**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.

**Restatement of Requirements of AD 2004–18–04**

*Airplane Flight Manual (AFM) Revision*

(f) Within 90 days after September 20, 2004 (the effective date of AD 2004–18–04), revise the Limitations section of the AFM to include the following statement. This may be done by inserting a copy of this AD in the AFM. Doing the applicable software upgrade specified in paragraph (g) of this AD (for Model 717–200 airplanes), paragraph (j) of AD 2006–16–15, amendment 39–14715 (for Model MD–11 and MD–11F airplanes), or paragraph (k) of AD 2006–16–15 (for Model MD–10–10F and MD–10–30F airplanes), terminates the requirements of this paragraph for that airplane. For airplanes on which the applicable software upgrade has been done, the AFM revision may be removed.

''Use of PROF mode for descent and/or approach operations is prohibited unless

1. The airplane is on path and the FMA indicates THRUST |xxx|PROF, or

2. The indicated airspeed is below Vmax for the airplane configuration by at least:

a. 10 knots at indicated altitudes below 10,000 feet, or

b. 15 knots at indicated altitudes of 10,000 feet or above, or

3. Basic autoflight modes (e.g., LVL CHG, V/S, or FPA) are used to recapture the path when the PROF mode is engaged and the airplane is:

a. Above or below the path and the FMA indicates PITCH |xxx|IDLE, or

b. Below the path and the FMA indicates THRUST |xxx|V/S.''

**Note 1:** When a statement identical to that in paragraph (f) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

**New Requirements of This AD**

*Upgrade Software—Model 717–200 Airplanes*

(g) For Model 717–200 airplanes: Within 18 months after the effective date of this AD, upgrade the versatile integrated avionics (VIA) digital computer with new system software (part number (P/N) PS4081970–909) and in-service data acquisition system (ISDAS) database (DB) software (P/N PS4081642–909), in accordance with the Accomplishment Instructions of Boeing Service Bulletin 717–31–0013, dated March 25, 2005. Doing this upgrade terminates the requirements of paragraph (f) of this AD for that airplane only.

**Note 2:** Boeing Service Bulletin 717–31–0013, dated March 25, 2005, refers to Honeywell Alert Service Bulletin 4081570–31-A6007, dated March 9, 2005, as an additional source of service information for doing the actions specified in paragraph (g) of this AD.

*Parts Installation*

(h) For Model 717–200 airplanes: As of the effective date of this AD, no person may install a VIA digital computer, P/N 4081570–904, –905, –906, or –907, on any airplane, except as required by the actions specified in paragraph (g) of this AD.

*Alternative Methods of Compliance (AMOCs)*

(i)(1) The Manager, Los Angeles 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.

Issued in Renton, Washington, on February 1, 2007.

**Ali Bahrami,**

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

[FR Doc. E7–2524 Filed 2–13–07; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2007–27257; Directorate Identifier 2006–NM–131–AD]**

**RIN 2120–AA64**

## Airworthiness Directives; Airbus Model A300 Airplanes; and Model A300 B4–600, B4–600R, and F4–600R Series Airplanes, and Model A300 C4–605R Variant F Airplanes (Collectively Called A300–600 Series 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 all Airbus Model A300 airplanes and Model A300–600 series airplanes. This proposed AD would require inspecting to determine the part number of the sliding rods of the main landing gear (MLG) retraction actuators. For MLG retraction actuators equipped with sliding rods having certain part numbers, this proposed AD would also require inspecting for discrepancies, including but not limited to cracking, of the sliding rod; and performing corrective actions if necessary. This proposed AD results from a report of a failure of a sliding rod of the MLG retraction actuator before the actuator reached the life limit established by the manufacturer. We are proposing this AD to prevent failure of the sliding rod of the MLG retraction actuator, which could result in reduced structural integrity of the MLG.

**DATES:** We must receive comments on this proposed AD by March 16, 2007.

**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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for service information identified in this proposed AD.

**FOR FURTHER INFORMATION CONTACT:** Thomas Stafford, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1622; fax (425) 227–1149.

**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–2007–27257; Directorate Identifier 2006–NM–131–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 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 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.

**Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, notified us that an unsafe condition may exist on all Airbus Model A300 airplanes; and Model A300 B4–600, B4–600R, and F4–600R series airplanes, and Model A300 C4–605R Variant F airplanes (collectively called A300–600 series airplanes). The EASA advises of a report of a failure of a sliding rod of the main landing gear (MLG) retraction actuator. The total number of flight cycles on the actuator at the time of the failure was close to, but below, the life limit of 32,000 flight cycles established by the manufacturer. Failure of a sliding rod of the MLG retraction actuator, if not corrected, could result in reduced structural integrity of the MLG.

**Relevant Service Information**

Airbus has issued Service Bulletins A300–32–0450 (for Model A300 airplanes) and A300–32–6097 (for Model A300–600 series airplanes), both Revision 01, both dated May 10, 2006. The service bulletins describe procedures for inspecting to determine the part number (P/N) of the sliding rod of the MLG retraction actuators on the left-hand and right-hand MLGs. For MLG retraction actuators equipped with sliding rods having certain part numbers, the service bulletins describe procedures for detailed and high frequency eddy current (HFEC) inspections to detect discrepancies, including but not limited to cracking, of the thread of the sliding rod, and corrective actions if necessary. The corrective action, if any discrepancy is found, is replacing the MLG retraction actuator with a new or serviceable actuator that has a new sliding rod. The service bulletins also note that the MLG retraction actuator must be replaced with a new or serviceable actuator before the 32,000-flight-cycle life limit, regardless of the inspection findings. Accomplishing the actions specified in the service information is intended to adequately address the unsafe condition. The EASA mandated the service information and issued airworthiness directive 2006–0075R2, dated January 4, 2007, to ensure the continued airworthiness of these airplanes in the European Union.

The Airbus service bulletins refer to Messier-Dowty Special Inspection Service Bulletin 470–32–806, dated October 27, 2005, as an additional source of service information for performing the detailed and HFEC inspections to detect discrepancies of the sliding rod.

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

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. As described in FAA Order 8100.14A, ''Interim Procedures for Working with the European Community on Airworthiness Certification and Continued Airworthiness,'' dated August 12, 2005, the EASA has kept the FAA informed of the situation described above. We have examined the EASA's findings, evaluated all pertinent information, and determined that we need to issue an AD for products of this type design that are certificated for operation in the United States.

Therefore, we are proposing this AD, which would require accomplishing the actions specified in the service information described previously. This proposed AD would also require repeating the inspections in this proposed AD on MLG retraction actuators installed in accordance with this proposed AD prior to the accumulation of 27,000 flight cycles on those actuators.

**Difference Between the Proposed AD and the EASA Airworthiness Directive**

The EASA airworthiness directive specifies that MLG retraction actuator rods that have reached the life limit of 32,000 flight cycles must be returned to Messier-Dowty. However, this proposed AD would not require that action. We have included a reminder to operators in Note 3 of this proposed AD that the MLG retraction actuator rod must be replaced before the 32,000-flight-cycle life limit specified in the applicable airworthiness limitations document.

**Clarification of Requirement To Repeat Inspections**

The EASA's airworthiness directive and the referenced Airbus service bulletins do not specifically state that the inspections must be accomplished on all actuators installed from spares when they reach the inspection threshold. However, we have determined that these inspections are necessary on any MLG retraction actuator equipped with a sliding rod having P/N C69029–2 or C69029–3 when the MLG retraction actuator reaches the thresholds specified in this proposed AD. This is consistent with the intent of the EASA's airworthiness directive and the service bulletins.

**Costs of Compliance**

The following table provides the estimated costs for U.S. operators to comply with this proposed AD, at an average labor rate of $80 per hour, per inspection cycle.

ESTIMATED COSTS

| Action | Work hours | Parts | Cost per airplane | Number of U.S.-registered airplanes | Fleet cost |
|---|---|---|---|---|---|
| Inspection to determine part number | 1 | None | $80 | 168 | $13,440 |
| Inspections for discrepancies | 11 | None | 880 | 168 | 147,840 |

**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. 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 proposed 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, Safety.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA 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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

**Airbus:** Docket No. FAA–2007–27257; Directorate Identifier 2006–NM–131–AD.

**Comments Due Date**

(a) The FAA must receive comments on this AD action by March 16, 2007.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all Airbus Model A300 airplanes; and all Airbus Model A300 B4–601, A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, and A300 C4–605R Variant F airplanes; certificated in any category.

**Unsafe Condition**

(d) This AD results from a report of a failure of a sliding rod of the main landing gear (MLG) retraction actuator before the actuator reached the life limit established by the manufacturer. We are issuing this AD to prevent failure of the sliding rod of the MLG retraction actuator, which could result in reduced structural integrity of the MLG.

**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.

**Service Bulletin Reference**

(f) The term ''service bulletin,'' as used in this AD, means the Accomplishment Instructions of the service bulletins identified in paragraphs (f)(1) and (f)(2) of this AD, as applicable. Where these service bulletins refer to an inspection report, this AD does not require submitting an inspection report.

(1) *For Model A300 airplanes:* Airbus Service Bulletin A300–32–0450, Revision 01, excluding Appendix 01, dated May 10, 2006.

(2) For Model A300 B4–601, A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, and A300 C4–605R Variant F airplanes: Airbus Service Bulletin A300–32–6097, Revision 01, excluding Appendix 01, dated May 10, 2006.

**Note 1:** The Airbus service bulletins refer to Messier-Dowty Special Inspection Service Bulletin 470–32–806, dated October 27, 2005, as an additional source of service information for performing detailed and high-frequency eddy current (HFEC) inspections to detect discrepancies of the sliding rod.

**Inspection to Determine Part Number (P/N) of Sliding Rod**

(g) At the time specified in paragraph (g)(1) or (g)(2) of this AD, whichever is later, do a one-time inspection to determine the part number of the sliding rod of the MLG retraction actuator, in accordance with the applicable service bulletin. If no sliding rod having P/N C69029–2 or C69029–3 is installed, no further action is required by this paragraph.

(1) Before the accumulation of 27,000 total flight cycles on the MLG retraction actuator.

(2) Within 1,000 landings or 12 months after the effective date of this AD, whichever is first.

**Inspection for Discrepancies of Sliding Rod**

(h) For MLG retraction actuators equipped with sliding rods having P/N C69029–2 or C69029–3: At the later of the times specified in paragraph (g)(1) or (g)(2) of this AD, perform detailed and HFEC inspections of the sliding rod of the MLG retraction actuators on the left-hand and right-hand MLGs, in accordance with the applicable service bulletin. Then, before further flight, perform all applicable corrective actions, in accordance with the applicable service bulletin.

**Note 2:** For the purposes of this AD, a detailed inspection is: ''An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.''

**Note 3:** Operators should note that the MLG retraction actuator rod must be replaced with a new or serviceable actuator rod before the 32,000-flight-cycle life limit specified in the applicable airworthiness limitations document, regardless of the inspection findings.

**Parts Installation for MLG Retraction Actuator Rod**

(i) As of the effective date of this AD, no person may install, on any airplane, an MLG retraction actuator that is equipped with a sliding rod having P/N C69029–2 or C69029–3, and on which the retraction actuator rod has accumulated 27,000 total flight cycles or more, unless paragraph (h) of this AD is accomplished.

**Actions Accomplished According to a Previous Issue of the Service Bulletins**

(j) Inspections and corrective actions done before the effective date of this AD in accordance with the following service bulletins are acceptable for compliance with the corresponding requirements of this AD:

(1) For Model A300 airplanes: Airbus Service Bulletin A300–32–0450, excluding Appendix 01, dated December 1, 2005.

(2) For Model A300 B4–601, A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, and A300 C4–605R Variant F airplanes: Airbus Service Bulletin A300–32–6097, excluding Appendix 01, dated December 1, 2005.

**Alternative Methods of Compliance (AMOCs)**

(k)(1) The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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**

(l) European Aviation Safety Agency airworthiness directive 2006–0075R2, dated January 4, 2007, also addresses the subject of this AD.

Issued in Renton, Washington, on February 6, 2007.

**Ali Bahrami,**

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

[FR Doc. E7–2513 Filed 2–13–07; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2007–27223; Directorate Identifier 2006–NM–224–AD]**

**RIN 2120–AA64**

## Airworthiness Directives; Boeing Model 767 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 Boeing Model 767 airplanes. This proposed AD would require modifying the link arms of the number 2 windows in the flight compartment. This proposed AD results from reports of the number 2 windows opening during takeoff roll, which has resulted in aborted takeoffs. We are proposing this AD to prevent the opening of the number 2 windows during takeoff roll, which could result in an aborted takeoff or an unscheduled landing, and adversely affect the flightcrew's ability to perform critical takeoff communication.

**DATES:** We must receive comments on this proposed AD by April 2, 2007.

**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, P.O. Box 3707, Seattle, Washington 98124–2207, for the service information identified in this proposed AD.

**FOR FURTHER INFORMATION CONTACT:** John Bell, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM–150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6422; fax (425) 917–6590.

**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–2007–27223; Directorate Identifier 2006–NM–224–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.

### Discussion

Operators have reported the number 2 windows opening during takeoff roll. This has resulted in aborted takeoffs, which have occurred at speeds up to 140 knots. The number 2 windows are opened and closed by rotating an operating crank. When the flightcrew closes the window, the crank roller at the end of the torque tube will move and lock into the cam block at the top aft corner of the window. On affected airplanes, the crank roller can move at 18-degree increments with one gear tooth rotation. This minimum adjustment of 18 degrees can cause too much movement of the lower link arm and result in interference with the link bracket, preventing the crank roller from engaging into the cam block. When this occurs, the link arm will not be positioned at an angle less than 90 degrees (over center) in reference to the track roller, and the window could open during takeoff roll. Opening of the number 2 windows during takeoff roll, if not corrected, could result in aborted takeoffs or unscheduled landings, and adversely affect the flightcrew's ability to perform critical takeoff communication.

### Relevant Service Information

We have reviewed Boeing Alert Service Bulletin 767–56A0010, dated September 7, 2006. The service bulletin describes procedures for modifying the link arms of the number 2 windows in the flight compartment. The modification will allow the crank roller to move at 9-degree increments with a change of position of a retaining pin, instead of one gear tooth rotation of 18-degree increments. The link arm that drives the window shut will be positioned at an angle less than 90 degrees (over center), in reference to the track roller, when the window is closed. The modification will make sure that the window cannot open without input from the operating crank. The modification involves either:

- Replacing the link brackets, cam blocks, and torque tube assemblies with new parts; or
- Reworking the cam blocks and torque tube assemblies, and either reworking the link brackets or replacing them with new link brackets.