

airplanes, or the Non-Normal Procedures section of the AFMs for Model 737-600, -700, -700C, -800, and -900 series airplanes, as applicable, to include the following procedure:

**“Warning Horn—Cabin Altitude or Configuration Recall**

Condition: An intermittent or steady warning horn sounds:

- In flight an intermittent horn indicates the cabin altitude is at or above 10,000 feet
- On the ground an intermittent horn indicates an improper takeoff configuration when advancing thrust levers to takeoff thrust
- In flight a steady horn indicates an improper landing configuration.

If an intermittent horn sounds in flight:

Oxygen Masks and Regulators	on, 100%
Crew Communications .....	Establish

Do the Cabin Altitude Warning or Rapid Depressurization checklist.

If an intermittent horn sounds on the ground: Assure proper airplane takeoff configuration.

If a steady horn sounds in flight: Assure proper airplane landing configuration.”

**Optional Action for Certain Requirements of AD 2003-03-15 R1 and AD 2003-14-08**

(h) For Model 737-100, -200, -200C, -300, -400, and -500 series airplanes: Using the phrase, “If the intermittent cabin altitude/configuration warning horn sounds in flight:” in place of the phrase, “If the cabin altitude warning horn sounds:”, in the revisions to the “Cabin Altitude Warning or Rapid Depressurization” procedure specified in Figures 2 and 3 of AD 2003-03-15 R1, is acceptable for compliance with the requirements of paragraph (a) of AD 2003-03-15 R1. All other requirements of AD 2003-03-15 R1 remain unchanged.

(i) For Model 737-600, -700, -700C, -800, and -900 series airplanes: Using the phrase, “If the intermittent cabin altitude/configuration warning horn sounds in flight:” in place of the phrase, “Condition: The cabin altitude warning horn sounds:”, in the revisions to the “Cabin Altitude Warning or Rapid Depressurization” procedure specified in Figure 1 of AD 2003-14-08, is acceptable for compliance with the requirements of paragraph (a) of AD 2003-14-08. All other requirements of AD 2003-14-08 remain unchanged.

**Alternative Method To Revising the AFM**

(j) The AFM revisions specified in paragraphs (f) and (g) of this AD may be done by inserting a copy of this AD into the AFM.

(k) When statements identical to those specified in paragraphs (f) and (g) of this AD have been included in general revisions of the AFM, then the general revision(s) may be inserted into the AFM, and the copy of the AD may be removed from the applicable revised sections of the AFM.

**Alternative Methods of Compliance (AMOCs)**

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), 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.

**Material Incorporated by Reference**

(m) None.

Issued in Renton, Washington, on June 15, 2006.

**Ali Bahrami,**

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

[FR Doc. 06-5585 Filed 6-21-06; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2006-24091; Directorate Identifier 2006-CE-17-AD; Amendment 39-14665; AD 2006-13-12]**

**RIN 2120-AA64**

**Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) that supersedes AD 98-12-01, which applies to certain Pilatus Aircraft Ltd (Pilatus) Models PC-6, PC-6/A, PC-6/B, and PC-6/C series airplanes equipped with turbo-prop engines. Since we issued AD 98-12-01, the FAA determined the action should also apply to all the models of the PC-6 airplanes listed in the type certificate data sheet of Type Certificate (TC) No. 7A15 that were produced in the United States through a licensing agreement between Pilatus and Fairchild Republic Company (also identified as Fairchild Industries, Fairchild Heli Porter, or Fairchild-Hiller Corporation). In addition, the intent of the applicability of AD 98-12-01 was to apply to all the affected serial numbers of the airplane models listed in TC No. 7A15. This AD retains all the actions of AD 98-12-01, adds those Fairchild Republic Company airplanes to the applicability of this AD, and lists the individual specific airplane models. We are issuing this AD to prevent engine

fuel starvation during maximum climb and descent caused by poor fuel tank venting with low fuel levels, which could result in a loss of engine power during critical phases of flight.

**DATES:** This AD becomes effective on August 7, 2006.

As of July 13, 1998 (63 FR 30370, June 4, 1998), the Director of the Federal Register previously approved the incorporation by reference of Pilatus Service Bulletin No. PC-6-SB-171, dated October 18, 1995, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

**ADDRESSES:** To get the service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 619 6224.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, S.W., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-24091; Directorate Identifier 2006-CE-17-AD.

**FOR FURTHER INFORMATION CONTACT:**

Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

On April 17, 2006, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all the models of the PC-6 airplanes listed in the type certificate data sheet of TC No. 7A15 that are produced in the United States through a licensing agreement between Pilatus and Fairchild Republic Company (also identified as Fairchild Industries, Fairchild Heli Porter, or Fairchild-Hiller Corporation) airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on April 21, 2006 (71 FR 20595). The NPRM proposed to supersede AD 98-12-01, Amendment 39-10558 (63 FR 30370, June 4, 1998), add those Fairchild Republic Company airplanes to the applicability of this proposed AD, and list the individual specific airplane models. The NPRM proposed to retain all the actions of AD 2002-21-08 for modifying the fuel system.

**Comments**

We provided the public the opportunity to participate in developing

this AD. We received one comment in favor of the proposed AD.

**Conclusion**

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

determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

**Costs of Compliance**

We estimate that this AD affects 43 airplanes in the U.S. registry.

We estimate the following costs to do the modification of the fuel system to improve venting between the collector tank, the main wing tanks, and the engine:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
10 work-hours × \$80 per hour = \$800 .....	\$614	\$1,414	\$1,414 × 43 = \$60,802.

**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 AD.

**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 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 summary of the costs to comply with this AD (and other information as included in the Regulatory Evaluation) and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include “Docket No. FAA–2006–24091; Directorate Identifier 2006–CE–17–AD” in your request.

**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 Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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. FAA amends § 39.13 by removing Airworthiness Directive (AD) 98–12–01, Amendment 39–10558 (63 FR 30370, June 4, 1998), and by adding the following new AD:

**2006–13–12 Pilatus Aircraft Ltd.:**  
Amendment 39–14665; Docket No. FAA–2006–24091; Directorate Identifier 2006–CE–17–AD.

**Effective Date**

(a) This AD becomes effective on August 7, 2006.

**Affected ADs**

(b) This AD supersedes AD 98–12–01, Amendment 39–10558.

**Applicability**

(c) This AD affects the following Models: PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, and PC–6/C1–H2 airplanes that are equipped with turbo-prop engines and certificated in any category:

(1) Group 1 (maintains the actions from AD 98–12–01): All manufacturer serial numbers (MSN) up to and including 915.

(2) Group 2: MSN 2001 through 2092.

**Note:** These airplanes are also identified as Fairchild Republic Company PC–6 airplanes, Fairchild Heli Porter PC–6 airplanes, or Fairchild-Hiller Corporation PC–6 airplanes.

**Unsafe Condition**

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland that requires the actions of AD 98–12–01 for the added MSN 2001 through 2092 for all the models of the PC–6 airplanes listed in the type certificate data sheet of Type Certificate (TC) No. 7A15. We are issuing this AD to prevent engine fuel starvation during maximum climb and descent caused by poor fuel tank venting with low fuel levels, which could result in a loss of engine power during critical phases of flight.

**Compliance**

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Modify the fuel system to improve the venting between the collector tank, the main wing tanks, and the engine.	(i) For Group 1 Airplanes: Within the next 3 calendar months after July 13, 1998 (the effective date of AD 98-12-01), unless already done. (ii) For Group 2 Airplanes: Within the next 3 calendar months after August 7, 2006 (the effective date of this AD, unless already done).	Follow Pilatus PC-6 Service Bulletin No. PC-6-SB-171, dated October 18, 1995.
(2) Do not install any collector tank or fuel vent system unless the modification requirements of paragraph (e)(1) are done.	For all airplanes: As of August 7, 2006 (the effective date of this AD).	Follow Pilatus PC-6 Service Bulletin No. PC-6-SB-171, dated October 18, 1995.

#### Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 98-12-01 are approved for this AD.

#### Related Information

(h) Swiss AD Number HB 2005-289, effective date August 23, 2005, also addresses the subject of this AD.

#### Material Incorporated by Reference

(i) You must do the actions required by this AD following the instructions in Pilatus PC-6 Service Bulletin No. PC-6-SB-171, dated October 18, 1995.

(1) As of July 13, 1998 (63 FR 30370, June 4, 1998), the Director of the Federal Register previously approved the incorporation by reference of Pilatus Service Bulletin No. PC-6-SB-171, dated October 18, 1995, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) To get a copy of this service information, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 619 6224. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, 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) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-24091; Directorate Identifier 2006-CE-17-AD.

Issued in Kansas City, Missouri, on June 14, 2006.

#### James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2005-22557; Directorate Identifier 2005-NM-147-AD; Amendment 39-14660; AD 2006-13-07]

RIN 2120-AA64

#### Airworthiness Directives; McDonnell Douglas Model MD-11 and MD-11F Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding an existing airworthiness directive (AD) that applies to certain McDonnell Douglas Model MD-11 and MD-11F airplanes. That AD currently requires replacement of the upper and lower reading lights in the forward crew rest area with a redesigned light fixture. This new AD adds airplanes to the applicability of the existing AD. This AD results from a report of the old reading lights being inadvertently sent to an additional ten airplanes. We are issuing this AD to prevent a possible flammable condition, which could result in smoke and fire in the forward crew rest area.

**DATES:** This AD becomes effective July 27, 2006.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of July 27, 2006.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in the AD as of August 23, 2000 (65 FR 44672, July 19, 2000).

**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, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for service information identified in this AD.

**FOR FURTHER INFORMATION CONTACT:** Ken Sujishi, Aerospace Engineer, Cabin Safety/Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5353; fax (562) 627-5210.

#### 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 2000-14-12, amendment 39-11822 (65 FR 44672, July 19, 2000). The existing AD applies to certain McDonnell Douglas MD-11 series airplanes. That NPRM was published in the **Federal Register** on September 30, 2005 (70 FR 57219). That NPRM proposed to continue to require replacement of the upper and lower reading lights in the forward crew rest area with a redesigned light fixture.