Rules and Regulations

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DEPARTMENT OF AGRICULTURE

Food Safety and Inspection Service

9 CFR Part 312

Official Marks, Devices and Certificates

CFR Correction

In Title 9 of the Code of Federal Regulations, part 200 to end, revised as of January 1, 2006, the illustration on page 144 contained in § 312.8(a), should be interchanged with the illustration on page 145 contained in § 312.10.

[FR Doc. 06–55508 Filed 3–9–06; 8:45 am]

BILLING CODE 1505–01–D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–24110; Directorate Identifier 2006–NM–020–AD; Amendment 39–14508; AD 2006–05–11]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440) Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) that applies to certain Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes. The existing AD currently requires revising the airworthiness limitations section of the Instructions for Continued Airworthiness of the aircraft maintenance manual (AMM) by incorporating procedures for repetitive functional tests of the pilot input lever of the pitch feel simulator (PFS) units. This AD requires new repetitive functional tests of the pilot input lever of the PFS unit, and corrective actions if necessary. After initiating the new tests, this AD also requires removal of the existing procedures for the repetitive functional tests from the AMM. This AD results from a report that the shear pin located in the input lever of two PFS units failed due to fatigue. We are issuing this AD to prevent undetected failure of the shear pin of both PFS units simultaneously, which could result in loss of pitch feel forces and consequent reduced control of the airplane.

DATES: This AD becomes effective March 27, 2006.

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

On February 13, 2004 (69 FR 4234, January 29, 2004), the Director of the Federal Register approved the incorporation by reference of Bombardier Temporary Revision 2B–1784, dated October 24, 2003, to the CL–600–2B19 Canadair Regional Jet Maintenance Requirements Manual, Part 2, Appendix B, ''Airworthiness Limitations.''

We must receive any comments on this AD by May 9, 2006.

ADDRESSES: Use one of the following addresses to submit comments on this 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.
- 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for service information identified in this AD.

You may examine the contents of 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., Room PL–401, on the plaza level of the Nassif Building, Washington, DC. This docket number is FAA–2006–24110; the directorate identifier for this docket is 2006–NM–020–AD.

FOR FURTHER INFORMATION CONTACT: Dan Parrillo, Aerospace Engineer, Systems and Flight Test Branch, ANE–172, New York Aircraft Certification Office, FAA, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228–7305; fax (516) 794–5531.

SUPPLEMENTARY INFORMATION:

Discussion

On January 20, 2004, the FAA issued AD 2004–02–07, amendment 39–13442 (69 FR 4234, January 29, 2004). That AD applies to certain Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes. That AD requires revising the airworthiness limitations section of the Instructions for Continued Airworthiness of the aircraft maintenance manual (AMM) by incorporating procedures for repetitive functional tests of the pilot input lever of the pitch feel simulator (PFS) units. That AD also requires an initial functional test of the pilot input lever of the PFS units, and corrective action if necessary. That AD resulted from a report that the shear pin located in the input lever of two PFS units failed due to fatigue. The actions specified in that AD are intended to prevent undetected failure of the shear pin of both PFS units simultaneously, which could result in loss of pitch feel forces and consequent reduced control of the airplane.

Actions Since AD Was Issued

Since we issued that AD, Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, has informed us of a delay in developing a terminating modification. TCCA advises that Bombardier is encountering difficulties in developing a new, improved replacement input lever for the PFS units. The resulting delay is increasing the service time on the existing levers (and resulting risk exposure) to a level that is higher than TCCA anticipated when they issued Canadian Airworthiness Directive CF–2003–26, dated November 14, 2003. The delay also results in more airplanes being delivered with the existing lever