

certificated in any category; all serial numbers.

#### Reason

(d) The unsafe condition is incomplete closure of the main entry door, which may result in the door opening in flight, causing damage to wing, fuselage, engine, and/or tail, and possible damage to the airplane. The mandatory continuing airworthiness information (MCAI) requires amending the airplane flight manuals to include additional procedures for verifying complete closure and locking of the main entry door.

#### Actions and Compliance

(e) Unless already done, do the following actions. Within 10 days after the effective date of this AD, amend section IV, Normal Procedures, of the following Gulfstream airplane flight manuals (AFMs): Model 1125 Astra, 25W-1001-1; Model Astra SPX, SPX-1001-1; and Model G100, G100-1001-1; as applicable; to include the following statement. Insertion of copies of this AD at the appropriate places of the AFMs is acceptable.

“1. BEFORE ENGINE START: (PRE and POST Mod 20052/Gulfstream Service Bulletin 100-31-284): CABIN DOOR—CLOSED (Physically verify door latch handle pin is fully engaged in the handle lock).

2. BEFORE TAXIING: Change the CABIN DOOR procedure as follows (POST Mod 20052/Gulfstream Service Bulletin 100-31-284): Check CABIN DOOR light—OUT.

3. BEFORE TAKE-OFF: Insert between the POSITION lights switch and the THRUST LEVERS procedures: (PRE Mod 20052/Gulfstream Service Bulletin 100-31-284): Check CABIN DOOR light—OUT (50% N1 may be required).

(POST Mod 20052/Gulfstream Service Bulletin 100-31-284): Check CABIN DOOR light—OUT; CABIN DOOR SEAL light—OUT (50% N1 may be required).”

**Note 1:** Mod 20052 is equivalent to Gulfstream Service Bulletin 100-31-284, dated August 17, 2006.

**Note 2:** This AD may be accomplished by a holder of a Private Pilot's License.

#### FAA AD Differences

**Note 3:** This AD differs from the MCAI and/or service information as follows: We revised the order in which the AFM procedures for verifying closure and locking of the main entry door appear in the MCAI. We also removed one procedure under “BEFORE TAXIING” for verifying the cabin door seal light is out (Post Mod 20052/Post Gulfstream Service Bulletin 100-31-284) and for verifying the cabin door light is out (Pre Mod 20052/Pre Gulfstream Service Bulletin 100-31-284).

#### Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, Attn: Mike Borfitz, Aerospace Engineer, 1601 Lind Avenue, SW., Renton, Washington 98057-3356, has the

authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### Related Information

(g) Refer to MCAI Israeli Airworthiness Directive 52-06-11-08, dated November 28, 2006, for related information.

#### Material Incorporated by Reference

(h) None.

Issued in Renton, Washington, on January 23, 2007.

**Ali Bahrami,**

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

[FR Doc. E7-1397 Filed 1-30-07; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2007-27064; Directorate Identifier 2006-NM-274-AD; Amendment 39-14915; AD 2007-03-04]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Airbus Model A330-200, A330-300, A340-200, A340-300, A340-500, and A340-600 Series Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the wing MLG

(main landing gear) rib 6 aft bearing forward lugs, which could result in reduced structural integrity of the MLG attachment. This AD requires actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** This AD becomes effective February 15, 2007.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 15, 2007.

We must receive comments on this AD by March 2, 2007.

**ADDRESSES:** You may send comments by any of the following methods:

- *DOT Docket Web Site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Fax:* (202) 493-2251.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- *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.

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2797; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

##### Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative

Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

#### Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Emergency Airworthiness Directive 2006-0364-E, dated December 6, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states that during MLG lubrication, a crack has been found visually in the MLG rib 6 aft bearing forward lug on one A330 in-service aircraft. The crack has extended through the entire thickness of the forward lug at approximately the 4 o'clock position (when looking forward). (Similar cracks have been found on MLGs with similar configurations on other Airbus airplane models). The investigations are ongoing to determine the root causes of this event and to define the appropriate corrective actions. This situation, if not corrected, could affect the structural integrity of the MLG attachment, which constitutes an unsafe condition. The aim of the MCAI is to mandate repetitive detailed visual inspections of the LH (left-hand) and RH (right-hand) wing MLG rib 6 aft bearing lugs as the first step before finalization of the investigations, and replacement of MLG rib 6 if a crack is detected. You may obtain further information by examining the MCAI in the AD docket.

#### Relevant Service Information

Airbus has issued Service Bulletins A330-57A3096, A340-57A4104, and A340-57A5009, all dated December 5, 2006. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

#### FAA's Determination and Requirements of This AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, they have notified us of the unsafe condition described in the

MCAI and service information referenced above. We are issuing this AD because we evaluated all the information provided by the State of Design Authority and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

#### Differences Between the AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are described in a separate paragraph of the AD. These requirements take precedence over the actions copied from the MCAI.

#### FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because during a MLG maintenance task for lubrication, a crack was visually detected in the wing MLG rib 6 aft bearing forward lug on one in-service A330 aircraft. The crack had extended through the entire thickness of the forward lug at the 4 o'clock position. Failure of this attachment could result in gear collapse upon landing. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

#### Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2007-27064; Directorate Identifier 2006-NM-274-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments

received by the closing date and may amend this AD because of those comments.

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 we receive about this AD.

#### 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 determined that this AD would not have federalism implications under Executive Order 13132. This AD would 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 this 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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

**2007-03-04 Airbus:** Amendment 39-14915. Docket No. FAA-2007-27064; Directorate Identifier 2006-NM-274-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective February 15, 2007.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to the following airplanes:

(1) Airbus Model A330-200 and A330-300 series airplanes, all certified models, certificated in any category, all serial numbers; except those on which Airbus modification 49353 has been embodied in production, or Airbus Service Bulletin A330-57-3082 has been embodied in service on both wings; and except those that have been repaired on both wings as per Airbus UK Limited Repair Drawing R572-56230, or Airbus A330 Structural Repair Manual 57-26-13, page block 201.

(2) Airbus Model A340-200 and A340-300 series airplanes, all certified models, certificated in any category, all serial numbers; except those on which Airbus modification 49353 has been embodied in production, or Airbus Service Bulletin A340-57-4088 has been embodied in service on both wings; and except those that have been repaired on both wings as per Airbus UK Limited Repair Drawing R572-56230, or Airbus A340 Structural Repair Manual 57-26-13, page block 201.

(3) Airbus Model A340-500 and A340-600 series airplanes, all certified models, certificated in any category, all serial numbers; except those on which Airbus modification 50040 or 51585 has been embodied in production.

**Reason**

(d) EASA Emergency Airworthiness Directive 2006-0364-E, dated December 6,

2006, states that during MLG lubrication, a crack has been found visually in the MLG (main landing gear) rib 6 aft bearing forward lug on one A330 in-service aircraft. The crack has extended through the entire thickness of the forward lug at approximately the 4 o'clock position (when looking forward). (Similar cracks have been found on MLGs with similar configurations on other Airbus airplane models). The investigations are ongoing to determine the root causes of this event and to define the appropriate corrective actions. This situation, if not corrected, could affect the structural integrity of the MLG attachment, which constitutes an unsafe condition. The aim of the MCAI is to mandate repetitive detailed visual inspections of the LH (left-hand) and RH (right-hand) wing MLG rib 6 aft bearing lugs as the first step before finalization of the investigations, and replacement of MLG rib 6 if a crack is detected.

**Actions and Compliance**

(e) Unless already done, do the following actions in accordance with the instructions defined in Airbus Service Bulletin A330-57A3096, dated December 5, 2006; A340-57A4104, dated December 5, 2006; or A340-57A5009, dated December 5, 2006; as applicable.

(1) Within 60 months since first flight, or 14 days after the effective date of this AD, whichever occurs later: Perform a detailed visual inspection of the LH (left-hand) and RH (right-hand) wing MLG rib 6 aft bearing lugs (forward and aft) to detect any cracks on the two lugs.

(2) If any crack is detected, contact Airbus immediately and proceed with the replacement of the MLG rib 6 before further flight.

(3) If no crack is detected, repeat the inspection at intervals not to exceed the applicable interval specified in paragraph (e)(3)(i), (e)(3)(ii), or (e)(3)(iii) of this AD, and if a crack is detected during the repeat inspections, before further flight, apply the corrective action mentioned in paragraph (e)(2) of this AD as applicable.

(i) 300 flight cycles (FC) for Model A330 airplanes.

(ii) 200 FC for Model A340-200 and A340-300 airplanes.

(iii) 100 FC for Model A340-500 and A340-600 airplanes.

**FAA AD Differences**

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

**Other FAA AD Provisions**

(f) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International

Branch, ANM-116, FAA, Transport Airplane Directorate, Attn: Tim Backman, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

(4) *Special Flight Permits:* We are not allowing special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199).

**Related Information**

(g) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Emergency Airworthiness Directive 2006-0364-E, dated December 6, 2006; and Airbus Service Bulletins A330-57A3096, A340-57A4104, and A340-57A5009, all dated December 5, 2006; for related information.

**Material Incorporated by Reference**

(h) You must use the service information specified in Table 1 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(3) 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Airbus service bulletin	Revision	Date
A330-57A3096 .....	Original .....	December 5, 2006.
A340-57A4104 .....	Original .....	December 5, 2006.
A340-57A5009 .....	Original .....	December 5, 2006.

Issued in Renton, Washington, on January 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate,  
Aircraft Certification Service.

[FR Doc. E7-1394 Filed 1-30-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2006-24496; Directorate Identifier 2005-NM-141-AD; Amendment 39-14914; AD 2007-03-03]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD requires repetitive inspections to detect cracks in the vertical beam webs of the body station (BS) 178 bulkhead, and corrective actions if necessary. This AD also requires a terminating modification for the repetitive inspections. This AD results from reports of numerous cracks in the vertical beam webs. We are issuing this AD to prevent fatigue cracks in certain vertical beam webs, which could result in loss of structural integrity of the BS 178 bulkhead, and consequently could impair the operation of the control cables for the elevators, speed brakes, and landing gear, or could cause the loss of cabin pressure.

**DATES:** This AD becomes effective March 7, 2007.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of March 7, 2007.

**ADDRESSES:** You may examine 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., Nassif Building, Room PL-401, Washington, DC.

Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for service information identified in this AD.

**FOR FURTHER INFORMATION CONTACT:** Howard Hall, Aerospace Engineer,

Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6430; fax (425) 917-6590.

#### SUPPLEMENTARY INFORMATION:

##### Examining the Docket

You may examine the airworthiness directive (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 street address stated in the **ADDRESSES** section.

##### Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. That NPRM was published in the **Federal Register** on April 18, 2006 (71 FR 19835). That NPRM proposed to require repetitive inspections to detect cracks in the vertical beam webs of the body station (BS) 178 bulkhead, and corrective actions if necessary. That NPRM also proposed to require a terminating modification for the repetitive inspections.

##### Comments

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

##### Request To Extend Compliance Time Threshold

Continental Airlines (Continental) requests that the threshold for the compliance times specified in Table 1 of the NPRM be aligned with the compliance times specified in ADs 2000-05-29, amendment 39-11639 (65 FR 14834, March 20, 2000), and 2001-02-01, amendment 39-12085 (66 FR 7576, January 24, 2001). Continental states that this will reduce the economic impact on operators from doing early inspections and will encourage operators to terminate those ADs at 20,000 total flight cycles as opposed to doing repetitive inspections.

We do not agree. Continental provided no technical justification for revising the inspection threshold. In developing an appropriate compliance time for this action, we considered the safety implications and normal maintenance schedules for the timely accomplishment of the inspections. In

consideration of these items, as well as the reports of numerous cracks in the vertical beam webs in service, we have determined that the compliance times specified in Table 1 of this AD will ensure an acceptable level of safety and allow the inspections to be done during scheduled maintenance intervals for most affected operators. However, according to the provisions of paragraph (m) of the AD, we may approve requests to adjust the compliance time if the request includes data that substantiate that the new compliance time would provide an acceptable level of safety.

##### Request To Include an Additional Grace Period

The Air Transport Association (ATA), on behalf of one of its members, United Airlines (United), requests that the compliance time specified in paragraph (f)(2) of the NPRM be revised to reflect the intention of Boeing Service Bulletin 737-53A1225, Revision 1, dated April 14, 2005 (referred to in the NPRM as the appropriate source of service information for accomplishing the repetitive inspections and terminating preventative modification). United proposes that all airplanes should have a minimum of 4,500 flight cycles after the effective date of the AD to do the initial inspection required by paragraph (f) of the NPRM. United also states that Boeing Service Bulletin 737-53A1225, dated October 19, 2000, specifies an interval of 12,000 flight cycles for the repetitive high frequency eddy current (HFEC) inspections. Without a grace period, United points out that operators doing those inspections would be grounded as of the effective date of the AD.

We agree and have revised paragraph (f)(2) of this AD to provide a grace period of 4,500 flight cycles after the effective date of this AD.

##### Request To Include Certain Airplanes in Compliance Time Table

Boeing requests that we revise Table 1, "Compliance Times," of the NPRM to address airplanes inspected in accordance with Boeing Service Bulletin 737-53A1225, Revision 1.

We do not agree. Operators are given credit for actions previously done by means of the phrase in paragraph (e) of this AD that states, "unless the actions have already been done." Therefore, in the case of this AD, if the required inspection specified in Boeing Service Bulletin 737-53A1225, Revision 1, has been done before the effective date of this AD, this AD does not require that it be repeated. In addition, if the required inspection specified in Boeing Service Bulletin 737-53A1225, Revision