

To detect cracking in the M/R shaft, which could result in separation of the main rotor and subsequent loss of control of the helicopter, accomplish the following:

(a) Perform a one-time ultrasonic inspection of the M/R shaft for cracking in accordance with Nondestructive Testing/Inspection Technique, Ultrasonic Technique (UT) Number 5043, latest version. The ultrasonic inspection of the M/R shaft must be performed by a Level II or Level III inspector, qualified under the guidelines established by MIL-STD-410E, ATA Specification 105, AIA-NAS-410, or an FAA-accepted equivalent for qualification standards of Nondestructive Testing inspection/evaluation personnel. Recurrent training and examinations are part of the qualification requirements.

(1) For Model S-76A, B and C helicopters with a M/R shaft, P/N 76351-09630-041, installed, remove and inspect the M/R shaft in accordance with the Accomplishment Instructions, paragraphs 3.B.(1)(a) through 3.B.(1)(d)5 of Sikorsky Alert Service Bulletin (ASB) No. 76-66-45A, Revision A, dated February 7, 2007.

(2) For Model S-76A helicopters with a M/R shaft, P/N 76351-09030—all dash numbers, installed, remove and inspect the M/R shaft in accordance with the Accomplishment Instructions, paragraphs 3.B.(1)(a) through 3.B.(1)(d)5 of Sikorsky ASB No. 76-66-46, dated February 7, 2007.

(3) If a crack is found, replace the M/R shaft with an airworthy M/R shaft that has been ultrasonically inspected in accordance with paragraph (a) of this AD before further flight.

(4) Reassemble the lower bearing housing assembly, install the main gear box, and perform the ground run leak test in accordance with the Accomplishment Instructions, paragraphs 3.B.(1)(f) through 3.B.(1)(l) of either ASB No. 76-66-45A, Revision A or ASB No. 76-66-46, both dated February 7, 2007, as appropriate for your part-numbered M/R shaft.

(b) Before installing an affected M/R shaft, ultrasonically inspect the M/R shaft and reassemble the lower bearing housing assembly, install the main gear box, and perform the ground run leak test in accordance with the requirements of paragraph (a) of this AD.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, FAA, ATTN: Kirk Gustafson, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7190, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(d) The ultrasonic inspection shall be done in accordance with the specified portions of Sikorsky Alert Service Bulletin (ASB) No. 76-66-45A, Revision A, and Sikorsky ASB No. 76-66-46, both dated February 7, 2007. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop

s581a, 6900 Main Street, Stratford, Connecticut, phone (203) 383-4866, e-mail address tsslibrary@sikorsky.com. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(e) This amendment becomes effective on June 15, 2007.

Issued in Fort Worth, Texas, on May 16, 2007.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E7-10126 Filed 5-30-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24171; Directorate Identifier 2006-NE-08-AD; Amendment 39-15075; AD 2007-11-18]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-50C Series Turbofan Engines

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) CF6-50C series turbofan engines. This AD requires reworking certain forward fan stator cases and installing a fan module secondary containment shield. This AD results from reports of uncontained fan blade failures causing damage and separation of airplane hydraulic lines. We are issuing this AD to prevent uncontained fan blade failures, which can result in separation of airplane hydraulic lines, damage to critical airplane systems, and possible loss of airplane control.

DATES: This AD becomes effective July 5, 2007. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of July 5, 2007.

ADDRESSES: You can get the service information identified in this AD from General Electric Company via GE-Aviation, Attn: Distributions, 111 Merchant St., Room 230, Cincinnati,

Ohio 45246, telephone (513) 552-3272; fax (513) 552-3329.

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: Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: tara.chaidez@faa.gov; telephone (781) 238-7773; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to GE CF6-50C series turbofan engines. We published the proposed AD in the **Federal Register** on April 17, 2006 (71 FR 19661). That action proposed to require reworking certain forward fan stator cases and installing a fan module secondary containment shield.

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 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 development of this AD. We have considered the comments received.

Reworked and Re-Identified Fan Stator Cases

A private citizen states that some fan stator cases with certain part numbers (P/Ns) listed in the proposed AD might have been reworked and re-identified to different P/Ns, per GE Service Bulletin (SB) No. CF6-50 S/B 72-0277. The commenter feels that the rework P/Ns should also be listed in the AD.

We agree. We added P/Ns 9173M37G01, G02, G03, G04, G05, and G06 to the list of affected fan stator cases in the AD.

Updated Service Bulletin

Since we issued the proposed AD, GE issued Revision 2 to the SBs incorporated by reference in this AD. These revisions contain minor formatting changes to the text,

incorporate improved illustrations, and add fan stator case P/Ns. We want operators to use the Revision 2 SBs. We removed the incorporations by reference to the original, and Revision 1 of the SBs that appeared in the proposed AD and incorporated by reference Revision 2 of the SBs into this AD.

Compliance Date Is Not Justified by the Risk

FedEx Express states that the proposed AD compliance date of no later than June 30, 2007, is not consistent with the historical importance associated with this design deficiency. They reference GE CF6–50 engine Service Bulletin No. 72–0986, issued in 1991 and revised in 1998, which contain GE’s recommended compliance of “at operator convenience”. FedEx Express states that they feel this recommendation is consistent with their fan blade separation service experience, of never having an event of uncontained fan blades on the CF6–50C engine. FedEx Express further states that they feel that this current regulatory action is only in response to a test cell incident from April 2003. They suggest that this compliance date would create an unnecessary operational and financial burden. FedEx Express requests that the proposed AD action be done only at next engine shop visit.

We partially agree. We reviewed our risk assessment and found that the risk can be managed by extending the compliance date three years. We changed the AD compliance date to no later than June 30, 2010.

We do not agree with eliminating the compliance date. This AD results from six reported fan uncontainment events with hydraulic line damage that occurred during aircraft operation. This is the safety concern we are addressing in this AD. We did not eliminate the compliance date from the AD.

Conclusion

We have carefully reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

We estimate that this AD will affect 226 CF6–50C series turbofan engines installed on airplanes of U.S. registry. We also estimate that it will take about 2.5 work hours per engine to perform the actions, and that the average labor

rate is \$80 per work-hour. Required parts will cost about \$9,451 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$2,181,126.

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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

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 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:

2007–11–18 General Electric Company:

Amendment 39–15075. Docket No. FAA–2006–24171; Directorate Identifier 2006–NE–08–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 5, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6–50C, CF6–50C1, CF6–50C2, CF6–50C2B, CF6–50C2F, and CF6–50C2R turbofan engines, with a forward fan stator case, part number (P/N) 9064M53G04, G05, G06, G07, G08, G09, G10, G12, or G13, or P/N 9173M37G01, G02, G03, G04, G05, or G06 installed. These engines are installed on, but not limited to, Airbus A300, McDonnell Douglas DC–10 series, and DC–10–30F (KC–10A, KDC–10) airplanes.

Unsafe Condition

(d) This AD results from reports of uncontained fan blade failures causing damage and separation of airplane hydraulic lines. We are issuing this AD to prevent uncontained fan blade failures, which can result in separation of airplane hydraulic lines, damage to critical airplane systems, and possible loss of airplane control.

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.

(f) At the next engine shop visit after the effective date of this AD, but no later than June 30, 2010, rework the forward fan stator case and install the fan module secondary containment shield.

(1) For engines on Airbus 300 series airplanes, use paragraph 3, Accomplishment Instructions, of GE Service Bulletin (SB) No. CF6–50 S/B 72–0985, Revision 2, dated March 21, 2007, to do the rework and installation.

(2) For engines on McDonnell Douglas airplanes, use paragraph 3, Accomplishment Instructions, of GE SB No. CF6–50 S/B 72–0986, Revision 2, dated March 21, 2007, to do the rework and installation.

(g) The rework and installation specified in paragraphs (f)(1) through (f)(2) of this AD can also be done on-wing.

Previous Credit

(h) Previous credit is allowed for fan stator cases reworked and containment shields installed using GE SB No. CF6–50 S/B 72–

0985, dated December 2, 1991 or Revision 1, dated September 15, 1998, or GE SB No. CF6-50 S/B 72-0986, dated December 2, 1991 or Revision 1, dated September 15, 1998, before the effective date of this AD.

Alternative Methods of Compliance

(i) The Manager, Engine 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

(j) European Aviation Safety Agency airworthiness directive 2004-0007, dated

December 15, 2004, also addresses the subject of this AD.

(k) Contact Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: tara.chaidez@faa.gov; telephone (781) 238-7773; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) You must use the General Electric Company service information specified in Table 1 of this AD to perform the rework and installations required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents

listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. 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 a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

TABLE 1.—INCORPORATION BY REFERENCE

Service Bulletin No.	Page	Revision	Date
CF6-50 S/B 72-0985 <i>Total Pages: 13</i>	All	2	March 21, 2007.
CF6-50 S/B 72-0986 <i>Total Pages: 13</i>	All	2	March 21, 2007.

Issued in Burlington, Massachusetts, on May 22, 2007.

Peter A. White,

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

[FR Doc. E7-10316 Filed 5-30-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-28114; Directorate Identifier 2007-CE-044-AD; Amendment 39-15076; AD 2007-11-19]

RIN 2120-AA64

Airworthiness Directives; MORAVAN a.s. Model Z242L Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Installation of G-load monitoring units on some Zlin Z 42 series airplanes has revealed that certain aircraft during aerobatic manoeuvres exceeded the limit loads initially defined for the certification.

As a consequence to restore the safety margins on aircraft operated in Utility ("U")

category; this Airworthiness Directive (AD) mandates a modification of the Airplane Flight Manual (AFM) so as to limit the permissible manoeuvres in "U" category flights.

This AD requires actions that are intended to address the unsafe condition described in the MCAI.

DATES: This AD becomes effective June 5, 2007.

On June 5, 2007 the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

We must receive comments on this AD by July 2, 2007.

ADDRESSES: You may send comments by any of the following methods:

- *DOT Docket Web Site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Fax:* (202) 493-2251.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- *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.

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal

holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Doug Rudolph, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. The streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European