

part modified in accordance with paragraph (j) of this AD. Any corrective actions must be done before further flight after doing the ultrasonic inspection.

Additional Ultrasonic Inspection for Certain Airplanes

(i) For airplanes on which the ultrasonic inspection specified in paragraph (h) of this AD has been accomplished in accordance with Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 1, dated March 16, 2005: Within 25 flight hours after the effective date of this AD, or within 25 flight hours after the ultrasonic inspection, whichever is later, do all the applicable actions specified in paragraph (h) of this AD in accordance with Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005.

Replacement With a Modified Side Brace Assembly

(j) At the applicable compliance time specified in paragraph (j)(1) or (j)(2) of this AD: Remove the side brace assembly and replace it with a part modified by doing all of the actions in the service bulletin. Replacement of a side brace assembly with a modified part terminates the repetitive inspections required by paragraph (g) of this AD for that modified side brace assembly only. If the side brace assembly of the left and right MLG is replaced with a modified part, no more work is required by paragraph (g) of this AD.

(1) For airplanes on which Messier-Dowty Service Bulletin 631-32-072 has not been accomplished: Before the accumulation of 15,000 total flight cycles on a side brace assembly since new or since last overhaul, or 96 months on a side brace assembly since new or since last overhaul, whichever is first.

(2) For airplanes on which Messier-Dowty Service Bulletin 631-32-072 has been accomplished: Before the accumulation of 18,000 total flight cycles on a side brace assembly since new or since last overhaul, or 96 months on a side brace assembly since new or since last overhaul, whichever is first.

Credit for Previous Service Bulletin

(k) Replacements done before the effective date of this AD in accordance with Messier-Dowty Service Bulletin 631-32-176, dated February 26, 2004, are acceptable for compliance with the corresponding requirements of paragraph (j) of this AD.

No Reporting Requirement

(l) Although Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(m)(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 14 CFR 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

(n) French airworthiness directive F-2005-106, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(o) You must use Messier-Dowty Service Bulletin 631-32-176, Revision 1, dated June 2, 2004; and Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. Messier-Dowty Service Bulletin 631-32-176, Revision 1, dated June 2, 2004, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 3	1	June 2, 2004.
2, 4-9	Original	February 26, 2004.

Messier-Dowty Special Inspection Service Bulletin 631-32-181, Revision 2, dated June 3, 2005, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1-5, 7-18	2	June 3, 2005.
6	1	March 16, 2005.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France, 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/7fxsp0:ibr_locations.html.

Issued in Renton, Washington, on February 22, 2006.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-2145 Filed 3-8-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-23604; Directorate Identifier 2005-NE-49-AD; Amendment 39-14498; AD 2006-05-01]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211 Trent 500, 700, and 800 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2006-05-01. That AD applies to Rolls-Royce plc RB211 Trent 500, 700, and 800 series turbofan engines. We published AD 2006-05-01 in the **Federal Register** on March 1, 2006, (71 FR 10415). An incorrect engine model number exists in the compliance section, in two places. This document corrects the engine model number. In all other respects, the original document remains the same.

DATES: *Effective Date:* Effective March 9, 2006.

FOR FURTHER INFORMATION CONTACT: Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7175; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule AD, FR Doc. 06-1827, that applies to Rolls-Royce plc RB211 Trent 500, 700, and 800 series turbofan engines was published in the **Federal Register** on March 1, 2006, (71 FR 10415). The following correction is needed:

§ 39.13 [Corrected]

■ On page 10416, in the second column, in compliance paragraph (c), in the fifth line, “675-17” is corrected to read “875-17”. Also, on the same page, in compliance paragraph (i)(1), in the fourth line, “675-17” is corrected to read “875-17”.

Issued in Burlington, MA, on March 3, 2006.

Peter A. White,

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

[FR Doc. 06-2244 Filed 3-8-06; 8:45 am]

BILLING CODE 4910-13-P