*Repair*

(l) If any crack is found during any inspection required by this AD: Before further flight, repair in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747–53A2321, dated October 31, 1989; or Revision 7, dated October 27, 2005. After the effective date of this AD, only Revision 7 of the service bulletin may be used. Where Revision 7 of the service bulletin specifies to contact Boeing for repair instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

*Adjustments to Compliance Time: Cabin Differential Pressure*

(m) For the purposes of calculating the compliance threshold and repetitive interval for actions required by paragraph (f), (g), and (k) of this AD, on or after the effective date of this AD: All flight cycles, including the number of flight cycles in which cabin differential pressure is at 2.0 psi or less, must be counted when determining the number of flight cycles that have occurred on the airplane, and a 1.2 adjustment factor may not be used. However, for airplanes on which the repetitive interval for the actions required by paragraphs (f) and (k) of this AD have been calculated in accordance with paragraph (i) or (j) of this AD by excluding the number of flight cycles in which cabin differential pressure is at 2.0 pounds psi or less, or by using a 1.2 adjustment factor: Continue to adjust the repetitive interval in accordance with paragraph (i) or (j) of this AD until the next inspections required by paragraph (f) or (k) of this AD are accomplished. Thereafter, no adjustment to compliance times based on paragraph (i) or (j) of this AD is allowed.

*Alternative Methods of Compliance (AMOCs)*

(n)(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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane.

(4) AMOCs approved previously in accordance with AD 90–26–10 are acceptable for compliance with the requirements of this AD, provided that any alternative terminating action was not based upon inspection results using sliding probe low-frequency eddy current (LFEC), sliding probe HFEC, or mid-frequency eddy current (MFEC) inspection method; and provided that any alternative method future inspections did not incorporate sliding probe LFEC or MFEC inspection method.

Issued in Renton, Washington, on May 16, 2006.

**Kevin M. Mullin,**

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

[FR Doc. E6–8007 Filed 5–24–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2006–24785; Directorate Identifier 2006–NE–20–AD]**

**RIN 2120–AA64**

## Airworthiness Directives; Lycoming Engines (L)O–360, (L)IO–360, AEIO–360, O–540, IO–540, AEIO–540, (L)TIO–540, IO–580, AEIO–580, and IO–720 Series Reciprocating Engines

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain Lycoming Engines (L)O–360, (L)IO–360, AEIO–360, O–540, IO–540, AEIO–540, (L)TIO–540, IO–580, AEIO–580, and IO–720 series reciprocating engines. This proposed AD would require replacing certain crankshafts. This proposed AD results from reports of 23 confirmed failures of similar crankshafts in Lycoming Engines 360 and 540 series reciprocating engines. We are proposing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

**DATES:** We must receive any comments on this proposed AD by June 26, 2006.

**ADDRESSES:** Use one of the following addresses to comment on this proposed 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 20590–0001.
- 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.

You can get the service information identified in this proposed AD from Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323–6181; fax (570) 327–7101, or on the Internet at *http://www.Lycoming.Textron.com.*

You may examine the comments on this proposed AD in the AD docket on the Internet at *http://dms.dot.gov.*

**FOR FURTHER INFORMATION CONTACT:** Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228–7337; fax (516) 794–5531.

**SUPPLEMENTARY INFORMATION:**

### Comments Invited

We invite you to send us any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES.** Include ''Docket No. FAA–2006–24785; Directorate Identifier 2006–NE–20–AD'' in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to *http://dms.dot.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the DOT Web site, anyone can find and read the comments in any of our dockets. This includes the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://dms.dot.gov.*

### Examining the AD Docket

You may examine the docket that contains the proposal, any comments received and, any final disposition in person at the DOT Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located on the plaza level of the Department of Transportation Nassif

Building at the street address stated in **ADDRESSES.** Comments will be available in the AD docket shortly after the Docket Management Facility receives them.

**Discussion**

We determined that 23 failures of similar crankshafts in Lycoming 360 and 540 series reciprocating engines have occurred due to subsurface material flaws that progress to a fatigue failure. Lycoming Engines issued Mandatory Service Bulletin (MSB) No. 552, MSB No. 553, MSB No. 566, Supplement No. 1 to MSB No. 566, MSB No. 569, and MSB No. 569A to address the crankshaft failures. We issued AD 2002–19–03 (MSB No. 552 and MSB No. 553 crankshaft populations), AD 2005–19–11 (MSB No. 566 crankshaft population), and AD 2006–06–16 (Supplement No. 1 to MSB No. 566 crankshaft population) to also address the crankshaft failures. The group of crankshafts listed in Lycoming MSB No. 569, dated February 21, 2006, and in the revised version, Lycoming MSB No. 569A, dated April 11, 2006, which is referenced in this proposed AD, has been found to have the same material flaws as those crankshafts addressed by the earlier MSBs and ADs noted. We have determined that the crankshafts listed in Lycoming MSB No. 569 and MSB No. 569A, must be replaced because of the similarity in the design and manufacture with the groups that have previously failed. This condition, if not corrected, will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

**Relevant Service Information**

We reviewed and approved the technical contents of Lycoming MSB No. 569A, dated April 11, 2006. That MSB describes procedures for replacing crankshafts listed by serial number (SN) in that MSB.

Lycoming records indicate the engine SNs in MSB No. 569A, Tables 1, 2, 3, and 4, may have a suspect crankshaft installed. MSB No. 569A Table 5 lists the crankshaft SNs that Lycoming confirmed were part of the suspect population. Because the engine and crankshaft populations are so large, they are not repeated in this proposed AD. Owner operators must determine applicability by comparing engine and crankshaft SNs listed in MSB No. 569A.

We have also reviewed and approved the technical contents of Lycoming Service Instruction No. 1009AR, dated June 22, 2004, that specifies engine time between overhaul periods.

**Differences Between the Proposed AD and the Manufacturer's Service Information**

Lycoming MSB No. 569A, dated April 11, 2006, requires compliance at the next accessibility of the crankshaft, but no later than February 21, 2009. However, this proposed AD would require compliance at the next accessibility of the crankshaft, but no later than the next engine overhaul specified in Lycoming Service Instruction (SI) No. 1009AR, dated June 22, 2004. SI No. 1009AR requires engine overhaul at the specified hourly interval, but no later than 12 years since new, or since the previous engine overhaul. The AD compliance interval could be longer than the MSB No. 569 and MSB No. 569A intervals if the affected engine does not require maintenance that allows accessibility of the crankshaft, or if the engine accumulates hours at a low rate per calendar year. We are allowing this later compliance termination date because we determined that the unsafe condition is unrelated to calendar time and that crankshaft removal at overhaul will reduce the risk of failure to an acceptable level.

Lycoming IO–390 and AEIO–390 engines listed in MSB No. 569A are experimental engines not affected by this AD. Lycoming Engines included these engine models in MSB No. 569A because a suspect crankshaft may have been installed.

**FAA's Determination and Requirements of the Proposed AD**

We evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which would require replacing certain crankshafts at the next engine overhaul as specified in Lycoming Service Instruction No. 1009AR, dated June 22, 2004, or at the next separation of the crankcase, whichever is earlier. The proposed AD would require you to use the service information described previously to perform these actions.

**Costs of Compliance**

We estimate that this proposed AD would affect 3,774 engines installed on airplanes of U.S. registry. Because the proposed AD compliance interval coincides with engine overhaul or other engine maintenance, we estimate no additional labor hours will be needed to comply with this proposed AD. Parts would cost about $16,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to be $60,384,000. Lycoming said it may provide the parts for $2,000, until February 21, 2009, but will not extend the parts price beyond that date.

**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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 the proposed regulation:

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. Would 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 proposed AD. 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, Safety.

**The Proposed Amendment**

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 FAA amends § 39.13 by adding the following new airworthiness directive:

**Lycoming Engines (formerly Textron Lycoming):** Docket No. FAA–2006–24785; Directorate Identifier 2006–NE–20–AD.

**Comments Due Date**

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by June 26, 2006.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Lycoming Engines (L)O–360, (L)IO–360, AEIO–360, O–540, IO–540, AEIO–540, (L)TIO–540, IO–580, AEIO–580, and IO–720 series reciprocating engines. These applicable engines are manufactured new or rebuilt, overhauled, or had a crankshaft installed after March 1, 1997. These engines are installed on, but not limited to, the following aircraft:

BILLING CODE 4910–13–P

| Engine Model | Manufacturer | Aircraft Model |
|---|---|---|
| AEIO-360-A1B6 | Moravan | Z242L Zlin |
| | Scottish Avia | Bulldog |
| | Valmet | Leko 70 |
| AEIO-360-A1E6 | Integrated Systems | Omega |
| IO-360-A1B6 | Aircraft Manufacturing Factory | Mushshak |
| | Beech | C-24R Sierra or 200 Sierra |
| | Cessna | R-G Cardinal |
| | Korean Air | Chang Gong-91 |
| | Partenavia | P-68C |
| | Saab | MFI-15 Safari, MFI-17 Supporter |
| | Scottish Avia | Bulldog |
| IO-360-A1B6D | Cessna | R-6 Cardinal |
| | Siai Marchetti | S-205 |
| IO-360-A3B6 | Mod Works | Trophy 212 Conversion |
| IO-360-A3B6D | Mooney | M20J-201 |
| IO-360-B1G6 | American | Blimp Spector 42 |
| IO-360-C1C6 | Piper Aircraft | PA-28-200R Arrow IV |
| | Ruschmeyer | MF-85 |
| IO-360-C1D6 | M.B.B. | Flamingo 223 |
| | Rockwell | 112 |
| IO-360-C1E6 | Piper | PA-34-200 Seneca I |
| IO-360-C1G6 | Zeppelin | NT |
| IO-360-X178 | Ly-Con | STC |
| (L)O-360-A1G6D | Beech | 76 Duchess |
| (L)O-360-A1H6 | Piper | PA-44 Seminole |
| O-360-A1F6 | Cessna | 177 Cardinal |

| Engine Model | Manufacturer | Aircraft Model |
|---|---|---|
| O-360-A1F6D | Cessna | 177 Cardinal |
| | Teal III | TSC 1A3 |
| O-360-A1G6D | Beech | 76 Duchess |
| O-360-A1H6 | Piper | PA-44 Seminole |
| O-360-E1A6D | Piper | PA-44-180 Seminole |
| O-360-F1A6 | Cessna | C-172RG Cutlass RG |
| AEIO-540-D4A5 | Christen | Pitts S-2S, S-2B |
| | H.A.L. | HPT-32 |
| | Siai-Marchetti | SF-260 |
| | Slingsby | T3A Firefly |
| AEIO-540-L1B5 | Extra-Flugzeugbau | Extra 300 |
| | F.F.A. | FFA-2000 Eurotrainer |
| AEIO-540-L1D5 | Apex | Apex |
| IO-540-AA1A5 | Piper | 602P Sequoia |
| IO-540-AB1A5 | Cessna | C-182 Skylane |
| IO-540-AC1A5 | Cessna | C-206 Stationair |
| IO-540-AE1A5 | Robinson | R44 |
| IO-540-C4B5 | Aerofab | 250 Renegade |
| | Avions Pierre Robin | HR100/250 |
| | Bellanca | T-250 Aries |
| | Piper | Aztec C PA-23 "250", Aztec F |
| | Wassmer | WA4-21 |
| IO-540-C4D5 | S.O.C.A.T.A. | TB-20 |
| IO-540-C4D5D | S.O.C.A.T.A. | TB-20 Trinidad |
| IO-540-D4A5 | Piper | PA-24 260 Comanche |
| | Siai-Marchetti | SF-260 |
| IO-540-D4B5 | Cerva | CF-34 Guepard |
| IO-540-E1A5 | Aero Commander | 500-E |
| IO-540-E1B5 | Aero Commander | 500-U |

| Engine Model | Manufacturer | Aircraft Model |
|---|---|---|
| | Poeschel | P-300 |
| | Shrike | 500-S |
| IO-540-J4A5 | Piper | Aztec PA-23 "250" |
| IO-540-K1A5 | Aeronautica Agricula Mexicana | Quail |
| | Celair | Eagle |
| | Embraer | EMB-720 Minuano, EMB-721 Sertanejo |
| | Piper | PA-32-300 Cherokee Six |
| IO-540-K1A5D | Piper | PA-32-300 |
| IO-540-K1B5 | Evangel-Air | Evangel-Air |
| | Pilotus Britton-Norman | BN-2B Islander |
| | Transavara | T-300 Skyfarmer |
| IO-540-K1E5 | Bellanca | Bellanca |
| IO-540-K1F5 | Ted Smith | Aerostar 600 |
| IO-540-K1G5 | Embraer | EMB-720 Minuano |
| | Piper | Saratoga PA-32-300, Brave 300 |
| IO-540-K1G5D | Embraer | EMB-721 Sertanejo |
| | Piper | PA-32-300R Lance, SP PA-32-300R Saratoga |
| IO-540-K1H5 | Seawind | Seawind |
| IO-540-K1J5 | Piper | 600A Aerostar |
| IO-540-K1J5D | Embraer | EMB-201 Ipanema |
| IO-540-K1K5 | Piper | T35 |
| IO-540-L1C5 | Swearingen | SX300 |
| IO-540-M1A5 | Piper | PA-31-300 Navajo |
| IO-540-M1C5 | King Engineering | Angel |
| IO-540-S1A5 | Piper | 601B Aerostar, 601P Aerostar |
| IO-540-T4A5D | General Aviation | Model 114 |
| IO-540-T4B5 | Commander | 114B |

| Engine Model | Manufacturer | Aircraft Model |
|---|---|---|
| IO-540-T4B5D | Rockwell | 114 |
| IO-540-V4A5 | Aircraft Manufacturing Factory | Aircraft Manufacturing Factory |
| | Maule | MT-7-260, M-7-260 |
| IO-540-W1A5 | Maule | MX-7-235, MT-7-235, M7-235 |
| IO-540-X160 | Airship Management | Airship Management |
| IO-540-X170 | Robinson | Robinson |
| O-540-A1A5 | Helio | Military H-250 |
| O-540-A1B5 | Piper | PA-32 "250" Aztec, PA-24 "250" Comanche |
| O-540-A1C5 | Piper | PA-24 "250" Comanche |
| O-540-A1D5 | Piper | PA-24 "250" Comanche |
| O-540-A4D5 | American Champion | American Champion |
| | Gomozig | Gomozig |
| | Avipro | Bearhawk |
| O-540-B1A5 | Piper | PA-23 "235" Apache |
| O-540-B2B5 | S.O.C.A.T.A. | 235CA Rallye. |
| O-540-B2C5 | Piper | PA-24 "235" Pawnee |
| O-540-B4B5 | Embraer | EMB-710 Corioca |
| | Maule | MX-7-235 Star Rocket, M-6-235 Super Rocket, M-7-235 Super Rocket |
| | Piper | PA-28 "235" Cherokee |
| | S.O.C.A.T.A. | 235GT Rallye, 235C Rallye |
| O-540-E4A5 | Aviamilano | F-250 Flamingo |
| | Piper | PA-24 "260" Comanche |
| | Siai-Marchetti | SF-260, SF-208 |
| O-540-E4B5 | Britton-Norman | BN-2 |
| | Piper | PA-32 "260" Cherokee Six |
| O-540-E4C5 | Pilotus Britton-Norman | BN-2A-26 Islander; BN-2A-27 Islander; BN-2B-26 Islander II; BN-2A-21 Islander; BN-2A-Mark III-2 |

| Engine Model | Manufacturer | Aircraft Model |
|---|---|---|
| | | Trislander |
| O-540-F1B5 | Robinson | R-44 |
| O-540-G1A5 | Piper | PA-25 "260" Pawnee |
| O-540-J1A5D | Maule | MX-7-235 Star Rocket, M-6-235 Super Rocket, M-7-235 Super Rocket |
| O-540-J3A5 | Robin | R-3000/235 |
| O-540-J3A5D | Piper | PA-28-236 Dakota |
| O-540-J3C5D | Cessna | TR-182, Turbo Skylane RG |
| TIO-540-AA1AD | Aerofab Inc | 270 Turbo Renegade |
| TIO-540-AB1AD | S.O.C.A.T.A. | TC TB-21 Trinidad |
| TIO-540-AE2A | Piper | PA-46-350P Mirage |
| TIO-540-AF1B | Mooney | TLS M20M |
| TIO-540-AG1A | Commander Aircraft | 112TC |
| TIO-540-AH1A | Piper | TC PA-32-301T TurboSaratoga |
| TIO-540-AK1A | Cessna | T182T Turbo Skylane |
| TIO-540-C1A | Piper | PA-23-250 Turbo Aztec |
| TIO-540-J2B | Piper | T-1020 |
| TIO-540-U2A | Piper | 700P Aerostar |
| TIO-540-W2A | Aero Mercantil | Gavilan |
| TIO-540-X136 | Schweizer | Schweizer |
| TIO-540-X155 | Cessna | T182 (AK1A) |
| AEIO-580-X165 | Apex | Apex |
| IO-720-D1B | Embraer | EMB-400 Ipanema, IAR-821 |
| | Nauchang | N5 |
| IO-720-D1C | Piper | PA-36-375 Brave |

BILLING CODE 4910–13–C

**Unsafe Condition**

(d) This AD results from reports of 23 confirmed failures of similar crankshafts in Lycoming Engines 360 and 540 series reciprocating engines. We are issuing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

**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.

**Engines Exempted From the AD**

(f) If your engine meets any of the following conditions, and you haven't had the crankshaft replaced since meeting the condition, no further action is required:

(1) Engines that are in compliance with Lycoming Mandatory Service Bulletin (MSB) No. 552 (AD 2002–19–03) or MSB No. 553 (AD 2002–19–03 Table 3 or Table 5); or

(2) Engines that are in compliance with Lycoming MSB No. 566 AD (2005–19–11); or

(3) Engines that are in compliance with Lycoming Supplement No. 1 to MSB No. 566 (AD 2006–06–16); or

(4) Engines that are in compliance with the original issue of Lycoming MSB No. 569, or MSB No. 569A.

(g) If Lycoming Engines manufactured new, rebuilt, overhauled, or repaired your engine, or replaced the crankshaft in your engine before March 1, 1997, and you haven't had the crankshaft replaced, no further action is required.

(h) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine serial number (SN), and Table 5 of MSB No. 569A, dated April 11, 2006, does not list your crankshaft SN, no further action is required.

**Engines Not Exempted From the AD**

(i) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine SN, and Table 5 of MSB No. 569A, dated April 11, 2006, lists your crankshaft SN, replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at either of the following:

(1) The next engine overhaul as specified in Lycoming Engines Service Instruction No. 1009AR, dated June 22, 2004; or

(2) The next separation of the crankcase, whichever is earlier.

(j) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, does not list your engine SN, and Table 5 of MSB No. 569A does list your crankshaft SN (an affected crankshaft was installed as a replacement), replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at either of the following:

(1) The next engine overhaul as specified in Lycoming Engines Service Instruction No. 1009AR, dated June 22, 2004; or

(2) The next separation of the crankcase, whichever is earlier.

**Prohibition Against Installing Certain Crankshafts**

(k) After the effective date of this AD, do not install any crankshaft that has a SN listed in Table 5 of Lycoming MSB No. 569A, dated April 11, 2006, into any engine.

**Alternative Methods of Compliance**

(l) The Manager, New York Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Related Information**

(m) None.

Issued in Burlington, Massachusetts, on May 19, 2006.

**Robert J. Ganley,**

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

[FR Doc. 06–4850 Filed 5–24–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2006–24864; Directorate Identifier 2006–NM–072–AD]**

**RIN 2120–AA64**

## Airworthiness Directives; McDonnell Douglas Model DC–10–10, DC–10–10F, DC–10–30, DC–10–30F (KDC–10), DC–10–40, and DC–10–40F Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain McDonnell Douglas airplanes, identified above. This proposed AD would require reducing the length of the sump drain collar and replacing the fuel tank sump drain lockring for fuel tanks 1, 2, and 3; and reducing the length of the drain outlet barrel for the auxiliary fuel tank, if applicable. For airplanes with an auxiliary fuel tank, this proposed AD also would require relocating the sump drain outlet to allow draining the sumps without opening the doors of the main landing gear wheel well. This proposed AD results from fuel system reviews conducted by the manufacturer. We are proposing this AD to reduce the potential of ignition sources inside fuel tanks in the event of a lightning strike, which, in combination with flammable fuel vapors, could result in arcing in the fuel tank, fuel tank explosions, and consequent loss of the airplane.

**DATES:** We must receive comments on this proposed AD by July 10, 2006.

**ADDRESSES:** Use one of the following addresses to submit comments on this proposed 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 Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1–L5A (D800–0024), for the service information identified in this proposed AD.

**FOR FURTHER INFORMATION CONTACT:** Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM–140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5262; fax (562) 627–5210.

**SUPPLEMENTARY INFORMATION:**

### Comments Invited

We invite you to submit any relevant written data, views, or arguments regarding this proposed AD. Send your comments to an address listed in the **ADDRESSES** section. Include the docket number ''FAA–2006–24864; Directorate Identifier 2006–NM–072–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to *http://dms.dot.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of that Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78), or you may visit *http://dms.dot.gov.*

### Examining the Docket

You may examine the 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 DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the Docket Management System receives them.