

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. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

2007-05-13 Airbus: Amendment 39-14974.
Docket No. FAA-2006-26706;
Directorate Identifier 2006-NM-216-AD.

Effective Date

- (a) This AD becomes effective April 12, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A319, A320, and A321 airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category. This AD excludes Airbus Model A319, A320, and A321 airplanes identified in paragraph (c)(3) of this AD, certificated in any category.

(1) Including airplanes on which one of the following has been incorporated in production: Airbus Modification 20065, 20040, 24495, 24848, 24496, 21895, 21896, 25905, 25907, 22601, 22602, 27187, 28319, 28322, 28330, 28335, or 31797.

(2) Including airplanes on which one of the following has been incorporated in service: Airbus Service Bulletin A320-25-1132, A320-25-1133, A320-25-1145, A320-25-

1175, A320-25-1177, A320-25-1276, A320-25-1278, A320-28-1134, or A320-28-1141.

(3) Excluding airplanes on which both Airbus Modifications 32244 and 32245, or both Airbus Modifications 32316 and 32317, have been incorporated in production.

Unsafe Condition

(d) This AD results from tests that have shown that the attachment points of the YZ-latches of the cargo loading system fail under maximum loads. We are issuing this AD to prevent failure of the attachment points of the YZ-latches, which could result in unrestrained cargo causing damage to the fire protection system, hydraulic system, electrical wiring, or other equipment located in the forward and aft cargo compartments. This damage could adversely affect the continued safe flight of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation

(f) Within 36 months after the effective date of this AD, install spacer assemblies at the attachment points of the YZ-latches of the cargo loading system in the forward and aft cargo compartments, as applicable, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-25-1294, Revision 02, dated September 5, 2006.

Credit for Actions Done According to Previous Issues of Service Bulletin

(g) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A320-25-1294, dated March 14, 2003; and Revision 01, dated March 27, 2006; are acceptable for compliance with the corresponding requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, 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.

Related Information

(i) European Aviation Safety Agency (EASA) airworthiness directive 2006-0184, dated July 3, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A320-25-1294, Revision 02, dated September 5, 2006, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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 Renton, Washington, on February 22, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-3840 Filed 3-7-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-26285; Directorate Identifier 2006-CE-69-AD; Amendment 39-14932; AD 2007-04-01]

RIN 2120-AA64

Airworthiness Directives; Pacific Aerospace Corporation Ltd Model 750XL Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2007-04-01, which was published in the **Federal Register** on February 14, 2007 (72 FR 6931), and applies to certain Pacific Aerospace Corporation Ltd Model 750XL airplanes. AD 2007-04-01 requires that you inspect the rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2, and replace undersize rivets. Current language in § 39.13 [Amended] of AD 2007-04-01 references “* * *” instead of “2007-04-01.” This document corrects that paragraph by changing the reference from “* * *” to “2007-04-01.”

DATES: The effective date of this AD (2007-04-01) remains March 21, 2007.

FOR FURTHER INFORMATION CONTACT: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Discussion

On February 5, 2007, the FAA issued AD 2007-04-01, Amendment 39-14932 (72 FR 6931, February 14, 2007), which applies to certain Pacific Aerospace

Corporation Ltd Model 750XL airplanes. AD 2007-04-01 requires you to inspect the rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2, and replace undersize rivets. Current language in § 39.13 [Amended] of AD 2007-04-01 references “* * *” instead of “2007-04-01.”

Need for the Correction

This correction is needed to specify the correct AD number (2007-04-01) for AD 2007-04-01.

Correction of Publication

■ Accordingly, the publication of February 14, 2007 (72 FR 6931), of Amendment 39-14932; AD 2007-04-01, which was the subject of FR Doc. E7-2318, is corrected as follows:

Section 39.13 [Corrected]

■ On page 6932, in the second column, in § 39.13 [Amended], in the third line, remove “* * *” and add “2007-04-01” in its place.

■ Action is taken herein to correct this reference in AD 2007-04-01 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains March 21, 2007.

Issued in Kansas City, Missouri, on March 2, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-4130 Filed 3-7-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-27023; Directorate Identifier 98-ANE-47-AD; Amendment 39-14978; AD 2007-05-17]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

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

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for Pratt & Whitney (PW) JT9D series turbofan engines. That AD currently requires revisions to the Airworthiness Limitations Section (ALS) of the manufacturer's Instructions for Continued Airworthiness (ICA) to

include required enhanced inspection of selected critical life-limited parts at each piece-part opportunity. This AD modifies the JT9D series engines ALS sections of the manufacturer's manuals and an air carrier's approved continuous airworthiness maintenance program to incorporate additional inspection requirements. This AD results from the need to require enhanced inspection of selected critical life-limited parts of JT9D series turbofan engines. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

DATES: This AD becomes effective April 12, 2007.

ADDRESSES: 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: Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7758, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to PW JT9D series turbofan engines. We published the proposed AD in the **Federal Register** on November 2, 2005 (70 FR 66300). That action proposed to modify the JT9D series engines ALS sections of the manufacturer's manuals and an air carrier's approved continuous airworthiness maintenance program to incorporate additional inspection requirements. PW has added mandatory eddy current inspections (ECIs) for the web cooling holes in high pressure turbine (HPT) stage 1 disks installed in engine models JT9D-7R4D, -7R4D1, -7R4E, and -7R4E1, and for web tie-rod holes in HPT stage 2 disks installed in JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20, and -20J engines. The mandatory inspections are needed to identify those critical rotating parts with conditions, which if allowed to continue in service, could result in uncontained failures.

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.

Request To Delete ECIs for JT9D-59A, -70A, -7Q, and -7Q3 Engines

One commenter, Japan Airlines, requests that we delete the ECIs for JT9D-59A, -70A, -7Q, and -7Q3 engines from the table in the proposed AD compliance section. The commenter points out that the proposed AD preamble paragraph entitled “FAA's Determination and Requirements of the Proposed AD” does not include ECIs for JT9D-59A, -70A, -7Q, and -7Q3 engines.

We do not agree. We inadvertently omitted listing the requirement of ECI of the HPT stage 1 disk web cooling holes on JT9D-59A, -70A, -7Q, and -7Q3 engines, under the proposed AD preamble paragraph entitled “FAA's Determination and Requirements of the Proposed AD”. The proposed AD compliance section and the compliance section in this AD, correctly list those engine models. We did not change the AD.

Request To Wait To Issue the AD

Japan Airlines requests that we wait to issue the AD until Pratt & Whitney provides the ECI procedure to the operators. The commenter states that the JT9D-7 Engine Manual Section 72-51-02, Inspection 05, has not been published yet.

We do not agree. Although the ECI procedure was not published in the JT9D-7 Engine Manual as of December 26, 2005 when the comment was sent, it was incorporated into the JT9D-7 Engine Manual on February 15, 2006. We do not need to wait to issue the AD.

Request To Revise Engine Manual

Japan Airlines requests that we recommend to Pratt & Whitney to revise the JT9D engine manual to remove the specific manufacturer's name of the ECI equipment required to perform ECIs, and to only list the technical specifications required to perform the ECIs. The commenter states that operators may not own the ECI equipment specified in the Pratt & Whitney JT9D engine manual, but may have similar equipment capable of performing the inspections.