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**Francis A. Favara,**

Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.

[FR Doc. 06-8284 Filed 9-28-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2006-24710; Directorate Identifier 2006-CE-29-AD; Amendment 39-14779; AD 2006-20-10]

RIN 2120-AA64

#### Airworthiness Directives; Air Tractor, Inc. Models AT-802 and AT-802A Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Air Tractor, Inc. (Air Tractor) Models AT-802 and AT-802A airplanes. This AD requires you to repetitively inspect the attach angles on the firewall mounted hopper rinse tank shelf for damage and/or cracks and replace damaged and/or cracked attach angles with steel attach angles. Replacing the attach angles with steel attach angles terminates the repetitive inspection requirement. Reports of an uncommanded change in the engine power setting caused by separation of the hopper rinse tank shelf from the firewall prompted this AD. We are

issuing this AD to detect and correct damage and/or cracks in the attach angles on the firewall mounted hopper rinse tank shelf, which could result in failure of the attach angles. This failure could lead to shelf movement under maneuver load and shifting of the engine power cables, which could result in an uncommanded engine power setting change.

**DATES:** This AD becomes effective on November 3, 2006.

As of November 3, 2006, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

**ADDRESSES:** For service information identified in this AD, contact Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612.

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-2006-24710; Directorate Identifier 2006-CE-29-AD.

**FOR FURTHER INFORMATION CONTACT:** Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

On June 13, 2006, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Air Tractor Models AT-802 and AT-802A airplanes. This proposal was

published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 20, 2006 (71 FR 35398). The NPRM proposed to require you to repetitively inspect the attach angles on the firewall mounted hopper rinse tank shelf for damage and/or cracks and replace damaged and/or cracked attach angles. Replacing the attach angles with steel attach angles, part number 60568-3, would terminate the proposed repetitive inspection requirement.

#### Comments

We provided the public the opportunity to participate in developing this AD. We received one comment from Carroll Communications. The comment is in reference to wind turbine radar interference.

We determined the comment is not relevant to this AD. We are not changing the final rule AD action based on the comment.

#### Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

#### Costs of Compliance

We estimate that this AD affects 219 airplanes in the U.S. registry.

We estimate the following costs to do the inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 work-hour × \$80 an hour = \$80 .....	Not applicable .....	\$80	\$80 × 219 = \$17,520.

We estimate the following costs to do any necessary replacements that will be

required based on the results of the inspection. We have no way of

determining the number of airplanes that may need this replacement:

Labor cost	Parts cost	Total cost for each airplane
3 work-hours × \$80 an hour = \$240 .....	\$105	\$240 + \$105 = \$345.

#### 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 AD.

## 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 this AD:

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 other information as included in the Regulatory Evaluation) 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**. Include "Docket No. FAA-2006-24710; Directorate Identifier 2006-CE-29-AD" in your request.

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

**2006-20-10 Air Tractor, Inc.:** Amendment 39-14779; Docket No. FAA-2006-24710; Directorate Identifier 2006-CE-29-AD.

## Effective Date

(a) This AD becomes effective on November 3, 2006.

## Affected ADs

(b) None.

## Applicability

(c) This AD applies to Models AT-802 and AT-802A airplanes, all serial numbers beginning with 802/802A-0001 through 802/802A-0219, that are certificated in any category.

## Unsafe Condition

(d) This AD results from reports of an uncommanded change in engine power setting caused by separation of a hopper rinse tank shelf from the firewall. We are issuing this AD to detect and correct damage and/or cracks in the attach angles on the firewall mounted hopper rinse tank shelf, which could result in failure of the attach angles. This failure could lead to shelf movement under maneuver load and shifting of the engine power cables, which could result in an uncommanded engine power setting change.

## Compliance

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

Actions	Compliance	Procedures
(1) Visually inspect the three attach angles on the firewall mounted hopper rinse tank shelf for damage and/or cracks.	Initially inspect within the next 100 hours time-in-service (TIS) after November 3, 2006 (the effective date of this AD). If no damage and/or cracks are found, repetitively inspect thereafter at intervals not to exceed 100 hours TIS. Replacing all three attach angles with steel attach angles, part number (P/N) 60568-3 (or FAA-approved equivalent P/N), terminates the repetitive inspection requirement of this AD.	Follow Snow Engineering Co. Service Letter #248, dated August 31, 2005.
(2) If you find any damage and/or cracks on any of the three attach angles during any inspection required in paragraph (e)(1) of this AD, replace all three attach angles with steel attach angles, P/N 60568-3 (or FAA-approved equivalent P/N).	Before further flight after the inspection in which damage and/or cracks are found. Replacing all three attach angles with steel attach angles, P/N 60568-3 (or FAA-approved equivalent P/N), terminates the repetitive inspection requirement of paragraph (e)(1) of this AD.	Follow Snow Engineering Co. Service Letter #248, dated August 31, 2005.
(3) You may replace the aluminum attach angles on the firewall mounted hopper rinse tank shelf with steel attach angles, P/N 60568-3 (or FAA-approved equivalent P/N), at any time to terminate the repetitive inspections required in paragraph (e)(1) of this AD.	As of November 3, 2006 (the effective date of this AD)	Follow Snow Engineering Co. Service Letter #248, dated August 31, 2005.
(4) Do not install aluminum attach angles on the hopper rinse tank shelf attach angles.	As of November 3, 2006 (the effective date of this AD)	Not applicable.

(f) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase "or FAA-approved equivalent P/N" in this AD is intended to allow for the installation of parts approved through identity to the design of the replacement parts. Equivalent replacement parts to correct the unsafe condition under PMA (other than identity) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.

## Alternative Methods of Compliance (AMOCs)

(g) The Manager, Fort Worth Airplane Certification Office, FAA, ATTN: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

## Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Snow Engineering Co. Service Letter #248, dated

August 31, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612. 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](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 20590-0001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-24710; Directorate Identifier 2006-CE-29-AD.

Issued in Kansas City, Missouri, on September 18, 2006.

**Kim Smith,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2006-24785; Directorate Identifier 2006-NE-20-AD; Amendment 39-14778; AD 2006-20-09]

RIN 2120-AA64

#### **Airworthiness Directives; Lycoming Engines (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 Series Reciprocating Engines.**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Lycoming Engines (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 series reciprocating engines. This AD requires replacing certain crankshafts. This AD results from reports of 23 confirmed failures of similar crankshafts in Lycoming Engines 360 and 540 series reciprocating engines. We are issuing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

**DATES:** This AD becomes effective November 3, 2006. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of November 3, 2006.

**ADDRESSES:** You can get the service information identified in this ad from Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or on the internet at [www.Lycoming.Textron.com](http://www.Lycoming.Textron.com).

You may examine the AD docket on the Internet at <http://dms.dot.gov> or in Room PL-401 on the plaza level of the

Nassif Building, 400 Seventh Street, SW., Washington, DC.

#### **FOR FURTHER INFORMATION CONTACT:**

Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228-7337; fax (516) 794-5531.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to certain Lycoming Engines (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, AEIO-580, and IO-720 series reciprocating engines. We published the proposed AD in the **Federal Register** on May 25, 2006 (71 FR 30078, May 19, 2006). That action proposed to require replacing certain crankshafts.

#### **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.

#### **Comments**

We provided the public the opportunity to participate in the development of this AD. We have considered the comments received.

#### **Suggest to Only Reference 360-Series Engines**

One private citizen suggests that since Lycoming Mandatory Service Bulletin (MSB) No. 569A, referenced in the proposed AD, only applies to 360-series engines with counterweighted crankshafts, the AD should do the same.

We agree. The commenter is correct that MSB No. 569A refers only to counterweighted (L)O-360 engines. We changed paragraph (c) to limit the applicability of this AD to only those engines listed in the tables in Lycoming MSB No. 569A. The MSB lists the specific engine models and serial numbers (SNs) for engines that have a suspect crankshaft. The MSB also lists the specific crankshaft SNs installed on engines after the engine entered service. We have made this change to limit the AD's applicability to only those engines with a suspect crankshaft.

#### **Need To Correct the Table of Engine Models and Aircraft**

One private citizen states that we need to correct the table in paragraph (c), "Applicability." The Lycoming O-540-J3C5D engine listed is actually used in the normally-aspirated Cessna R182, not the turbocharged TR182, as currently listed. The engine in the TR182 is the O-540-L3C5D.

We agree, and have corrected the table. We need to note, however, that the table is provided for information only and does not control whether the AD applies to a listed engine/aircraft combination. As we have noted in paragraph (c), the affected engines may or may not be installed in the listed aircraft models.

#### **12-Year Overhaul Limit Not in Lycoming Engines Service Instruction (SI) No. 1009AR**

One private citizen states that the 12-year overhaul limit referred to in the proposed rule is not in Lycoming Engines SI No. 1009AR, as we stated.

We do not agree. The Lycoming Engines service instruction states that engines that do not reach the recommended overhaul hours specified in that publication should be overhauled in the twelfth year. We note that this AD does not require an engine overhaul. We have incorporated Lycoming Engines SI No. 1009AS, dated May 25, 2006, only for the purpose of providing a maximum time by which crankshaft replacement must occur, if the engine has not required earlier maintenance that involves separating the crankcase. Therefore, crankshaft removal must occur at the earliest of maintenance involving crankcase separation, the time-in-service specified in Lycoming Engines SI No. 1009AS for engine overhaul, or 12 years from the time the crankshaft first entered service. For clarification, we have added to the AD new sub-paragraphs (j)(3) and (k)(3) that now directly specify the 12-year compliance end time for crankshaft removal.

#### **Engine Model Included in Error in MSB**

One commenter, Lycoming Engines, states that engine model TIO-540-U2A, SN L-4641-61A, was included in MSB No. 569A in error and it is not affected by the MSB and should not be included in this AD. We agree and added new paragraph (i) in the AD that states that no action is required for this engine model. We have also added a new sub-paragraph (f)(5) to clarify that if the AD applies to an engine, but no action is required because the crankshaft on that engine is not identified as one needing