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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2004-20007; Directorate Identifier 2004-CE-50-AD; Amendment 39-14798; AD 2006-23-09]

RIN 2120-AA64

#### Airworthiness Directives; Air Tractor, Inc. Model AT-602 Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2006-23-09, which published in the **Federal Register** on November 9, 2006 (71 FR 65719), and applies to all Air Tractor, Inc. Model AT-602 airplanes. AD 2006-23-09 requires you to repetitively inspect (using the eddy current method) the wing center splice joint two outboard fastener holes on both of the wing main spar lower caps for fatigue cracking; repair or replace any wing main spar lower cap where fatigue cracking is found; and report any fatigue cracking found. This AD results from fatigue cracking at the wing center splice joint outboard fastener hole in one of the wing main spar lower caps. The AD number in the AD is incorrectly referenced as "2006-23-01" instead of "2006-23-09" in two places. This document corrects these references.

**DATES:** The effective date of this AD (2006-23-09) remains December 14, 2006.

**FOR FURTHER INFORMATION CONTACT:** Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

On October 26, 2006, the FAA issued AD 2006-23-09, Amendment 39-14798 (71 FR 65719, November 9, 2006), which applies to Air Tractor, Inc. Model AT-602 airplanes. AD 2006-23-09 requires you to repetitively inspect (using the eddy current method) the wing center splice joint two outboard

fastener holes on both of the wing main spar lower caps for fatigue cracking; repair or replace any wing main spar lower cap where fatigue cracking is found; and report any fatigue cracking found.

The AD number in the AD is incorrectly referenced as "2006-23-01" instead of "2006-23-09" in two places.

#### Need for the Correction

This correction is needed to assure that the airplane records and documentation shows that the applicable AD is complied with.

#### Correction of Publication

Accordingly, the publication of November 9, 2006 (71 FR 65719), of Amendment 39-14798; AD 2006-23-09, which was the subject of FR Doc. 06-18688, is corrected as follows:

#### Section 39.13 [Corrected]

On page 65719, in the first column and sixth line of the document, replace "2006-23-01" with "2006-23-09."

On page 65721, in the first column and fourth line, replace "2006-23-01" with "2006-23-09."

Action is taken herein to correct this reference in AD 2006-23-09 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains December 14, 2006.

Issued in Kansas City, Missouri, on November 20, 2006.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2005-20141; Directorate Identifier 2005-NE-01-AD; Amendment 39-14836; AD 2006-24-07]

RIN 2120-AA64

#### Airworthiness Directives; Hartzell Propeller Inc. Propellers and McCauley Propeller Systems Controllable Propellers

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Hartzell Propeller Inc. HC, BHC, and

PHC series propellers; and McCauley Propeller Systems controllable propellers serviced by Oxford Aviation Services Limited, doing business as CSE Aviation, in the United Kingdom between September 1998 and October 2003. This AD requires inspecting the propeller blades and other critical propeller parts for wear and mechanical damage. This AD results from findings that CSE Aviation failed to perform some specific inspections and repairs. We are issuing this AD to detect unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane.

**DATES:** This AD becomes effective January 3, 2007.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://dms.dot.gov> or in Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Timothy Smyth, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone (847) 294-7132; fax (847) 294-7834.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to certain Hartzell Propeller Inc. HC, BHC, and PHC series propellers; and McCauley Propeller Systems controllable propellers serviced by Oxford Aviation Services Limited, doing business as CSE Aviation, in the United Kingdom between September 1998 and October 2003. We published the proposed AD in the **Federal Register** on June 15, 2005 (70 FR 34714). That action proposed to require inspecting the propeller blades and other critical propeller parts for wear and mechanical damage.

#### Examining the AD Docket

You may examine the docket that contains the AD, any comments received, and any final disposition in person at the Docket Management Facility Docket Offices 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 DMS receives them.

#### Comments

We provided the public the opportunity to participate in the