

aft center bodies, due to high imbalance engine conditions during flight. We are issuing this AD to prevent the forward and aft center body of the LFCEN assembly from separating, leading to additional damage to the engine and airplane, possible damage to other airplanes, and to objects on the ground.

#### Compliance

(e) You are responsible for having the actions required by this AD performed the next time the forward and aft center bodies are removed from the engine after the effective date of this AD, unless the actions have already been done.

(f) Rework the forward and aft center bodies to add doublers, larger nuts and bolts, and higher strength corrosion resistant nut plates. Use paragraph 3, Accomplishment Instructions, of GE Service Bulletin No. CF6-50 S/B 78-0242, dated September 26, 2005, to identify the procedures required to do these actions.

#### Definition

(g) For the purposes of this AD, "next time the forward and aft center bodies are removed from the engine" includes when the center bodies are removed from the engine to take the engine off-wing.

#### Alternative Methods of Compliance

(h) The Manager, Engine 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.

Issued in Burlington, Massachusetts, on March 27, 2006.

**Peter A. White,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E6-4702 Filed 3-30-06; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2005-20944; Directorate Identifier 2003-NE-64-AD]

RIN 2120-AA64

#### Airworthiness Directives; General Electric Company CT7-5, -7, and -9 Series Turboprop Engines

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to supersede an existing airworthiness directive (AD) for General Electric Company (GE) CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop engines, with certain part number (P/N) and serial number stage 2 turbine aft

cooling plates installed. That AD currently requires a onetime eddy current inspection (ECI) of boltholes in certain P/N stage 2 turbine aft cooling plates. This proposed AD would expand the population of affected CT7 turboprop engine models, but would reduce the number of cooling plates affected. It would also require a onetime ECI of boltholes in certain P/N stage 2 turbine aft cooling plates. This proposed AD results from the manufacturer identifying the affected stage 2 turbine aft cooling plates by serial number. We are proposing this AD to prevent separation of the stage 2 turbine aft cooling plate, resulting in uncontained engine failure and damage to the airplane.

**DATES:** We must receive any comments on this proposed AD by May 30, 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 General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave, Lynn, MA 01910; telephone (781) 594-3140, fax (781) 594-4805, for the service information identified in this proposed AD.

#### FOR FURTHER INFORMATION CONTACT:

Mark Bouyer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7755; fax (781) 238-7199.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2005-20944; Directorate Identifier 2003-NE-64-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy

aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light 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 with FAA personnel concerning this proposed 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 proposal, any comments received and any final disposition in person at the DMS Docket Offices 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.

#### Discussion

On April 19, 2005, the FAA issued AD 2005-18-01, Amendment 39-14247 (70 FR 54835, September 19, 2005). That AD requires a onetime ECI of boltholes in certain P/N stage 2 turbine aft cooling plates. That AD resulted from reports of six stage 2 turbine aft cooling plate boltholes found cracked during inspection. That condition, if not corrected, could result in stage 2 turbine aft cooling plate separation, resulting in uncontained engine failure and damage to the airplane.

#### Actions Since AD 2005-18-01 Was Issued

Since that AD was issued, GE determined that it is necessary to expand the population of affected CT7 turboprop engine models to include CT7-9C/-9C3/-9D/-9D2 turboprop engines with stage 2 turbine aft cooling plate P/N 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. GE also defined the affected population of cooling plates by serial number. This proposed AD includes these model engines.

### Relevant Service Information

We have reviewed and approved the technical contents of GE Alert Service Bulletin CT7-TP S/B 72-A0464, Revision 4, dated December 12, 2005, that describes procedures for performing an ECI of boltholes in certain P/N stage 2 turbine aft cooling plates and replacing the cooling plate, if necessary, with one with a serial number not listed in Section 4, Appendix A, of the SB.

### FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. For that reason, we are proposing this AD, which would expand the population of affected CT7 turboprop engine models, but would reduce the actual cooling plate population by specifying the affected cooling plates by serial number. This proposed AD would also require a onetime ECI of boltholes in certain P/N stage 2 turbine aft cooling plates, and replacement of the cooling plates if necessary. The proposed AD would require that you do these actions using the service information described previously.

### Costs of Compliance

We estimate that this proposed AD would affect 494 engines installed on airplanes of U.S. registry. We also estimate that it would take about 1 work hour per engine to perform the proposed actions, and that the average labor rate is \$80 per work hour. Based on the number of cracks found in the inspected engines, we estimate that 2.5% of the 494 engines will require replacing stage 2 turbine aft cooling plates because of rejection by the onetime ECI. Required parts would cost about \$17,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$243,520.

### 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 proposed AD would not have federalism implications under Executive Order 13132. This proposed 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 that the proposed 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. Would 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 proposed AD. 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, Safety.

### The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 39-14247 (70 FR 54835, September 19, 2005) and by adding a new airworthiness directive, to read as follows:

**General Electric Company:** Docket No. FAA-2005-20944; Directorate Identifier 2003-NE-64-AD.

#### Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by May 30, 2006.

### Affected ADs

(b) This AD supersedes AD 05-18-01, Amendment 39-14247.

### Applicability

(c) This AD applies to General Electric Company (GE) CT7-5A2/-5A3/-7A/-7A1/-9B/-9B1/-9B2/-9C/-9C3/-9D/-9D2 turboprop engines with stage 2 turbine aft cooling plates, part number (P/N) 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. These engines are installed on, but not limited to, Construcciones Aeronauticas, SA CN-235 series and SAAB Aircraft AB SF340 series airplanes.

### Unsafe Condition

(d) This AD results from the manufacturer identifying the affected stage 2 turbine aft cooling plates by serial number. We are issuing this AD to prevent separation of the stage 2 turbine aft cooling plate, resulting in uncontained engine failure and damage to the airplane.

### Compliance

(e) You are responsible for having the actions required by this AD performed at the next engine or hot section module shop visit, but before accumulating an additional 6,000 cycles-in-service after the effective date of the AD, unless already done.

### Onetime Eddy Current Inspection (ECI)

(f) Perform a onetime ECI of the stage 2 turbine aft cooling plates P/N 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01, that are listed by serial number in Section 4, Appendix A, of GE Alert Service Bulletin No. CT7-TP S/B 72-A0464, Revision 04, dated December 12, 2005. Use 3.(1) through 3.B.(3) of GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 4, dated December 12, 2005 to perform the inspection.

(g) For stage 2 turbine aft cooling plates that do not pass the Return to Service Criteria, do either of the following:

(1) Replace the stage 2 turbine aft cooling plate with a new cooling plate that has a serial number that is not listed in Section 4, Appendix A, of GE Alert Service Bulletin No. CT7-TP S/B 72-A0464, Revision 04, dated December 12, 2005, or

(2) Replace the stage 2 turbine aft cooling plate with a cooling plate that meets the acceptance criteria of 3.B.(1) through 3.B.(3) of GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 4, dated December 12, 2005.

(h) After the effective date of this AD, do not install any stage 2 turbine aft cooling plates with serial numbers identified in Section 4, Appendix A, without inspecting the cooling plate as specified in 3.B.(1) through 3.B.(3) of GE Alert Service Bulletin No. CT7-TP S/B 72-A0464 Revision 04, December 12, 2005.

### Previous Credit

(i) Eddy current inspections of the stage 2 turbine aft cooling plate boltholes done before the effective date of this AD that use GE ASB No. CT7-TP S/B 72-A0464, dated February 25, 2003; or Revision 1, dated March 12, 2003; or Revision 2, dated May 9,

2003; or Revision 3, dated July 23, 2004, comply with the requirements specified in this AD.

#### Definition of Engine or Hot Section Module Shop Visit

(j) For the purposes of this AD, an engine or hot section module shop visit is defined as the introduction of the engine or hot section module into a shop that includes separating major case flanges.

#### Alternative Methods of Compliance

(k) The Manager, Engine 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

(l) None.

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

#### Thomas Boudreau,

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E6-4700 Filed 3-30-06; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket FAA 2005-23157; Airspace Docket 05-ANM-15]

RIN 2120-AA66

#### Proposed Amendment to Class E Airspace; Kalispell, MT

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to revise Class E surface airspace at Kalispell, MT. This action is necessary for the safety of Instrument Flight Rules (IFR) aircraft executing Instrument Landing System (ILS) approach procedures to the newly extended runway at Kalispell/Glacier Park International Airport, Kalispell, MT.

**DATES:** Comments must be received on or before May 15, 2006.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify FAA Docket No. FAA-2005-23157 and Airspace Docket No. 05-ANM-15, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Federal Aviation Administration, Western En Route and Oceanic Area Office, Airspace Branch, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-2527.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. 2005-23157 and Airspace Docket No. 05-ANM-15) and be submitted in triplicate to the Docket Management System (See **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

Commenters wishing to FAA to acknowledge receipt of their comments on this action must submit, with those comments, a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. 2005-23157 and Airspace Docket No. 05-ANM-15." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### Availability of NPRM

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the **Federal Register's** Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see

**ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, Western En Route and Oceanic Area Office, Airspace Branch, 1601 Lind Avenue, SW., Renton, WA 98055.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of proposed Rulemaking Distribution System, which describes the application procedures.

##### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 by revising the Class E surface airspace area at Kalispell, MT. The runway was recently extended at Kalispell/Glacier International Airport. Since the runway threshold was relocated, this created a requirement for additional surface airspace to accommodate aircraft arriving via the redesigned ILS approach procedure. This action is necessary for the safety of IFR aircraft executing ILS approach procedures at Kalispell/Glacier International Airport, Kalispell, MT.

Class E airspace designations are published in paragraph 6000 of FAA Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.