A3SO | CAR 3. |
| | PA-30, PA-39, PA-40 | A1EA | CAR 3. |
| | PA-34-200, PA-34-200T, PA-34-220T, PA-34-220T, PA-34-220T | A7SO | CAR 3. |
| | PA-44-180, PA-44-180, PA-44-180T | A19SO | 14 CFR Part 23. |
| | PA-46-310P, PA-46-350P, PA-46-500TP | A25SO | 14 CFR Part 23. |
| Raytheon Aircraft Company. | A36, B36TC, G36 | 3A15 | CAR 3. |
| | 58 and 58A | 3A16 | CAR 3. |
| | 58P and 58PA, 58TC and 58TCA | A23CE | 14 CFR Part 23. |
| REVO, Incorporated | Lake LA-4, LA-4A, LA-4P, Lake LA-4-200, Lake 250 | 1A13 | CAR 3, 14 CFR Part 23. |
| SOCATA-Groupe AEROSPATIALE. | TB 20, TB 10, TB 21, TB9, TB 200 | A51EU | 14 CFR Part 23. |

FINAL SPECIAL CONDITIONS—Continued
 [Approved Model List—Part 23 Class I & II (AC 23.1309-1C)]

| Aircraft make | Aircraft model(s) | Type certificate No. | Certification basis (see Note 1) |
|----------------------|----------------------------|----------------------|----------------------------------|
| Twin Commander | 500, 520, 560, 560-A | 6A1 | CAR 3. |

FINAL SPECIAL CONDITIONS
 [Approved Model List—Part 23 Class III]

| Aircraft make | Aircraft model(s) | Type certification No. | Certificate basis (see Note 1) |
|--|--|------------------------|--------------------------------|
| Aerostar Aircraft Corporation. | PA-60-700P (Aerostar 700P) | A17WE | 14 CFR Part 23. |
| Cessna Aircraft Company. | 208, 208A, 208B | A37CE | 14 CFR Part 23. |
| | 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425. | A7CE | CAR 3. |
| | 404, 406 | A25CE | 14 CFR Part 23. |
| | 441 | A28CE | 14 CFR Part 23. |
| de Havilland Inc. | (Twin Otter) DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300 | A9EA | CAR3. |
| Fairchild | SA26-T, SA26-AT, SA226-T, SA226-AT, SA226-T(B), SA227-AT, SA227-TT. | A5SW | CAR3. |
| Mitsubishi Heavy Industries, Ltd. | MU-2B, MU-2B-10, MU-2B-20, MU-2B-15, MU-2B-30, MU-2B-35, MU-2B-25, MU-2B-36, MU-2B-26. | A2PC | CAR 3. |
| | MU-2B-25, MU-2B-35, MU-2B-26, MU-2B-36, MU-2B-26A, MU-2B-36A, MU-2B-40, MU-2B-60. | A10SW | CAR 3. |
| Partenavia Costruzioni Aeronauticas S.p.A. | “SPARTACUS”, AP68TP 600 “VIATOR”, VA300 | A31EU | 14 CFR Part 23. |
| Piaggio Aero Industries S.p.A. | P-180 | A59EU | 14 CFR Part 23. |
| Pilatus Aircraft Limited .. | PC-12, PC-12/45 | A78EU | 14 CFR Part 23. |
| | 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, PC-6/C1-H2. | 7A15 | CAR 3. |
| The New Piper Aircraft, Inc. | PA-31, PA-31-300, PA-31-325, PA-31-350 | A20SO | CAR 3 |
| | PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31P-350 | A8EA | CAR 3. |
| | PA-42, PA-42-720, PA-42-720R, PA-42-1000 | A23SO | 14 CFR Part 23. |
| Raytheon Aircraft Company. | A100 (U-21F), A100A, A100C, B100 | A14CE | 14 CFR Part 23 |
| | F90 | A31CE | 14 CFR Part 23. |
| | E50 (L-23D, RL-23D), C50, F50, D50 (L-23E), G50, D50A H50, D50B, J50, D50C, D50E, D50E-5990. | 5A4 | CAR 3. |
| | 60, A60, B60 | A12CE | 14 CFR Part 23. |
| | 65, 65-A90-1, A65, 65-A90-2, A65-8200, 65-A90-3, 65-80, 65-A90-4, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-90, 65-A90, 70, B90, C90, C90A, E90, H90. | 3A20 | CAR 3, 14 CFR Part 23. |
| SOCATA—Groupe AEROSPATIALE. | TBM 700 | A60EU | 14 CFR Part 23. |
| Twin Commander | 560-F, 681, 680, 690, 680E, 685, 680F, 690A, 720, 690B, 680FL, 690C, 680FL(P), 690D, 680T, 695, 680V, 695A, 680W, 695B. | 2A4 | CAR 3. |
| | 500-A, 500-B, 500-U, 560-E, 500-S | 6A1 | CAR 3. |
| | 700 | A12SW | 14 CFR Part 23. |

Note 1: The Certification Basis listing refers to the Certification Basis listed on the Type Certificate Data Sheet for each model. The modified aircraft will be compliant with the latest amendment of the regulations applicable to the modification. In particular, the revised Certification Basis will incorporate §§ 23.1301, 23.1309, 23.1311, 23.1321, 23.1322, 23.1353 at amendment 49, and the terms of this Special Condition. Also, each model will be added to the Approved Model List (AML) using a prototyping approach, where the model is only added to the Supplemental Type Certificate as installations are accomplished and evaluated on each model. This combined special condition is being issued simply to avoid having to re-issue a repeated Special

Condition document for each model listed on this multi-model approval.

Discussion

If the Administrator finds that the applicable airworthiness standards do not contain adequate or appropriate safety standards because of novel or unusual design features of an airplane, special conditions are prescribed under the provisions of § 21.16.

Special conditions, as appropriate, as defined in § 11.19, are issued in accordance with § 11.38 after public notice and become part of the type

certification basis in accordance with § 21.101 (b)(2) of Amendment 21-69.

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplemental type certificate to modify any other model already included on the same type certificate to incorporate the same novel or unusual design feature, the special conditions would also apply to the other model under the provisions of Section 21.101.

Novel or Unusual Design Features

Avidyne Corporation plans to incorporate certain novel and unusual

design features into an airplane for which the airworthiness standards do not contain adequate or appropriate safety standards for protection from the effects of HIRF. These features include Electronic Flight Instrument Systems (EFIS), which are susceptible to the HIRF environment, that were not envisaged by the existing regulations for this type of airplane.

Protection of Systems From High Intensity Radiated Fields (HIRF)

Recent advances in technology have given rise to the application in aircraft designs of advanced electrical and electronic systems that perform functions required for continued safe flight and landing. Due to the use of sensitive solid-state advanced components in analog and digital electronics circuits, these advanced systems are readily responsive to the transient effects of induced electrical current and voltage caused by the HIRF. The HIRF can degrade electronic systems performance by damaging components or upsetting system functions.

Furthermore, the HIRF environment has undergone a transformation that was not foreseen when the current requirements were developed. Higher energy levels are radiated from transmitters that are used for radar, radio, and television. Also, the number of transmitters has increased significantly. There is also uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling to cockpit-installed equipment through the cockpit window apertures is undefined.

The combined effect of the technological advances in airplane design and the changing environment has resulted in an increased level of vulnerability of electrical and electronic systems required for the continued safe flight and landing of the airplane. Effective measures against the effects of exposure to HIRF must be provided by the design and installation of these systems. The accepted maximum energy levels in which civilian airplane system installations must be capable of operating safely are based on surveys and analysis of existing radio frequency emitters. These special conditions require that the airplane be evaluated under these energy levels for the protection of the electronic system and its associated wiring harness. These external threat levels, which are lower than previous required values, are believed to represent the worst case to which an airplane would be exposed in the operating environment.

These special conditions require qualification of systems that perform critical functions, as installed in aircraft, to the defined HIRF environment in paragraph 1 or, as an option to a fixed value using laboratory tests, in paragraph 2, as follows:

(1) The applicant may demonstrate that the operation and operational capability of the installed electrical and electronic systems that perform critical functions are not adversely affected when the aircraft is exposed to the HIRF environment defined below:

| Frequency | Field strength (volts per meter) | |
|-----------------------|----------------------------------|---------|
| | Peak | Average |
| 10 kHz–100 kHz | 50 | 50 |
| 100 kHz–500 kHz | 50 | 50 |
| 500 kHz–2 MHz | 50 | 50 |
| 2 MHz–30 MHz | 100 | 100 |
| 30 MHz–70 MHz | 50 | 50 |
| 70 MHz–100 MHz | 50 | 50 |
| 100 MHz–200 MHz | 100 | 100 |
| 200 MHz–400 MHz | 100 | 100 |
| 400 MHz–700 MHz | 700 | 50 |
| 700 MHz–1 GHz | 700 | 100 |
| 1 GHz–2 GHz | 2000 | 200 |
| 2 GHz–4 GHz | 3000 | 200 |
| 4 GHz–6 GHz | 3000 | 200 |
| 6 GHz–8 GHz | 1000 | 200 |
| 8 GHz–12 GHz | 3000 | 300 |
| 12 GHz–18 GHz | 2000 | 200 |
| 18 GHz–40 GHz | 600 | 200 |

The field strengths are expressed in terms of peak root-mean-square (rms) values.

or,

(2) The applicant may demonstrate by a system test and analysis that the electrical and electronic systems that perform critical functions can withstand a minimum threat of 100 volts per meter, electrical field strength, from 10 kHz to 18 GHz. When using this test to show compliance with the HIRF requirements, no credit is given for signal attenuation due to installation.

A preliminary hazard analysis must be performed by the applicant, for approval by the FAA, to identify either electrical or electronic systems that perform critical functions. The term "critical" refers to functions, whose failure would contribute to, or cause, a failure condition that would prevent the continued safe flight and landing of the airplane. The systems identified by the hazard analysis that perform critical functions are candidates for the application of HIRF requirements. A system may perform both critical and non-critical functions. Primary electronic flight display systems, and their associated components, perform critical functions such as attitude, altitude, and airspeed indication. The HIRF requirements apply only to critical functions.

Compliance with HIRF requirements may be demonstrated by tests, analysis, models, similarity with existing systems, or any combination of these. Service experience alone is not acceptable since normal flight operations may not include an exposure to the HIRF environment. Reliance on a system with similar design features for redundancy as a means of protection against the effects of external HIRF is generally insufficient since all elements of a redundant system are likely to be exposed to the fields concurrently.

Applicability

As discussed above, these special conditions are applicable to one modification to the airplane models listed under the heading "Type Certification Basis." Should Avidyne Corporation apply to extend this modification to include additional airplane models, the special conditions would extend to these models as well under the provisions of § 21.101.

Conclusion

This action affects only certain novel or unusual design features of one modification to several models of airplanes. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of some airplane models, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 23

Aircraft, Aviation safety, Signs and symbols.

Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113 and 44701; 14 CFR 21.16 and 21.101; and 14 CFR 11.38 and 11.19.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for airplane models listed under the "Type Certification Basis" heading modified by Avidyne Corporation, to add an EFIS.

1. *Protection of Electrical and Electronic Systems from High Intensity Radiated Fields (HIRF)*. Each system that performs critical functions must be designed and installed to ensure that the operations, and operational capabilities of these systems to perform critical functions, are not adversely affected when the airplane is exposed to high intensity radiated electromagnetic fields external to the airplane.

2. For the purpose of these special conditions, the following definition applies: *Critical Functions*: Functions whose failure would contribute to, or cause, a failure condition that would prevent the continued safe flight and landing of the airplane.

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

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-4753 Filed 5-22-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24815; Directorate Identifier 2006-NM-101-AD; Amendment 39-14608; AD 2006-11-04]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A318, A319, A320, and A321 Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) that applies to certain Airbus Model A319, A320, and A321 airplanes. The existing AD currently requires a one-time ultrasonic inspection for certain airplanes, and repetitive detailed inspections for all airplanes, for cracking in the forward lug of the support rib 5 fitting of both main landing gear (MLG), and repair if necessary. The existing AD also provides for optional terminating

actions. This AD removes the requirement for the one-time ultrasonic inspection and reduces the compliance time and repetitive interval for the detailed inspection of all airplanes. This AD also adds certain Airbus Model A318 airplanes to the applicability. This AD continues to provide optional terminating action for certain airplanes, as well as other optional methods of complying with the AD's requirements. This AD results from a new crack that was found in the forward lug of the MLG support rib 5 fitting. We are issuing this AD to detect and correct cracking in the forward lug of the MLG, which could result in failure of the lug and consequent collapse of the MLG during takeoff or landing.

DATES: This AD becomes effective June 7, 2006.

We must receive any comments on this AD by July 24, 2006.

ADDRESSES: Use one of the following addresses to submit comments 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.

- 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for service information identified in this AD.

You may examine the contents of the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, on the plaza level of the Nassif Building, Washington, DC. This docket number is FAA-2006-24815; the directorate identifier for this docket is 2006-NM-101-AD.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2141; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

On June 6, 2005, the FAA issued AD 2005-12-07, amendment 39-14123 (70 FR 39559, July 8, 2005). That AD applies to certain Airbus Model A319, A320, and A321 series airplanes. That AD requires a one-time ultrasonic inspection for certain airplanes, and repetitive detailed inspections for all airplanes, for cracking in the forward lug of the support rib 5 fitting of both main landing gear (MLG), and repair if necessary. That AD also provides for optional terminating actions. That AD resulted from a report of a crack found in the forward lug of the right-hand MLG rib 5 fitting during greasing of both MLG pintle bearings. The actions specified in that AD are intended to find and fix cracking in the forward lug of the MLG, which could result in failure of the lug and consequent collapse of the MLG during landing.

Actions Since AD Was Issued

Since we issued that AD, a new crack was found in the forward lug of a MLG support rib, the same area subject to inspection under AD 2005-12-07. Investigation revealed the need to reduce the inspection threshold and repetitive interval of the detailed inspection currently required by the existing AD. It has also been determined that the ultrasonic inspection required by the existing AD for certain airplanes is no longer necessary because of the reduced threshold for the detailed inspection.

It has been determined that certain Airbus Model A318 airplanes should be subject to the same inspections required for Model A319, A320, and A321 airplanes by AD 2005-12-07.

The European Aviation Safety Agency (EASA) issued emergency airworthiness directive 2006-0069R1, dated April 7, 2006, to ensure the continued airworthiness of these airplanes in the European Union.

FAA's Determination and Requirements of This AD

These airplane models are manufactured in France and are 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. As described in FAA Order 8100.14A, "Interim Procedures for Working with the European Community on Airworthiness Certification and Continued Airworthiness," dated August 12, 2005, the EASA has kept the FAA informed of the situation described above. We have examined the EASA's