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Dated: August 21, 2006.

Lloyd C. Day,
 Administrator, Agricultural Marketing
 Service.
 [FR Doc. E6-14108 Filed 8-24-06; 8:45 am]
 BILLING CODE 3410-02-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24979; Directorate
 Identifier 2006-NM-014-AD; Amendment
 39-14738; AD 2006-17-17]

RIN 2120-AA64

**Airworthiness Directives; Bombardier
 Model DHC-8-100, DHC-8-200, DHC-
 8-300, and DHC-8-400 Series
 Airplanes**

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new
 airworthiness directive (AD) for certain
 Bombardier Model DHC-8-100, DHC-
 8-200, DHC-8-300, and DHC-8-400
 series airplanes. This AD requires
 inspecting the left and right control
 column torque tube assemblies to
 determine the type of rivets installed
 and replacing incorrect or indeterminate
 type rivets with the correct type rivets.
 This AD results from a report that
 incorrect rivets having lower than

required strength were installed on the
 control column torque tube during
 production. We are issuing this AD to
 prevent shear failure of control column
 torque tube rivets, which could cause
 unexpected decoupling of the elevators
 and large unwanted deflection of the
 free elevator, and consequent reduced
 controllability of the airplane.

DATES: This AD becomes effective
 September 29, 2006.

The Director of the Federal Register
 approved the incorporation by reference
 of certain publications listed in the AD
 as of September 29, 2006.

ADDRESSES: You may examine the AD
 docket on the Internet at [http://
 dms.dot.gov](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 Bombardier, Inc., Bombardier
 Regional Aircraft Division, 123 Garratt
 Boulevard, Downsview, Ontario M3K
 1Y5, Canada, for service information
 identified in this AD.

FOR FURTHER INFORMATION CONTACT:
 Richard Beckwith, Aerospace Engineer,
 Airframe and Propulsion Branch, ANE-
 171, FAA, New York Aircraft
 Certification Office, 1600 Stewart
 Avenue, suite 410, Westbury, New York
 11590; telephone (516) 228-7302; fax
 (516) 794-5531.

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 certain Bombardier Model
 DHC-8-100, DHC-8-200, DHC-8-300,
 and DHC-8-400 series airplanes. That
 NPRM was published in the **Federal
 Register** on June 8, 2006 (71 FR 33270).
 That NPRM proposed to require
 inspecting the left and right control
 column torque tube assemblies to
 determine the type of rivets installed
 and replacing incorrect or indeterminate
 type rivets with the correct type rivets.

Comments

We provided the public the
 opportunity to participate in the
 development of this AD. We received no
 comments on the NPRM 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.

Costs of Compliance

The following table provides the
 estimated costs for U.S. operators to
 comply with this AD.

ESTIMATED COSTS

Action	Work hours	Average labor rate per hour	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
Inspection for rivet type	1	\$80	\$0	\$80	162	\$12,960.
Rivet replacement, if necessary	16	80	50	1,330	162	A maximum of \$215,460.

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 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
 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. 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, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator,

the FAA amends 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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

2006–17–17 Bombardier, INC. (Formerly de Havilland, Inc.): Amendment 39–14738. Docket No. FAA–2006–24979; Directorate Identifier 2006–NM–014–AD.

Effective Date

(a) This AD becomes effective September 29, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Bombardier airplanes identified in Table 1 of this AD, certified in any category.

TABLE 1.—APPLICABILITY

Bombardier airplane model—	Affected serial numbers (S/Ns)—
(1) DHC–8–102, DHC–8–103, DHC–8–106, DHC–8–201, DHC–8–202, DHC–8–301, DHC–8–311, DHC–8–314, and DHC–8–315 airplanes.	528 through 602 inclusive, and 606.
(2) DHC–8–400, DHC–8–401, and DHC–8–402 airplanes	4003, 4004, 4006, 4008 through 4080 inclusive, and 4082.

Unsafe Condition

(d) This AD results from a report that incorrect rivets having lower than required strength were installed on the control column torque tube during production. We are issuing this AD to prevent shear failure of rivets in the control column torque tube, which could cause unexpected decoupling of the elevators and large unwanted deflection of the free elevator, and consequent reduced controllability of the airplane.

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.

Inspection and Replacement of Incorrect Rivets

(f) At the applicable times specified in Table 2 of this AD: Do the applicable actions in accordance with the applicable service bulletin identified in Table 2 of this AD. If all rivets identified during the inspection specified in paragraph (f)(1)(i) or (f)(2)(i) of this AD, as applicable, are of the correct type (DD or DN rivets), no further action is required by this AD.

Note 1: For the purposes of this AD, a general visual inspection is: “A visual

examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

TABLE 2.—INSPECTION AND REPLACEMENT OF INCORRECT RIVETS

Model—	Compliance time—	Action—	In accordance with—
(1) Model DHC–8–102, DHC–8–103, DHC–8–106, DHC–8–201, DHC–8–202, DHC–8–301, DHC–8–311, DHC–8–314, and DHC–8–315 airplanes.	(i) Within 5,500 flight hours after the effective date of this AD.	Do a general visual inspection of the left and right control column torque tube assemblies to determine the types of rivets installed.	Part A of the Accomplishment Instructions of Bombardier Service Bulletin 8–27–104, dated October 26, 2004.
	(ii) Before further flight	Replace any rivet of an incorrect type (AD rivets) or of a type that cannot be determined with correct type rivets (DD or DN rivets).	Part B of the Accomplishment Instructions of Bombardier Service Bulletin 8–27–104, dated October 26, 2004.
(2) Model DHC–8–400, DHC–8–401, and DHC–8–402 airplanes.	(i) Within 5,500 flight hours after the effective date of the AD.	Do a general visual inspection of the left and right control column torque tube assemblies to determine the type of rivets installed.	Part A of the Accomplishment Instructions of Bombardier Service Bulletin 84–27–24, Revision ‘A,’ dated September 28, 2005.
	(ii) Before further flight	Replace any rivet of an incorrect type (AD rivets) or of a type that cannot be determined with correct type rivets (DD or DN rivets).	Part B of the Accomplishment Instructions of Bombardier Service Bulletin 84–27–24, Revision ‘A,’ dated September 28, 2005.

Actions Accomplished According to Previous Issue of Service Bulletin

(g) For Model DHC–8–400, DHC–8–401, and DHC–8–402 airplanes: Inspections and rivet replacements done before the effective

date of this AD in accordance with Bombardier Service Bulletin 84–27–24, dated September 20, 2004, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, New York Aircraft Certification Office, 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.

Related Information

(i) Canadian airworthiness directive CF-2005-39, dated November 21, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Bombardier Service Bulletin 8-27-104, dated October 26, 2004; or Bombardier Service Bulletin 84-27-24, Revision 'A,' dated September 28, 2005; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the **Federal Register** approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html

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

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-13966 Filed 8-24-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24959; Directorate Identifier 2005-NM-258-AD; Amendment 39-14737; AD 2006-17-16]

RIN 2120-AA64

Airworthiness Directives; Fokker Airworthiness Directive; Fokker Model F.28 Mark 0070 and 0100 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 Fokker Model F.28 Mark 0070 and 0100 airplanes. This AD requires a one-time detailed inspection to detect corrosion on the wing rear spar lower girder, and related investigative and applicable corrective actions if necessary. This AD results from reports of corrosion of the wing rear spar lower girder between wing station (STA) 8700 and wing STA 9200. We are issuing this AD to detect and correct corrosion of the wing rear spar lower girder, which could result in reduced structural integrity of the wing rear spar.

DATES: This AD becomes effective September 29, 2006.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of September 29, 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 Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, WA

98057-3356; telephone (425) 227-1137; 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 Fokker Model F.28 Mark 0070 and 0100 airplanes. That NPRM was published in the **Federal Register** on June 8, 2006 (71 FR 33260). That NPRM proposed to require a one-time detailed inspection to detect corrosion on the wing rear spar lower girder, and related investigative and applicable corrective actions if necessary.

Comments

We provided the public the opportunity to participate in the development of this AD. We received no comments on the NPRM 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.

Interim Action

This AD is considered to be interim action. The inspection reports required by this AD will enable the manufacturer to obtain better insight into the nature, cause, and extent of the corrosion, and eventually to develop final action to address the unsafe condition. Once final action has been identified, we may consider further rulemaking.

Costs of Compliance

The following table provides the estimated costs for U.S. operators to comply with this AD.

ESTIMATED COSTS

Action	Work hours	Average labor rate per hour	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
Inspection of wing rear spar lower girder	2	\$80	\$0	\$160	44	\$7,040