**Related AD**

(p) Accomplishing the initial inspections specified in paragraphs (f) and (g) of this AD terminates the requirements specified in paragraph (o) of AD 98–26–01.

**Alternative Methods of Compliance (AMOCs)**

(q)(1) The Manager, International Branch, ANM–116, 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**

(r) French airworthiness directive F–2005–001, dated January 5, 2005, also addresses the subject of this AD.

**Material Incorporated by Reference**

(s) You must use Airbus Service Bulletin A310–57–2047, Revision 06, dated July 13, 2004; and Airbus Service Bulletin A310–57–2035, Revision 08, dated September 19, 2005; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. Airbus Service Bulletin A310–57–2047, Revision 06, dated July 13, 2004, includes the following effective pages:

| Page Nos. | Revision level shown on page | Date shown on page |
|---|---|---|
| 1–8, 10–15, 17, 18, 22–25, 33, 37 | 06 | July 13, 2004. |
| 9, 16, 21, 30, 45, 46, 75–80, 95, 96 | 05 | August 3, 2000. |
| 19, 20, 27–29, 35, 36, 47–56, 61–74 | Original | February 26, 1991. |
| 26, 31, 32, 34, 39–44, 59, 60, 81–94 | 04 | March 5, 1999. |
| 38 | 1 | January 4, 1996. |
| 57, 58 | 2 | January 22, 1997. |

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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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/ibr_locations.html*.

Issued in Renton, Washington, on April 20, 2006.

**Kalene C. Yanamura,**

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

[FR Doc. 06–4052 Filed 5–2–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2006–23886; Directorate Identifier 2005–NM–255–AD; Amendment 39–14574; AD 2006–09–04]**

**RIN 2120–AA64**

## Airworthiness Directives; Dassault Model Falcon 900EX 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 Dassault Model Falcon 900EX airplanes. This AD requires inspecting the number 2 engine left- and right-hand forward mounts for missing rivets, and installing rivets if necessary. This AD results from reports of two missing rivets in the front section of the central engine mast discovered on airplanes in service and in production. We are issuing this AD to detect and correct missing rivets in the front section of the central engine mast, which could result in reduced structural integrity of the central engine mast, possible separation of the engine from the airplane during flight, and consequent loss of control of the airplane.

**DATES:** This AD becomes effective June 7, 2006.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of June 7, 2006.

**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 Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606, for service information identified in this AD.

**FOR FURTHER INFORMATION CONTACT:** Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, WA 98055–4056; telephone (425) 227–1137; fax (425) 227–1149.

**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 Dassault Model Falcon 900EX airplanes. That NPRM was published in the **Federal Register** on February 15, 2006 (71 FR 7874). That NPRM proposed to require inspecting the number 2 engine left- and right-hand forward mounts for missing rivets, and installing rivets if necessary.

### Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the NPRM or on the determination of the cost to the public.

### Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

### Costs of Compliance

The following table provides the estimated costs for U.S. operators to comply with this AD.

ESTIMATED COSTS

| Action | Work hours | Average labor rate per hour | Cost per airplane | Number of U.S.-registered airplanes | Fleet cost |
|---|---|---|---|---|---|
| Inspection for missing rivets | 2 | $65 | $130 | 81 | $10,530 |

## 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 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 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):

**2006–09–04 Dassault Aviation:** Amendment 39–14574. Docket No. FAA–2006–23886; Directorate Identifier 2005–NM–255–AD.

**Effective Date**

(a) This AD becomes effective June 7, 2006.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Dassault Model Falcon 900EX airplanes, certificated in any category, having serial numbers 1 through 137 inclusive.

**Unsafe Condition**

(d) This AD results from reports of two missing rivets in the front section of the central engine mast discovered on airplanes in service and in production. We are issuing this AD to detect and correct missing rivets in the front section of the central engine mast, which could result in reduced structural integrity of the central engine mast, possible separation of the engine from the airplane during flight, and consequent loss of control 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.

**Service Bulletin References**

(f) The term ''service bulletin,'' as used in this AD, means the Accomplishment Instructions of Dassault Service Bulletin F900EX–220, Revision 1, dated July 29, 2005. Although the service bulletin referenced in this AD specifies to submit information to the manufacturer, this AD does not include such a requirement.

**Inspection for and Installation of Missing Rivets**

(g) Prior to accumulating 7,500 total flight hours, or within 6 months after the effective date of this AD, whichever is later: Do a general visual inspection of the number 2 engine left- and right-hand forward mounts for missing rivets, in accordance with the service bulletin. If any rivet is missing, before further flight, install the new rivet, in accordance with the service bulletin.

**Note 1:** For the purposes of this AD, a general visual inspection is: ''A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.''

**Inspections and Installations According to Previous Issue of Service Bulletin**

(h) Inspecting for and installing rivets is also acceptable for compliance with the requirements of paragraph (g) of this AD if done before the effective date of this AD in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900EX–220, dated April 14, 2004.

**Alternative Methods of Compliance (AMOCs)**

(i)(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**

(j) French airworthiness directive F–2005–066, dated April 27, 2005, also addresses the subject of this AD.

**Material Incorporated by Reference**

(k) You must use Dassault Service Bulletin F900EX–220, Revision 1, dated July 29, 2005, 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 Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606, 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/ibr_locations.html.*

Issued in Renton, Washington, on April 20, 2006.

**Kalene C. Yanamura,**

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

[FR Doc. 06–4053 Filed 5–2–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

**[Docket No. FAA–2005–23358; Directorate Identifier 2005–NM–206–AD; Amendment 39–14576; AD 2006–09–06]**

**RIN 2120–AA64**

## Airworthiness Directives; Boeing Model 747–100, 747–100B, 747–100B SUD, 747–200B, 747–300, 747–400, 747–400D, and 747SR Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding an existing airworthiness directive (AD), which applies to certain Boeing Model 747–100, –200, and –300 series airplanes. That AD currently requires repetitive inspections to detect cracking of certain lower lobe fuselage frames, and repair if necessary. This new AD retains all the requirements of the existing AD, and adds airplanes to the applicability. This AD results from reports indicating that fatigue cracks were found in lower lobe frames on the left side of the fuselage. We are issuing this AD to detect and correct fatigue cracking of certain lower lobe fuselage frames, which could lead to fatigue cracks in the fuselage skin, and consequent rapid decompression of the airplane.

**DATES:** This AD becomes effective June 7, 2006.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of June 7, 2006.

On May 5, 1999 (64 FR 15298, March 31, 1999), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747–53A2408, dated April 25, 1996.

**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, WA 98124–2207, for service information identified in this AD.

**FOR FURTHER INFORMATION CONTACT:** Ivan Li, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, WA 98055–4056; telephone (425) 917–6437; 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 supersedes AD 99–07–12, amendment 39–11097 (64 FR 15298, March 31, 1999). The existing AD applies to certain Boeing Model 747–100, –200, and –300 series airplanes. That NPRM was published in the **Federal Register** on December 20, 2005 (70 FR 75426). That NPRM proposed to retain all the requirements of AD 99–07–12, and add airplanes to the applicability.

### Comments

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

### Request To Include Structural Repair Manual as Optional Terminating Action for Group 2 Airplanes

Boeing requests that we revise paragraph (h)(1)(ii) of the NPRM to include the following sentence: ''The Boeing 747–400 Structural Repair Manual, Subject 53–60–07, Repair 1 or 2 is one approved method.'' Boeing states that these repairs are applicable to Group 2 airplanes, and are equivalent to the repairs in the Boeing 747 Structural Repair Manual (SRM), Subject 53–10–04, Figure 67 or 90. Doing the actions in one of those figures is one approved method of repair as specified in paragraph (h)(1)(i) of the NPRM for Group 1 airplanes.

We agree. Repair 1 or 2 of Subject 53–60–07 of the Boeing 747–400 SRM constitutes equivalent repairs to those called out in paragraph (h)(1)(ii) of the AD. We have revised paragraph (h)(1)(ii) to refer to Boeing 747–400 SRM, Subject 53–60–07, Repair 1 or 2.

### Request To Revise Paragraph (i) of the NPRM to Include Terminating Action for Group 2 Airplanes

Boeing requests that we revise paragraph (i) of the NPRM to include the action in NPRM Directorate Identifier 2005–NM–008–AD, Docket No. FAA–2005–22526 (70 FR 56860, September 29, 2005), as a terminating action for Group 2 airplanes. Boeing points out that this action is equivalent to the terminating action that AD 2005–20–30, amendment 39–14327 (70 FR 59252, October 12, 2005), provides for Group 1 airplanes in the same paragraph. (**Note:** AD 99–07–12, which is superseded by this new AD, refers to AD 93–08–12, amendment 39–8559 (58 FR 27927, May 12, 1993). We superseded AD 93–08–12, with AD 2002–10–10, amendment 39–12756 (67 FR 36081, May 23, 2002), which we subsequently superseded with AD 2005–20–30—the reference that Boeing requests).

We agree. We have revised paragraph (i) of the final rule to refer to AD 2006–05–02, amendment 39–14499 (71 FR 10605, March 2, 2006), as an optional terminating action for Group 2 airplanes. AD 2006–05–02 is the final rule for NPRM Directorate Identifier 2005–NM–008–AD, Docket No. FAA–2005–22526.

### Conclusion

We have carefully reviewed the available data, including the comments that have been received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

### Costs of Compliance

There are about 681 airplanes of the affected design in the worldwide fleet.