

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2005-21275; Directorate Identifier 2005-CE-28-AD; Amendment 39-14515; AD 2006-01-11 R1]

RIN 2120-AA64

**Airworthiness Directives; The Cessna Aircraft Company Models 208 and 208B Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2006-01-11 R1, which published in the **Federal Register** on March 16, 2006 (71 FR 13538), and applies to all The Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes. AD 2006-01-11 R1 requires the installation of a pilot assist handle and deicing boots on the cargo pod and landing gear fairings; and the incorporation of changes to the Pilot's Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM). Current language in paragraph (e)(4) of AD 2006-01-11 R1 regarding the placard requirement inadvertently states: "You may insert a copy of this AD into the appropriate sections of the POH to comply with this action." This does not meet the intent of the AD. This document corrects that paragraph by removing the language referenced above.

**DATES:** The effective date of this AD (2006-01-11 R1) remains February 22, 2006.

**FOR FURTHER INFORMATION CONTACT:** Robert P. Busto, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4157; facsimile: (316) 946-4107.

**SUPPLEMENTARY INFORMATION:****Discussion**

On March 10, 2006, the FAA issued AD 2006-01-11 R1, Amendment 39-14515 (71 FR 13538, March 16, 2006), which applies to all Cessna Models 208 and 208B airplanes. AD 2006-01-11 R1 requires the installation of a pilot assist handle and deicing boots on the cargo pod and landing gear fairings; and the incorporation of changes to the Pilot's Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM). Current language in paragraph (e)(4) of AD 2006-01-11 R1 regarding the placard requirement inadvertently

states: "You may insert a copy of this AD into the appropriate sections of the POH to comply with this action." This does not meet the intent of the AD.

**Need for the Correction**

This correction is needed to not allow a method of compliance that was inadvertently included in the AD and does not address the unsafe condition.

**Correction of Publication**

■ Accordingly, the publication of March 16, 2006 (71 FR 13538), of Amendment 39-14515; AD 2006-01-11 R1, which was the subject of FR Doc. 06-2546, is corrected as follows:

**§ 39.13 [Corrected]**

On page 13540, in § 39.13 [Amended], in paragraph (e)(4), in the Procedures column, remove the following text:

"You may insert a copy of this AD into the appropriate sections of the POH to comply with this action."

Action is taken herein to correct this reference in AD 2006-01-11 R1 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains February 22, 2006.

Issued in Kansas City, Missouri, on May 5, 2006.

**Kim Smith,**

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

[FR Doc. 06-4424 Filed 5-15-06; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2004-19982; Directorate Identifier 2004-NM-142-AD; Amendment 39-14597; AD 2006-10-13]

RIN 2120-AA64

**Airworthiness Directives; Airbus Model A330-223, -321, -322, and -323 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A330-223, -321, -322, and -323 airplanes. This AD requires repetitive inspections of the firewall of the lower aft pylon fairing (LAPF), and corrective actions if necessary. This AD also provides an optional terminating

action for the repetitive inspections. This AD results from reports of cracking of the LAPF firewall. We are issuing this AD to detect and correct this cracking, which could reduce the effectiveness of the firewall and result in an uncontrolled engine fire.

**DATES:** This AD becomes effective June 20, 2006.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of June 20, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for service information identified in this AD.

**FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2797; 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 all Airbus Model A330-223, -321, -322, and -323 airplanes. That NPRM was published in the **Federal Register** on January 4, 2005 (70 FR 317). That NPRM proposed to require repetitive inspections of the firewall of the lower aft pylon fairing (LAPF), and corrective actions if necessary.

**Explanation of New Relevant Service Information**

Since we issued the NRPM, Airbus has issued Service Bulletin A330-54-3022, dated May 25, 2005. That service bulletin describes procedures for replacing the existing LAPF assemblies with improved parts. Doing this replacement eliminates the need for the