Service Bulletin

(f) The term ''service bulletin,'' as used in this AD, means the Accomplishment Instructions of Raytheon Service Bulletin SB 24–3713, dated November 2005.

Review of Logbook

(g) Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, review the airplane logbook to determine whether GCU installation kit, P/N 128–3001–1 P or 128–3001–3 P, is installed, in accordance with the service bulletin.

Installation Kit Not Found Installed: Replacement of Shinko GCUs

(h) If no GCU installation kit, P/N 128–3001–1 P or 128–3001–3 P, is found installed or if the kit P/N cannot be conclusively determined during the review required by paragraph (g) of this AD: Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, replace the Shinko GCUs with new Lucas Aerospace/Goodrich GCUs (installation kit P/N 128–3001–1 P or 128–3001–3 P), in accordance with the service bulletin.

Installation Kit Found Installed: Inspections of GCUs and Current Sense Transformers and Replacement of Transformers as Applicable

(i) If any GCU installation kit, P/N 128–3001–1 P or 128–3001–3 P is found installed during the review required by paragraph (g) of this AD: Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, inspect to determine the P/N of both GCUs, in accordance with the service bulletin; and at the times specified in Table 2 of this AD, do the applicable action(s) in that table.

TABLE 2.—INSPECTION AND REPLACEMENT OF CURRENT SENSE TRANSFORMERS

If—	Then, within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first—	If—	Then—
(1) Both GCUs have P/N 45AS88801–19 or –25.	Inspect to determine the P/N of both current sense transformers on the lower inboard quadrant of the left-hand and right-hand engine inlets, in accordance with the service bulletin.	Both current sense transformers have P/N 45AS88801–21.	No further action is required by this AD.
		Either current sense transformer is not identified with P/N 45AS88801–21.	Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, replace the current sense transformer with a new transformer, P/N 45AS88801–21, in accordance with the service bulletin.
(2) Either GCU does not have P/N 45AS88801–19 or –25.	Replace the GCU with a new GCU, P/N 45AS88801–19 or –25, and inspect to determine the P/N of both current sense transformers on the lower inboard quadrant of the left-hand and right-hand engine inlets, in accordance with the service bulletin.	Both current sense transformers have P/N 45AS88801–21.	No further action is required by this AD.
		Either current sense transformer is not identified with P/N 45AS88801–21.	Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, replace the current sense transformer with a new transformer, P/N 45AS88801–21, in accordance with the service bulletin.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Wichita Aircraft Certification Office, 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.

Material Incorporated by Reference

(k) You must use Raytheon Service Bulletin SB 24–3713, dated November 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201–0085, 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 July 20, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6–12107 Filed 7–28–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–21691; Directorate Identifier 2005–NE–13–AD; Amendment 39–14701; AD 2006–16–01]

RIN 2120–AA64

Airworthiness Directives; Hamilton Sundstrand Model 14RF–19 Propellers

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) for Hamilton Sundstrand model 14RF–19 propellers. That AD currently requires replacing certain actuator yokes with improved actuator yokes. This AD requires the same actions. This AD results from the discovery of a part number (P/N) error in the applicability paragraph of AD 2006–12–19. We are

issuing this AD to prevent actuator yoke arms breaking during flight, which could cause high propeller vibration and contribute to reduced controllability of the airplane.

DATES: Effective August 30, 2006. The Director of the Federal Register previously approved the incorporation by reference of certain publications listed in the regulations as of July 18, 2006 (71 FR 34003; June 13, 2006).

We must receive any comments on this AD by September 29, 2006.

ADDRESSES: Use one of the following addresses to comment on this proposed 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 Hamilton Sundstrand, A United Technologies Company, Publication Manager, Mail Stop 1A–3–Z63, One Hamilton Road, Windsor Locks, CT 06096; fax 1–860–654–5107 for the service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238–7158; fax (781) 238–7170.

SUPPLEMENTARY INFORMATION: On June 6, 2006, the FAA issued AD 2006–12–19, Amendment 39–14645 (71 FR 34003, June 13, 2006). That AD requires replacing certain actuator yokes with improved actuator yokes on Hamilton Sundstrand model 14RF–19 propellers. That AD resulted from certain propeller system actuator yoke arms breaking during flight. That condition, if not corrected, could result in actuator yoke arms breaking during flight, which could cause high propeller vibration and contribute to reduced controllability of the airplane.

Actions Since AD 2006–12–19 Was Issued

Since that AD was issued, we discovered a P/N error in applicability paragraph (c). Actuator assemblies P/N 790119–6 should be P/N 790199–6. AD 2006–12–19 technically cannot be complied with having an incorrect P/N. This AD supersedure corrects that P/N.

Relevant Service Information

We have reviewed and approved the technical contents of Hamilton Sundstrand Service Bulletin 14RF–19–61–113, Revision 1, dated September 2, 2003, that describes procedures for installing a new propeller system actuator yoke arm, P/N 810436–3.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other Hamilton Sundstrand model 14RF–19 propellers of the same type design. We are issuing this AD to prevent actuator yoke arms breaking during flight, which could cause high propeller vibration and contribute to reduced controllability of the airplane. This AD requires replacing the actuator yoke arm, P/N 810436–2, on model 14RF–19 propellers with an improved actuator yoke arm, P/N 810436–3. 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.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES.** Include ''AD Docket No. FAA–2005–21691; Directorate Identifier 2005–NE–13–AD'' in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

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 with FAA personnel concerning this AD. Using the search function of the DMS Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://dms.dot.gov*.

Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES.** Comments will be available in the AD docket shortly after the DMS receives them.

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 have 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 the regulation:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the 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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES.**

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 removing Amendment 39–14645 (71 FR 34003, June 13, 2006), and by adding a new airworthiness directive, Amendment 39–14701, to read as follows:

2006–16–01 Hamilton Sundstrand: Amendment 39–14701. Docket No. FAA–2005–21691; Directorate Identifier 2005–NE–13–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 15, 2006.

Affected ADs

(b) This AD supersedes AD 2006–12–19.

Applicability

(c) This AD applies to Hamilton Sundstrand Model 14RF–19 propellers with propeller system actuator yoke arms, part number (P/N) 810436–2, which might be installed in actuator assemblies P/N 790199–6. These propellers are installed on, but not limited to, SAAB 340 airplanes.

Unsafe Condition

(d) This AD results from the discovery of a part number (P/N) error in the applicability paragraph of AD 2006–12–19. We are issuing this AD to prevent actuator yoke arms breaking during flight, which could cause high propeller vibration and contribute to reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within 60 days after the effective date of this AD, unless the actions have already been done.

Install Improved Actuator Yoke Arms

(f) Using the Accomplishment Instructions of Hamilton Sundstrand Service Bulletin 14RF–19–61–113, Revision 1, dated September 2, 2003, replace all actuator yoke arms, P/N 810436–2, with improved actuator yoke arms, P/N 810436–3.

(g) Mark newly installed actuators using the Accomplishment Instructions of Hamilton Sundstrand Service Bulletin 14RF–19–61–113, Revision 1, dated September 2, 2003.

(h) After the effective date of this AD, do not install any actuator yoke arms, P/N 810436–2, into any propeller assembly.

Alternative Methods of Compliance

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

Related Information

(j) None.

Material Incorporated by Reference

(k) You must use Hamilton Sundstrand Service Bulletin 14RF–19–61–113, Revision 1, dated September 2, 2003, to perform the replacements and marking required by this AD. The Director of the Federal Register previously approved the incorporation by reference of this service bulletin as of July 18, 2006 (71 FR 34003; June 13, 2006) in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hamilton Sundstrand, A United Technologies Company, Publication Manager, Mail Stop 1A–3–Z63, One Hamilton Road, Windsor Locks, CT 06096; fax 1–860–654–5107, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on July 24, 2006.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E6–12109 Filed 7–28–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 740, 772 and 774

[Docket No. 060714193–6193–01]

RIN 0694–AD65

Revisions to the Export Administration Regulations Based on the 2005 Missile Technology Control Regime Plenary Agreements

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Industry and Security (BIS) is amending the Export Administration Regulations (EAR) to reflect changes to the Missile Technology Control Regime (MTCR) Annex that were agreed to by MTCR member countries at the September 2005 Plenary in Madrid, Spain. The amendments set forth in this rule also reflect a change to make one additional missile technology (MT) controlled item available for certain license exceptions.

DATES: *Effective Date:* This rule is effective: July 31, 2006.

ADDRESSES: Although this is a final rule, comments are welcome and should be sent to *publiccomments@bis.doc.gov,* fax (202) 482–3355, or to Regulatory Policy Division, Bureau of Industry and Security, Room H2705, U.S. Department of Commerce, Washington, DC 20230. Please refer to regulatory identification number (RIN) 0694–AD65 in all comments, and in the subject line of email comments. Comments on the collection of information should be sent to David Rostker, Office of Management and Budget (OMB), by e-mail to *David_Rostker@omb.eop.gov,* or by fax to (202) 395–7285.

FOR FURTHER INFORMATION CONTACT: Michael E. Rithmire, Nuclear and Missile Technology Controls Division, Bureau of Industry and Security, Telephone: (202) 482–6105.

SUPPLEMENTARY INFORMATION:

Background

The Missile Technology Control Regime (MTCR) is an export control arrangement among 34 nations, including the world's most advanced suppliers of ballistic missiles and missile-related materials and equipment. The regime establishes a common export control policy based on a list of controlled items (the Annex) and on guidelines (the Guidelines) that member countries follow to implement national export controls. The goal of