TABLE 3.—ACTIONS, COMPLIANCE, AND PROCEDURES FOR GROUP 2 AIRPLANES—Continued

Actions	Compliance	Procedures
(iv) T206 only: Union at the aft vertical cooling baffle to the fuel injector servo. (v) Fuel injector servo to fuel flow transducer. (vi) Fuel flow transducer to fuel manifold valve. (vii) Fuel injector servo return to firewall fitting.		
(2) If any incorrect torque values are found during the inspection required by paragraph (f)(1) of this AD, clean and dry the threads of all fittings, and tighten the hose end fittings to the correct torque values as defined in Table 4.	Before further flight after the inspection required by paragraph (f)(1) of this AD, in which any incorrect torque values are found.	Follow Cessna Service Bulletin No. SB06–71–02, dated June 19, 2006.

(g) Use the following table for the correct torque values to tighten the hose end fittings as required in paragraphs (e)(2) and (f)(2) of this AD:

TABLE 4.—TORQUE VALUES FOR HOSE END FITTINGS

Flare hex sizes in fractions of an inch	Hose size	Correct torque in inch-pounds	
		Minimum	Maximum
9/16	−4	135	150
11/16	−6	270	300
7/8	−8	450	500

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Jeff Janusz, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946–4148; facsimile: (316) 946–4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) You must do the actions required by this AD following the instructions in Cessna Service Bulletin No. SB06–71–02, dated June 19, 2006. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277–7706; telephone: (316) 517–5800; facsimile: (316) 942–9006. 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* 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–2006–25262; Directorate Identifier 2006–CE–39–AD.

Issued in Kansas City, Missouri, on August 9, 2006.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6–13442 Filed 8–17–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–24641; Directorate Identifier 2006–CE–27–AD; Amendment 39–14724; AD 2006–17–03]

RIN 2120–AA64

Airworthiness Directives; Stemme GmbH & Co. KG Models S10, S10–V, and S10–VT Sailplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA adopts a new airworthiness directive (AD) for certain Stemme GmbH & Co. KG (Stemme) Models S10, S10–V, and S10–VT sailplanes. This AD requires you to inspect the connection between the aileron push-rod and the connecting shaft to determine if a safety washer is installed. If there is no safety washer installed, this AD requires you to modify the aileron control assembly. This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this AD to prevent a loose bearing in the aileron control lever, which could result in separation of the aileron control system. Separation of the aileron control system could lead to loss of aileron control.

DATES: This AD becomes effective on September 22, 2006.

As of September 22, 2006, the Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation.

ADDRESSES: To get the service information identified in this AD, contact STEMME AG, Flugplatzstraβe F 2, Nr. 7, D–15344 Strausberg, Germany; telephone: + 49.33.41/36 12–0; facsimile: + 49.33.41/36 12–30; e-mail: *P.Ellwanger@stemme.de.*

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 20590–001 or on the Internet at *http://dms.dot.gov.* The docket number is FAA–2006–24641; Directorate Identifier 2006–CE–27–AD.

FOR FURTHER INFORMATION CONTACT: Gregory A. Davison, Aerospace

Engineer, ACE–112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; facsimile: (816) 329–4090.

SUPPLEMENTARY INFORMATION:

Discussion

On May 24, 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 certain Stemme Models S10, S10–V, and S10–VT sailplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 2, 2006 (71 FR 31980). The NPRM proposed to require you to inspect the joint between the aileron control rod, part number (P/N) 10SQ–RMB, and the connecting shaft, P/N 10SQ–RMW, to determine if a safety washer is installed. If a safety washer is not installed, the NPRM proposed to require you to modify this area by replacing the joint bolt (P/N LN9037–06042), installing a safety washer (P/N D440–06), and installing washer (P/N 10M–282).

Comments

We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal 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 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 will affect 105 sailplanes in the U.S. registry.

We estimate the following costs to do the inspection:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
1 work-hour × $80 per hour = $80	N/A	$80	105 × $80 = $8,400

We estimate the following costs to do any necessary replacements that will be required based on the results of the inspection. We have no way of determining the number of sailplanes that may need this replacement:

Labor cost	Parts cost	Total cost per sailplane
2 work-hours × $80 per hour = $160	$30	$160 + $30 = $190

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–2006–24641; Directorate Identifier 2006–CE–27–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 adding a new AD to read as follows:

2006–17–03 Stemme GmbH & Co. KG: Amendment 39–14724; Docket No. FAA–2006–24641; Directorate Identifier 2006–CE–27–AD.

Effective Date

(a) This AD becomes effective on September 22, 2006.

Affected ADs

(b) None.

(c) This AD affects the following sailplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
S10	10–03 through 10–56.
S10–V	14–001 through 14–030 (including all converted versions 14–003M through 14–056M).
S10–VT	11–001 through 11–089.

Unsafe Condition

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this AD to prevent a loose bearing in the aileron control lever, which could result in separation of the aileron control system. Separation of the aileron control system could lead to loss of aileron control.

Compliance

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

Actions	Compliance	Procedures
(1) Inspect the joint between the aileron control rod, part number (P/N) 10SQ–RMB (or FAA-approved equivalent part number), and the connecting shaft, P/N 10SQ–RMW (or FAA–approved equivalent part number), to determine if a safety washer, P/N DIN 440–06 (or FAA-approved equivalent part number), is installed.	Within the next 20 hours time-in-service after September 22, 2006 (the effective date of this AD).	Follow Stemme Service Bulletin Document Number: A31–10–069, Am.-Index 01.a, dated September 10, 2004
(2) If after the inspection required in paragraph (e)(1) of this AD, you can positively determine that a safety washer, P/N DIN 440–06 (or FAA-approved equivalent part number), is installed between the joint in the aileron control rod and the connecting shaft, no further action is required.	Not applicable	Not applicable
(3) If after the inspection required in paragraph (e)(1) of this AD, you cannot positively determine that a safety washer is installed between the joint in the aileron control rod and the connecting shaft, do the following. (i) Install a safety washer, P/N DIN 440–06 (or FAA-approved equivalent part number); (ii) Replace the existing bolt with bolt, P/N LN9037–06042 (or FAA-approved equivalent part number), from the modification kit; and (iii) Install washer, P/N 10M–282 (or FAA-approved equivalent part number)	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Stemme Service Bulletin Document Number: A31–10–069, Am.-Index 01.a, dated September 10, 2004.
(4) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase ''or FAA-approved equivalent part number'' in this AD is intended to signify those parts that are PMA parts approved through identicality to the design of the part under the type certificate and replacement parts to correct the unsafe condition under PMA (other than identicality). If parts are installed that are identical to the unsafe parts, then the corrective actions of the AD affect these parts also. In addition, equivalent replacement parts to correct the unsafe condition under PMA (other than identicality) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.	Not applicable	Not applicable.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Gregory A. Davison, Aerospace Engineer, ACE–112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; facsimile: (816) 329–4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) German AD Number D–2004–443, dated September 27, 2004, addresses the subject of this AD.

Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Stemme Service Bulletin Document Number: A31–10–069, Am.-Index 01.a, dated September 10, 2004. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact STEMME AG, Flugplatzstraβe F 2, Nr. 7, D–15344 Strausberg, Germany; telephone: + 49.33.41 / 36 12–0; facsimile: + 49.33.41 / 36 12–30. 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* 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–2006–24641; Directorate Identifier 2006–CE–27–AD.

Issued in Kansas City, Missouri, on August 9, 2006.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6–13440 Filed 8–17–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004–NE–05–AD; Amendment 39–14706; AD 2006–16–06]

RIN 2120–AA64

Airworthiness Directives; General Electric Company (GE) CF6–80 Series Turbofan Engines

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) for GE CF6–80 series turbofan engines with certain stage 1 high-pressure turbine (HPT) rotor disks. That AD currently requires an initial inspection as a qualification for the mandatory rework procedures for certain disks, and repetitive inspections only for certain disks for which the rework procedures were not required. That action also requires reworking certain disks before further flight, and removes certain CF6–80E1 series disks from service. This AD requires the same actions but shortens the compliance schedule for HPT disks that have not been previously inspected using AD 2004–04–07, which this AD supersedes. This AD results from a recent report of an uncontained failure of a stage 1 HPT disk. We are issuing this AD to detect and prevent cracks in the bottoms of the dovetail slots that could propagate to failure of the disk and cause an uncontained engine failure.

DATES: Effective September 5, 2006. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of September 5, 2006. The Director of the Federal Register previously approved the incorporation by reference of certain other publications listed in the regulations as of March 12, 2004 (69 FR 8801, February 26, 2004).

We must receive any comments on this AD by October 17, 2006.

ADDRESSES: Use one of the following addresses to submit comments on this ad:

- By mail: Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2004–NE–05–AD, 12 New England Executive Park, Burlington, MA 01803.
- By fax: (781) 238–7055.
- By e-mail: *9-ane-adcomment@faa.gov.*

Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672–8400, fax (513) 672–8422, for the service information identified in this AD.

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone: (781) 238–7176, fax: (781) 238–7199.

SUPPLEMENTARY INFORMATION: On February 13, 2004, we issued AD 2004–04–07, Amendment 39–13488 (69 FR 38; February 26, 2004). That AD requires an initial inspection as a qualification for the mandatory rework procedures for certain disks, and repetitive inspections only for certain disks for which the rework procedures were not required. That action also requires reworking certain disks before further flight. That AD was the result of the manufacturer's investigation and development of a rework procedure to chamfer the aft breakedge of the dovetail slot bottom to reduce stresses. That condition, if not corrected, could result in cracks in the bottoms of the dovetail slots that could propagate to failure of the disk and cause an uncontained engine failure.

Actions Since AD 2004–04–07 Was Issued

Since AD 2004–04–07 was issued, a CF6–80A turbofan engine, installed on a Boeing 767 airplane, experienced an uncontained stage 1 HPT disk failure on June 2, 2006. The disk failure resulted in a fire and significant damage to the airplane. The event occurred during an on-ground maintenance operation.

Relevant Service Information

We reviewed and approved the technical contents of the following GE Service Bulletins (SBs) and Alert Service Bulletin (ASB) that describe procedures for removing, inspecting, and reworking certain stage 1 HPT rotor disks:

- SB No. CF6–80E1 S/B 72–0251, dated January 22, 2004;
- SB No. CF6–80A S/B 72–0779, Revision 1, dated January 22, 2004;
- SB No. CF6–80A S/B 72–0788, Revision 3, dated July 20, 2006;
- SB No. CF6–80A S/B 72–0822, dated July 20, 2006;
- ASB No. CF6–80C2 S/B 72–A1026, Revision 2, dated January 22, 2004;
- SB No. CF6–80C2 S/B 72–1089, Revision 3, dated July 20, 2006;
- SB No. CF6–80C2 S/B 72–1217, dated July 20, 2006.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other GE CF6–80 series turbofan engines of the same type design. This AD requires rework of the dovetail slot bottom of certain stage 1 rotor disks. The disks must pass an inspection to qualify for the rework. This AD also requires removal from service of certain disks for which the rework procedures were not previously required. This AD also tightens the compliance schedule for HPT disks that have not been previously inspected using AD 2004–04–07. Operators must use the compliance schedule carried forward from AD 2004–04–07 or the new compliance schedule below, whichever occurs first:

- For stage 1 HPT rotor disks with 9,000 or more cycles-since-new (CSN) on the effective date of this AD, within 250 cycles-in-service (CIS) after the effective date of this AD, or by March 31, 2007, whichever occurs first.
- For stage 1 HPT rotor disks with 6,900 or more but fewer than 9,000 CSN on the effective date of this AD, within 500 CIS after the effective date of this AD, or before accumulating 9,250 CSN, or by December 31, 2007, whichever occurs first.
- For stage 1 HPT rotor disk with fewer than 6,900 CSN on the effective date of this AD, before accumulating 7,400 CSN, or by December 31, 2008, whichever occurs first.

This AD also removes from service certain CF6–80E1 series disks. You must use the service information described previously to perform the actions required by this AD.