



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2006-25

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2006-01			
2005-26-10		Engine Components Inc.	Appliance: Engine Cylinder Assemblies
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL
Biweekly 2006-02			
2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390
Biweekly 2006-03			
2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DG-400, DG-500 Elan Series, and DG-500M
2006-02-51	FR	Raytheon	390
Biweekly 2006-04			
2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zakłady Lotnicze	PZL M26 01
Biweekly 2006-05			
2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft
Biweekly 2006-06			
2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2006-07			
2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO-360-A1B6, AEIO-360-A1E6, IO-360-A1B6, IO-360-A1B6D, IO-360-A3B6, IO-360-A3B6D, IO-360-C1C6, IO-360-B1G6, IO-360-C1G6, IO-360-C1E6, LO-360-A1G6D, LO-360-A1H6, O-360-A1F6, O-360-A1F6D, O-360-A1G6D, O-360-A1H6, O-360-E1A6D, O-360-F1A6, IO-360-C1D6, LIO-360-C1E6, LO-360-E1A6d, LIO-360-C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22
Biweekly 2006-08			
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane: G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2
Biweekly 2006-09			
2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
	S 2003-07-01		
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A
Biweekly 2006-10			
2002-11-05-R1	COR	Air Tractor	AT-501
	R 2002-11-05		
2006-08-08	COR	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09	COR	Air Tractor	AT-802 and AT-802A
2006-09-10		Eurocopter France	Rotorcraft: SA-365 N1, AS-365 N2, N3, SA 366 G1, and EC-155B and B1
Biweekly 2006-11			
2006-01-11 R1	COR	Cessna	208 and 208B
	R 2006-01-11		
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-10-21		Engine Components Inc.	Appliance: Engine Connecting Rods

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2006-12

2003-21-09 R1	R 2003-21-09	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2006-11-14		Sikorsky	Rotorcraft: S-92A
2006-11-16	S 98-22-11	Honeywell International Inc.	Engine: T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series, T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft
2006-11-17		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, and D1
2006-11-18		Pacific Aerospace Corporation Ltd.	750XL
2006-11-19		DORNIER LUFTFAHRT GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2006-12-07	S 2005-26-10	Engine Components Inc.	Appliance: Engine Cylinder Assemblies

Biweekly 2006-13

68-17-03R1	R 68-17-03	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-10-19		Eurocopter France	Rotorcraft: EC130 B4
2006-10-21	COR	Engine Components Inc.	Appliance: Engine Connecting Rods
2006-12-25		General Machine - Diecron, Inc.	Appliance: Actuator Nut Assembly
2006-13-05	S 2005-26-53	Pacific Aerospace Corp. Ltd.	750XL
2006-13-06		Rolls-Royce Corp.	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2, 250-C18, -C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and "C20W series turboprop and turboshaft
2006-13-11	S 2002-21-08	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-13-12	S 98-12-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2

Biweekly 2006-14

2006-13-10	S 92-07-05	Raytheon Aircraft Company	See AD
2006-13-14		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, 230 and 430
2006-13-15		Mitsubishi Heavy Industries	MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, MU-2B-60
2006-14-03		Honeywell International Inc.	Engine: TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft

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Biweekly 2006-15			
2006-14-08 2006-15-01		Mitsubishi Heavy Industries Twin Commander Aircraft Corporation	MU-2B-26A, MU-2B-36A, MU-2B-40, and MU-2B-60 690, 690A, and 690B
2006-15-02	S 2003-09-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC- 6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-03	S 2003-13-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC- 6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-07		Mitsubishi Heavy Industries, LTD.	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-15-08		Honeywell International Inc.	Engine: TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, - 6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, - 10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR turboprop
Biweekly 2006-16			
2004-16-15 R1	R 2004-16-15	Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, EC 155B, EC155B1, SA- 365N, N1, and SA-366G1
2006-15-14 2006-15-19 2006-16-04	S 2004-24-04	Eurocopter Canada Limited Sikorsky Aircraft Corporation Rolls-Royce Corporation	Rotorcraft: BO 105 LS A-3 Rotorcraft: S-92A Engine: 250-B and 250-C series turboshaft and turboprop
Biweekly 2006-17			
2006-02-08R1 2006-16-13 2006-16-19 2006-16-20 2006-17-01	R 2006-02-08	Turbomeca Pilatus Aircraft Ltd. B-N Group Ltd. DG Flugzeugbau GmbH Mitsubishi Heavy Industries	Engine: Arriel 1B, 1D, 1D1, and 1S1 PC-12 and PC-12/45 BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R series Sailplane: DG-1000S MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-02 2006-17-03 2006-17-04 2006-17-05	S 84-09-05	Grob-Werke Stemme GmbH & Co. KG Cessna Mitsubishi Heavy Industries	Sailplane: G102 ASTIR CS Sailplane: S10, S10-V, and S10-VT 172R, 172S, 182T, T182T, 206H, and T206H MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-51	E	Agusta S.p.A.	Rotorcraft: AB139
Biweekly 2006-18			
2006-16-13 2006-16-18	COR	Pilatus Aircraft Ltd Sandel Avionics Incorporated	PC-12 and PC-12/45 Appliance: Terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units
2006-17-51 2006-18-01 2006-18-51	FR S 2004-23-15 E	Agusta S.p.A. MD Helicopters, Inc. Raytheon	Rotorcraft: AB139 Rotorcraft: MD900 1900, 1900C, and 1900D
Biweekly 2006-19			
2006-18-15 2006-18-16 2006-18-51 2006-19-01 2006-19-05	FR	Hartzell Propeller Inc. Raytheon Raytheon Eurocopter France See AD	Propeller: ()HC-()2Y()-() series 390 1900, 1900C (C-12J), 1900D Rotorcraft: AS350B, B1, B2, B3, BA, D, and AS355E Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH- 1F, UH-1H, UH-1L, UH-1P, and SW204, SW204HP, SW205, and SW205A-1

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Biweekly 2006-20			
2006-19-08	S 2005-17-19	Stemme GmbH & Co. KG	Sailplane: S10-VT
2006-19-09		Raytheon	B300
2006-19-10		Cirrus Design Corporation	SR20 and SR22
2006-19-11		Gippsland Aeronautics Pty. Ltd.	GA8
2006-20-07		Rolls-Royce	Engine: 250-C30, -C30G, -C30G/2, -C30M, -C30P, -C30R, -C30R/1, -C30R/3, -C30R/3M, -C30S, -C30U, -C40B, -C47B, and -C47M turboshaft
2006-20-09		Lycoming Engines	Engine: (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 series reciprocating
2006-20-10		Air Tractor, Inc.	AT-802 and AT-802A
Biweekly 2006-21			
2006-20-13		Fuji Heavy Industries, Ltd.	FA-200 series
2006-21-03		Cirrus Design Corporation	SR20, SR22
Biweekly 2006-22			
2006-21-10	S 2003-22-13	Turbomeca	Engine: Arriel 2B, 2B1, and 2B1A turboshaft
2006-21-11		Turbomeca	Engine: Turmo IV A and IV C series turboshaft
2006-21-12		AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2006-22-05	S 2003-04-06	Various Aircraft	SEE AD
2006-22-08		Air Tractor, Inc.	AT-602, AT-802, and AT-802A
2006-22-10		Schempp-Hirth GmbH & Co. KG	Sailplane: Mini-Nimbus B and Mini-Nimbus HS-7
2006-22-11	S 2004-21-01	EADS SOCATA	TBM 700
2006-22-12		Hartzell Propeller Inc	Propeller: HC-B5MP-3()/M10282A()+6 and HC-B5MP-3()/M10876() () () five-bladed
Biweekly 2006-23			
2006-23-01		Pilatus Aircraft Ltd	PC-7
2006-23-02		Raytheon Aircraft Company	C90A, B200, B200C, B300, and B300C
2006-23-03		B-N Group Ltd.	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R
2006-23-04		Diamond Aircraft Industries	DA 40
2006-23-08		Societe de Motorisations Aeronautiques	Engine: SMA SR305-230 and SR305-230-1 reciprocating
2006-23-09		Air Tractor Inc.	AT-602
Biweekly 2006-24			
2006-23-14	S 2003-11-09	Air Tractor Inc.	AT-502 and AT-502B, AT-502A, AT-602, AT-802 and AT-802A
2006-23-17		Turbomeca	Engine: Turmo IV A and IV C series turboshaft
Biweekly 2006-25			
2006-23-09	COR	Air Tractor, Inc.	AT-602
2006-24-06		STEMME GMBH & CO. AG	Sailplane: S10-VT
2006-24-07		Hartzell Propeller Inc. and McCauley Propeller Systems	Propeller: See AD
2006-24-09	S 2002-26-05, 2002-11-05 R1	PZL-Bielsko	Glider: SZD-50-3 "Puchacz"
2006-24-10		Air Tractor, Inc.	AT-501, AT-502, AT-502A, AT-502B, and AT-503A, AT-500 series
2006-24-11		Raytheon	1900, 1900C (C-12J), and 1900D



CORRECTION: [*Federal Register*: November 29, 2006 (Volume 71, Number 229); Page 68999; www.access.gpo.gov/su_docs/aces/aces140.html]

2006-23-09 Air Tractor, Inc.: Amendment 39-14798; Docket No. FAA-2004-20007; Directorate Identifier 2004-CE-50-AD.

Effective Date

- (a) This AD becomes effective on December 14, 2006.

Affected ADs

- (b) None.

Applicability

- (c) This AD affects Model AT-602 airplanes, all serial numbers beginning with 602-0337, that are certificated in any category.

Unsafe Condition

- (d) This AD is the result of fatigue cracking of the wing main spar lower cap at the centerline splice joint outboard fastener hole. The actions specified in this AD are intended to detect and correct cracks in the wing main spar lower cap, which could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

Compliance

- (e) To address the problem, do the following:

(1) Before doing the initial eddy current inspection required in paragraph (e)(2) of this AD, gain access for the inspection by cutting inspection holes, modifying the vent tube, and installing cover plates; unless already done. Follow Snow Engineering Co. Service Letter 204, revised March 26, 2001, Drawing titled "602 Spar Inspection Holes and Vent Tube Mod.," dated November 13, 2003.

(2) Eddy current inspect the wing center splice joint outboard two fastener holes in both the right and left wing main spar lower caps for cracks. Follow Snow Engineering Co. Process Specification 197, Revised June 4, 2002. For the following airplanes, use the wing spar lower cap hours time-in-service (TIS) schedule below in Table 1 of this AD to do the initial and repetitive inspections:

Table 1.—Compliance Times for Inspection

Serial Numbers:	Condition:	Initially inspect:	Repetitively inspect thereafter at the following intervals:
(i) 602-0337 through 602-0584	As manufactured	Upon accumulating 2,000 hours TIS or within 50 hours TIS after December 14, 2006 (the effective date of this AD), whichever occurs later, unless already done.	1,000 hours TIS
(ii) 602-0337 through 602-0584	Modified with cold-worked fastener holes following Snow Engineering Co. Service Letter #244, dated April 25, 2005	If performing the cold-working procedure in Service Letter #244, it includes the eddy current inspection.	2,000 hours TIS

(3) Do an eddy current inspection as part of the cold working procedure in Service Letter 244, dated April 25, 2005, even if the wing spar was previously inspected.

(4) One of the following must do the inspection:

(i) A level 2 or 3 inspector certified in eddy current inspection using the guidelines established by the American Society for Nondestructive Testing or NAS 410; or

(ii) A person authorized to perform AD maintenance work and who has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps.

(f) For the airplanes listed in paragraph (e)(2) of this AD, as terminating action for the inspection requirements, you may modify your wing by installing part number (P/N) 20996-2 steel web plate and P/N 20985-1/2 8-bolt splice blocks following Snow Engineering Co. Drawing 20998, Revision B, dated September 28, 2004, and cold work the lower spar cap two outboard fastener holes at the wing center section splice connection following Snow Engineering Co. Service Letter 240, dated September 30, 2004.

(g) For all affected airplanes listed in paragraph (e)(2) of this AD, repair or replace any cracked spar cap before further flight. For repair or replacement, do one of the following:

(1) For cracks that can be removed by performing the terminating action listed in paragraph (f) of this AD above, perform the actions in paragraph (f) of this AD.

(2) For cracks that can not be removed by performing the terminating action in paragraph (f) of this AD, you must replace the lower spar caps and associated parts listed in paragraph (h) of this AD before continued flight.

(h) For all Model AT-602 airplanes, upon accumulating 6,500 hours TIS on the wing spar lower caps or within the next 50 hours TIS after December 14, 2006 (the effective date of this AD), whichever occurs later, replace the wing lower spar caps, splice blocks and hardware, wing attach angles and hardware, and install the steel web plate, P/N 20996-2, if not already installed, following Snow Engineering Co. Drawing 20776, Sheet 2, Revision A, dated August 30, 2004. Compliance with this paragraph terminates the inspection requirements of paragraph (e)(2) of this AD.

(i) Report any cracks you find within 10 days after the cracks are found or within 10 days after December 14, 2006 (the effective date of this AD), whichever occurs later. Include in your report the airplane serial number, airplane TIS, wing spar cap TIS, crack location and size, corrective action taken, and a point of contact name and phone number. Send your report to Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 and those following sections) and assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Fort Worth Airplane Certification Office, FAA, ATTN: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) None.

Material Incorporated by Reference

(l) You must use the service information specified in Table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Air Tractor, Inc. at address P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; or facsimile: (940) 564-5612.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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.

Table 2.—Material Incorporated by Reference

Snow Engineering Co. Service Information	Date
Process Specification #197	Revised June 4, 2002
Drawing 20776, Sheet 2, Revision A	August 30, 2004
Service Letter #204	Revised March 26, 2001
Service Letter #240	September 30, 2004
Drawing 20998, Revision B	September 28, 2004
Service Letter #244	April 25, 2005

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Issued in Kansas City, Missouri, on October 26, 2006.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-18688 Filed 11-8-06; 8:45 am]



2006-24-06 STEMME GMBH & CO. AG: Amendment 39-14835; Docket No. FAA-2006-24956; Directorate Identifier 2006-CD-32-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 3, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to STEMME Model S10-VT sailplanes; certificated in any U.S. category:
 - (1) Serial numbers (S/Ns) 11-89 through 11-096; and
 - (2) All S/Ns where pressure lines were replaced between July 27, 2004, and June 22, 2005, inclusive, and the parts were provided by Stemme Gmbh & Co. AG (Stemme).

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that ripped pressure lines between Airbox-Carburator-Differential fuel pressure sensor were found during a requested maintenance event after engine trouble in the range between maximum continuous power and take off power. The cracks can be a result of non complete temperature resistance. This type of pressure line was installed since July 27, 2004. It was used for serial production and spare parts.

Actions and Compliance

- (e) Unless already done, do the following actions.
 - (1) Within 30 days after the effective date of this AD, inspect all 0.15 - 0.27 inch (4 x 7mm) pressure lines for porousness or cracks in particular areas of T-splits parts, clamps, or connections. The free areas between the white plastic covers must also be checked. If cracks or porosity are found, before further flight, replace all pressure lines with ROTAX part number (P/N) 860 660 or Stemme P/N HZ-KLS041 (or FAA-approved equivalent P/Ns) pressure lines following STEMME F&D Design Org. Service Bulletin A31-10-73, Am. Index 01.a, dated June 22, 2005.
 - Within 60 days after the effective date of this AD, unless already done, replace all installed 0.15 x 0.27 inch (4 x 7 mm) pressure lines with ROTAX P/N 860 660 or Stemme P/N HZ-KLS041 (or FAA-approved equivalent P/Ns) pressure lines following STEMME F&D Design Org. Service Bulletin A31-10-073, Am. Index 01.a, dated June 22, 2005.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Gregory A. Davison, Aerospace Safety Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Return to Airworthiness: When complying with this AD, do the FAA-approved corrective actions before returning the product to an airworthy condition.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) This AD is related to MCAI Luftfahrt-Bundesamt AD D-2005-228, dated June 24, 2005, which references STEMME F & D Design Org. Service Bulletin A31-10-073, Am.-Index 01.a, dated June 22, 2005.

Material Incorporated by Reference

(i) You must use STEMME F&D Design Org. Service Bulletin A31-10-073, Am.-Index 01.a, dated June 22, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Stemme GmbH & Co. AG, Flugplatzstraße F 2, Nr. 7, D-15344 Strausberg, Germany; telephone + 49 33 41 36 12 0; facsimile: + 49 33 41 36 12 30.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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>.

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

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-9428 Filed 11-28-06; 8:45am]



2006-24-07 Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) and McCauley Propeller Systems (formerly Cessna Aircraft Co.): Amendment 39-14836. Docket No. FAA-2005-20141; Directorate Identifier 2005-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 3, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) and McCauley Propeller Systems (formerly Cessna Aircraft Co.) propellers that have a part number (P/N) and serial number (SN) listed in Table 1 or Table 2 of this AD, serviced by Oxford Aviation Limited, doing business as CSE Aviation. These propellers are installed on, but not limited to airplanes used in general aviation, agricultural, flight training, and charter businesses.

Table 1 - Hartzell Propellers by P/N and SN

CSE Work Order Number	Hartzell Propeller P/N	Hartzell Propeller SN
Y03516	HC-E2YL-2BSF	BG2848
Y03517	HC-E2YL-2BSF	BG4112
Y04052	HC-82VL-2C1	942R
Y02965	BHC-C2YF-1BF	AM2854
Y02778	BHC-C2YF-2CKUF	AN1881
Y03382	BHC-C2YF-2CKUF	AN1968
Y04132	BHC-C2YF-2CKUF	AN2528
Y05097	BHC-C2YF-2CKUF	AN3274
Y05048	HC-C2YK-2CUF	AN3906
Y05047	HC-C2YK-2CUF	AN4033
Y03016	BHC-C2YF-2CKUF	AN4271
Y03983	BHC-C2YF-2CLKUF	AN4289
Y03166	BHC-C2YF-2CKUF	AN5248
Y02607	BHC-C2YF-2CKLUF	AN5832

Y04855	BHC-C2YF-2CKLUF	AN6857
Y04391	BHC-C2YF-2CKUF	AN6981A
Y05102	BHC-C2YF-2CLKUF	AN6998A
Y04709	BHC-C2YF-2CKUF	AN7006A
Y05070	BHC-C2YF-2CLKUF	AN7018A
Y03863	BHC-C2YF-CLKUF	AN7019A
Y04108	BHC-C2YF-2CKUF	AN7025A
Y03206	BHC-C2YK-2CLKUF	AN7168B
Y04592	BHC-C2YF-2CKUF	AN7071B
Y04865	BHC-C2YF-2CLKUF	AN7168B
Y04846	BHC-C2YF-2CKUF	AN7184B
Y04808	BHC-C2YF-2CLKUF	AN7199B
Y03185	BHC-C2YF-2CLKUF	AN7209B
Y03186	BHC-C2YF-2CKUF	AN7215B
Y04975	BHC-C2YF-2CKUF	AN7249B
Y04974	BHC-C2YF-2CLKUF	AN7279B
Y04818	BHC-C2YF-2CKUF	AN7280B
Y04532	BHC-C2YF-2CKUF	AN7540B
Y04561	BHC-C2YF-2CKUF	AN7552B
Y04638	BHC-C2YF-2CLKUF	AN7567B
Y04639	BHC-C2YF-2CKUF	AN7568B
Y04658	BHC-C2YF-2CLKUF	AN7581B
Y02866	HC-A3VF-2D	AT376
Y02867	HC-A3VF-2D	AT431
Y04053	HC-C2YK-2CUF	AU10008B
Y04096	HC-C2YK-2CUF	AU10023B
Y04143	HC-C2YK-2CUF	AU10126B
Y04171	HC-C2YK-2CUF	AU10139B
Y04283	HC-C2YK-2CUF	AU10165B
Y04274	HC-C2YK-2CUF	AU10178B
Y04416	HC-C2YK-2CUF	AU10401B
Y04415	HC-C2YK-2CUF	AU10402B
Y04478	HC-C2YK-2CUF	AU10462B

Y04518	HC-C2YK-2CUF	AU10541B
Y04479	HC-C2YK-2CUF	AU10542B
Y04563	HC-C2YK-4BF	AU10614B
Y04564	HC-C2YK-4BF	AU10615B
Y04560	HC-C2YK-2CUF	AU10616B
Y04610	HC-C2YK-2CUF	AU10696B
Y04565	HC-C2YF-2CUF	AU10729B
Y04566	HC-C2YK-2CUF	AU10730B
Y04632	HC-C2YK-4BF	AU10733B
Y04636	HC-C2YK-2CUF	AU10771B
Y04651	HC-C2YK-4BF	AU10790B
Y04659	HC-C2YK-2CUF	AU10817B
Y04681	HC-C2YK-4BF	AU10827B
Y04701	HC-C2YK-2CUF	AU10923B
Y04785	HC-C2YK-2CUF	AU10952B
Y04786	HC-C2YK-2CUF	AU11050B
Y04736	HC-C2YK-2CUF	AU11117B
Y04826	HC-C2YK-4BF	AU11145B
Y04871	HC-C2YK-1BF	AU11279B
Y04890	HC-C2YK-4BF	AU11343B
Y05000	HC-C2YK-4CF	AU11591B
Y05050	HC-C2YK-2CUF	AU11731B
Y04410	HC-C2YK-2CGUF	AU1533
Y04409	HC-C2YK-2CGUF	AU1603
Y04344	HC-C2YK-2CLGUF	AU2892E
Y03377	HC-C2YK-2CGUF	AU2955
Y03688	HC-C2YK-2CU	AU354
Y02769	HC-C2YK-2CUF	AU9013B
Y04343	HC-C2YR-2CGUF	AU508E
Y03110	HC-C2YK-2CUF	AU5236
Y04400	HC-C2YK-2CLEUF	AU5974E
Y04652	HC-C2YK-1B	AU6120
Y04321	HC-C2YR-2CLEUF	AU6163

Y03200	HC-C2YK-2CUF	AU7153E
Y03838	HC-C2YK-2CUF	AU7357
Y04362	BHC-C2YF-2CLKUF	AU7491B
Y04219	HC-C2YK-2CLGUF	AU7662
Y02598	HC-C2YK-CUF	AU8212A
Y02770	HC-C2YK-2CUF	AU822
Y03482	HC-C2YK-2CUF	AU8233A
Y03564	HC-C2YK-2CUF	AU8299A
Y03773	HC-C2YK-2CUF	AU8318A
Y03674	HC-C2YK-2CUF	AU8338A
Y02991	HC-C2YK-2CUF	AU8339A
Y03137	HC-C2YK-2CUF	AU8347A
Y03018	HC-C2YK-2CUF	AU8349A
Y02805	HC-C2YK-2CUF	AU8354A
Y02703	HC-C2YK-2CUF	AU8417A
Y02664	HC-C2YK-2CUF	AU8859A
Y04095	HC-C2YK-2CUF	AU8923B
Y03761	HC-C2YK-CUF	AU8968B
Y02792	HC-C2YK-2CUF	AU9012B
Y02848	HC-C2YK-2CUF	AU9014B
Y03597	HC-C2YK-2CUF	AU9015B
Y04735	HC-C2YK-2CUF	AU9041B
Y03229	HC-C2YK-2CGUF	AU9135B
Y02943	HC-C2YK-2CUF	AU9136B
Y03197	HC-C2YK-2CUF	AU9150B
Y04675	HC-C2YK-2CUF	AU9182B
Y03352	HC-C2YK-2CUF	AU9241B
Y03354	HC-C2YK-2CUF	AU9243B
Y03097	HC-C2YK-2CUF	AU9246B
Y03201	HC-C2YK-2CUF	AU9247B
Y03686	HC-C2YK-2CUF	AU9312B
Y03607	HC-C2YK-2CUF	AU9332B
Y03614	HC-C2YK-2CGUF	AU9393B

Y03606	HC-C2YK-2CUF	AU9394B
Y03791	HC-C2YK-2CUF	AU9395B
Y03866	HC-C2YK-CUF	AU9396B
Y03888	HC-C2YK-CUF	AU9509B
Y04948	HC-C2YK-2CUF	AU9511B
Y03891	HC-C2YK-2CUF	AU9518B
Y03797	HC-C2YK-2CUF	AU9520B
Y04001	HC-C2YK-2CGUF	AU9593B
Y05083	HC-C2YK-2CUF	AU9599B
Y03694	HC-C2YK-4BF	AU9616B
Y03696	HC-C2YK-4BF	AU9618B
Y03695	HC-C2YK-4BF	AU9630B
Y03620	HC-C2YK-4BF	AU9631B
Y03627	HC-C2YK-4BF	AU9638B
Y03625	HC-C2YK-4BF	AU9649B
Y04047	HC-C2YK-2CUF	AU9985B
Y04376	HC-C2YL-1BF	AX522
Y05051	HC-C2YR-1BF	AX527
Y02908	HC-C2YL-1BF	AX841B
Y04763	HC-C2YL-1BF	AX720A
Y04731	HC-E2YR-2RBSF	BB6694
Y04900	HC-E2YL-2BSF	BG2122
Y04738	HC-E2YL-2BSF	BG2923
Y04547	HC-E2YL-2BSF	BG3219
Y03153	HC-E2YL-2BSF	BG3287
Y04061	HC-E2YL-2BSF	BG3363
Y04917	HC-E2YL-2BSF	BG372
Y04062	HC-E2YL-2BSF	BG434
Y04190	HC-E2YL-2BSF	BG4344
Y04901	HC-E2YL-2BSF	BG4557
Y04737	HC-E2YL-2BSF	BG648
Y04898	HC-E2YR 2RBSF	BP3287
Y03327	HC-E2YR-2RBS	BP5179

Y03680	HC-E2YR-2RBSF	BP6199
Y04167	HC-E2YR-2RBSF	BP6206
Y03138	HC-E2YR-2RBSF	BP6606
Y02709	HC-E2YR-2RBSF	BP6838
Y04899	HC-E2YR-2RBSF	BP9158
Y03913	HC-E2YR-2RBSF	BP9159
Y03139	HC-E2YR-2RBSF	BP9168
Y04780	PHC-A3VF-2B	BR834
Y02939	HC-B3TN-3DY	BUA22056
YO2971	HC-B3TN-3DY	BU12462
Y04089	HC-B3TN-3C	BU14589
Y03948	HC-BCTN-3B	BU16789
Y02767	HC-B3TN-5FL	BV3382
Y02768	HC-B3TN-5FL	BV3540
Y02946	HC-B3TN-3DY	BUA22136
Y03726	HC-B3TN-3G	BUA21467
Y03727	HC-B3TN-3G	BUA23284
Y03928	HC-B3TN-3D	BUA24401
Y04429	HC-B3TN-3N	BUA24852
Y04430	HC-B3TN-3N	BUA24992
Y05019	HC-B3TN-3G	BUA27325
Y03719	HC-B3TN-5E	BVA7456
Y03718	HC-B3TN-5E	BVA7457
Y04443	HC-B3TN-5FL	BVA7770
Y04444	HC-B3TN-5FL	BVA7771
Y03304	HC-B4TN-5ML	CD1746
Y03165	HC-B4TN-5ML	CD1752
Y03164	HC-B4TN-5ML	CD1973
Y04535	HC-B4TN-S	CDA3529M1
Y04787	HC-B4N-ML	CDA3703
Y04788	HC-B4TN-5ML	CDA3704
Y03351	HC-B4TN-5ML	CDA4424
Y04644	HC-B4TN-5ML	CDA4819

Y04534	HC-B4TN-S	CDA5047M1
Y04399	HC-C2YK-1BF	CH11322
Y03764	HC-C2YK-1BF	CH1614B
Y02124	HC-C2YK-1BF	CH23470
Y02897	HC-C2YK-1BF	CH32119A
Y04516	HC-C2YK-1BF	CH20231
Y04371	HC-C2YK-1BF	CH21618
Y04260	HC-C2YK-1BF	CH23621
Y02641	HC-C2YK-1BF	CH23890(E)
Y03969	HC-C2YK-1BF	CH25517
Y02648	HC-C2YK-1BF	CH26145
Y02896	HC-C2YK-1BF	CH32118A
Y04244	HC-C2YR-1BF	CH27227
Y03763	HC-C2YK-1BF	CH27235
Y03704	HC-C2YK-1BF	CH28190
Y03141	HC-C2YK-1BF	CH29976
Y05015	HC-C2YK-1BF	CH30451
Y04153	HC-C2YK-1BF	CH32838B
Y03949	HC-C2YK-1BF	CH32683B
Y05124	HC-C2YKR-1BF	CH33316B
Y03205	HC-C2YK-1BF	CH33520B
Y03850	HC-C2YK-1BF	CH33777B
Y03843	HC-C2YK-1BF	CH34179B
Y04230	HC-C2YK-1BF	CH34607B
Y04014	HC-C2YR-1BF	CH34638B
Y05078	HC-C2YK-1BF	CH35009B
Y04361	HC-C2YK-1BF	CH35037B
Y04587	HC-C2YK-1BF	CH35445B
Y04588	HC-C2YK-1BF	CH35466B
Y05076	HC-C2YK-1BF	CH37285B
Y05079	HC-C2YK-1BF	CH37286B
Y05056	HC-C2YK-1BF	CH3730B
Y04891	HC-C3YR-2LUF	CH4488A

Y03425	HC-C2YK-1BF	CH5073
Y03428	HC-C2YK-1B	CH617
Y04126	HC-E2YL-2BTF	CJ514
Y03027	HC-C3YR-2UF	CK3633A
Y02594	HC-C3YR-2UF	CK3634A
Y03429	HC-C3YR-2UF	CK3651A
Y03168	HC-C3YR-2UF	CK3662A
Y03995	HC-C3YR-2UF	CK3663A
Y03573	HC-C3YR-2UF	CK3678A
Y03611	HC-C3YR-2UF	CK3705A
Y03707	HC-C3YR-2UF	CK3706A
Y03513	HC-E3YR-2UF	CK3719A
Y03937	HC-C3YR-2UF	CK3872A
Y03794	HC-C3YR-2UF	CK3873A
Y03921	HC-C3YR-2UF	CK3874A
Y04892	HC-C3YR-2UF	CK4263A
Y03317	HC-C3YR-2UF	CK4459A
Y02871	HC-C3YR-2UF	CK4460A
Y02704	HC-C3YR-2UF	CK4645A
Y03522	HC-C3YR-2UF	CK4682A
Y04770	HC-F2YR-1F	CM535
Y05039	HC-C2YK-4BF	DH687E
Y04872	HC-E3YR-2ATF	DJ10539A
Y04873	HC-E3YR-2ALTF	DJ10542A
Y03975	HC-E3YR-2ALTF	DJ10585A
Y03974	HC-E3YR-2ATF	DJ10832A
Y03023	HC-E3YR-2ATF	DJ8092A
Y03998	HC-E3YR-2ATF	DJ8105A
Y03997	HC-E3YR-2ATF	DJ8106A
Y02865	HC-E3YR-2ALTF	DJ8128A
Y04149	HC-E3YR-2ATF	DJ8137A
Y04150	HC-E3YR-2ALTF	DJ8139A
Y04911	HC-E3YR-2ALTF	DJ8151A

Y02580	HC-E3YR-2ALTF	DJ8154A
Y04912	HC-E3YR-2ATF	DJ8157A
Y02864	HC-E3YR-2ATF	DJ8161A
Y02581	HC-E3YR-2AFT	DJ8180A
Y04775	HC-E3YR-2ATF	DJ8326A
Y04774	HC-E3YR-2ALTF	DJ8329A
Y03760	HC-E3YR-2ATF	DJ8872A
Y03022	HC-E3YR-2ALTF	DJ9503A
Y02120	HC-E2YR-1BF	DK1068
Y04375	HC-E2YR-1BF	DK155
Y03331	HC-E2YR-1BF	DK1902B
Y04373	HC-E2YR-1BF	DK611
Y04168	HC-E2YR-1BF	DK620
Y04471	HC-C2YK-1BF	DK669
Y03040	HC-C2YK-4BF	DN4101A
Y03590	HC-C2YK-4BF	AU8619A
Y03129	HC-C2YK-4BF	DN4111A
Y03442	HC-C2YK-4BF	DN4112A
Y03003	HC-C2YK-2CEUF	DN4126A
Y03630	HC-C2YK-4BF	DN4127A
Y02620	HC-C2YK-4FC7666A	DN4168A
Y02680	HC-C2YK-4FC7666A	DN4171A
Y02786	HC-C2YK-4FC7666A	DN4172A
Y02619	HC-C2YK-4FC7666A	DN4175A
Y03588	HC-C2YK-4BF	DN4187A
Y03116	HC-C2YK-4CF	DN4216A
Y02679	HC-C2YK-4FC7666A	DN4231A
Y03209	HC-C2YK-4BF	AU9643B
Y02677	HC-C2YK-4FC7666A	DN4249A
Y02667	HC-C2YK-4FC7666A	DN4263A
Y03253	HC-C2YK-4BF	DN4265A
Y03592	HC-C2YK-4BF	DN4268
Y02796	HC-C2YK-4FC7666A	DN4279A

Y02788	HC-C2YK-4FC7666A	DN4280A
Y03210	HC-C2YK-4BF	DN4284A
Y03212	HC-C2YK-4BF	DN4299A
Y03574	HC-C2YK-4BF	DN9650B
Y03260	HC-C2YK-4BF	DN4340A
Y03254	HC-C2YK-4BF	DN4341A
Y02665	HC-C2YK-4FC7666A	DN4351A
Y02681	HC-C2YK-4FC7666A	DN4364A
Y03208	HC-C2YK-4BF	DN4371A
Y02787	HC-C2YK-4FC7666A	DN4380A
Y03621	HC-C2YK-4BF	DN4510A
Y02666	HC-C2YK-4FC7666A	DN4521A
Y03589	HC-C2YK-4BF	DN4514A
Y03619	HC-C2YK-4BF	DN4515A
Y02678	HC-C2YK-4FC7666A	DN4516A
Y02618	HC-C2YK-4FC7666A	DN4522A
Y02615	HC-C2YK-4FC7666A	DN4524A
Y02614	HC-C2YK-4FC7666A	DN4712A
Y02616	HC-C2YK-4FC7666A	DN4716A
Y03439	HC-C2YK-4BF	DN4719A
Y02662	HC-C2YK-4FC7666A	DN4955A
Y03626	HC-C2YK-4BF	DN4957A
Y03252	HC-C2YK-4BF	DN4963A
Y02668	HC-C2YK-4FC7666A	DN4965A
Y04191	HC-E2YL-2BLSF	DP94
Y02832	HC-C3YR-1RF	DY2464A
Y04175	PHC-C3YF-2UF	EB171
Y04174	PHC-C3YF-2UF	EB173
Y03788	PHC-C3YF-2UF	EB1977
Y03787	PHC-C3YF-2UF	EB1978
Y02779	HC-M2YR-2CEUF	FB379
Y04943	PHC-C3YF-1RF	EE1354
Y03959	PHC-C3YF-1RF	EE1369

Y03754	HC-C2YR-1RF	EE227
Y04730	PHC-C3YF-1RF	EE2322A
Y03767	HC-C3YF-1RF	EE351
Y04246	HC-BM5P-3C	EVA2226
Y04246	HC-BM5P-3C	EVA2246
Y04169	HC-B5MP-3C	EVA2281
Y02634	HC-M2YR-2CLEUF	FB102
Y02732	HC-M2YR-2CEUF	FB1061A
Y04252	HC-M2YR-2CEUF	FB1064A
Y02733	HC-M2YR-2CLEUF	FB1066A
Y04253	HC-M2YR-2CLEUF	FB1067A
Y03332	HC-M2YR-2CLEUF	FB1177B
Y04170	HC-M2YR-2CLEUF	FB1196B
Y02719	HC-M2YR-2CLEUF	FB1167B
Y02708	HC-M2YR-2CEUF	FB409
Y04492	HC-M2YR-2CEUF	FB454
Y03043	HC-M2YR-2CEUF	FB99
Y02905	HC-F2YL-2UF	FE11
Y02917	HC-F2YL-2UF	FE229
Y03753	HC-F2YL-2UF	FE282B
Y03827	HC-F2YL-2UF	FE285B
Y03453	HC-F2YL-2UF	FE58
Y04876	HC-C3YF-5F	FR101
Y04725	HC-C3YF-5F	FR185A
Y04726	HC-C3YF-5F	FR186A
Y04829	HC-C3YF-5F	FR187A
Y04830	HC-C3YF-5F	FR188A
Y05110	HC-C3YF-5F	FR192A
Y05111	HC-C3YF-5F	FR193A
Y04971	HC-C3YF-5F	FR206A
Y03814	HC-C3YF-5F	FR207A
Y04878	HC-C3YF-5F	FR39
Y03125	HC-C3YF-5F	FR206A

Y02715	HC-C3YF-5F	FR58
Y04448	HC-C3YF-5F	FR68
Y02716	HC-C3YF-5F	FR72
Y04450	HC-C3YF-5F	FR73
Y04569	HC-C3YF-5F	FR74
Y04449	HC-C3YF-5F	FR78
Y04085	HC-C3YF-5F	FR79
Y04970	HC-C3YF-5F	FR80
Y02600	HC-C3YF-5F	FR82
Y03527	HC-C3YF-5F	FR83
Y04877	HC-C3YF-5F	FR86
Y04570	HC-C3YF-5F	FR87
Y04752	HC-C3YF-5F	FR92
Y05008	HC-C3YF-5F	FR94
Y03605	HC-B4MP-3B	FWA3209
Y03604	HC-B4MP-3B	FWA3201
Y03987	HC-B4MP-3A	FWA3043
Y03902	HC-B4MP-3A	FWA3216
Y03903	HC-B4MP-3A	FWA3217
Y04351	HC-B4MP-3A	FWA3270
Y03911	HC-B4MP-3A	FWA3444
Y03910	HC-B4MP-3A	FWA3445
Y03986	HC-B4MP-3A	FWA3538
Y04352	HC-B4MP-3A	FWA3732
Y04465	HC-B4MP-3A	FWA3760
Y04466	HC-B4MP-3A	FWA3761
Y03647	HC-A6A-3A	GP135
Y03647	HC-A6A-3A	GP135
Y02882	HC-A2VK-2	H238
Y02883	HC-A2VK-2	H2472
Y04864	HC-A2YK-2	H392
Y04863	HC-A2YK-2	H396
Y04979	HC-E4N-3G	HH1739

Y04980	HC-E4N-3G	HH360
Y04977	HC-E4N-3G	HH378
Y04978	HC-E4N-3G	HH379
Y03667	HC-E4N-3	HH43
Y04125	HC-E4A-3J	HJ1050
Y04124	HC-E4A-3J	HJ1079
Y04123	HC-E4A-3J	HJ1213
Y04874	HC-I3YR-1RF	HK127A
Y04597	HC-A2VK-1	J1153
Y04783	BHC-C2YF-2CLKUF	JS11B
Y04687	BHC-C2YF-CLKUF	JS70B
Y04051	HC-82VL-2C	K2624N

Table 2.-McCauley Propellers by P/N and SN

CSE Work Order Number	McCauley Propeller P/N	McCauley Propeller SN
Y04664	D2A34C67-NP	714384
Y04665	D2A34C67-NP	714390
Y03274	D2A34C67-NP	723093
Y04543	D2A34C67-NP	723094
Y02754	D2A34C67-NP	723112
Y04360	D3A32C90-MN	739415
Y02989	2A34C50-NP	743482
Y04285	2A34C203-C	744591
Y04467	D2A34C58-NO	745446
Y04279	3FF32L501-A	757134
Y04278	3FF32C501-A	757204
Y02802	3AF32C87-N	757861
Y04250	3FF32C501-A	761008
Y03294	2A36C23-P-E-G	761063
Y03724	D2A34C67-NP	766297
Y04251	3FF32C501-A	768699
Y03855	D2AF34C81-0	772113
Y04261	B2D34C214	775347

Y03963	B2D34C213	776696
Y04996	B2D34C213-B	783689
Y03060	D3A34C402	785093
Y04396	3FF32C501	787591
Y03058	C2A34C204	788168
Y04100	3AF34C503	793041
Y04183	3AF34C503-B	794440
Y04084	2D34C215	795642
Y02771	B2D34C220	795939
Y03924	3AF34C502	798390
Y03202	2A34C216	798602
Y04255	3AF34C503	798788
Y04663	3AF34C503	798978
Y01682	B2D34C214-A	800359
Y04067	3AF34C502	801561
Y04256	3AF34C502	801583
Y02605	3AF34C502	801584
Y04459	2D34C215	801873
Y04959	3AF32C93-NR	803586
Y04112	3FF32C501A	803966
Y03725	2A34C203-C	805071
Y05013	C2A34C204	805223
Y05053	3AF34C503	805387
Y05052	3AF34C502	805405
Y03297	2AF34C55-0	805970
Y04113	3FF32C501A	806424
Y02575	3FF32C501A	961655
Y03923	2D34C215-B	808006
Y03824	3AF32C509	811678
Y04008	3AF32C508	811912
Y04782	3AF32C509	812482
Y04322	D2AF34C302-A	812874
Y05073	3AF32C509-B	814111

Y05087	3AF32C506	820138
Y02810	3AF32C506	820811
Y02809	3AF32C507	820812
Y03692	C2A34C204-BC	821916
Y04402	3AF32C508	823133
Y02248	3AF32C507	970209
Y05032	3AF32C508-B	840763
Y04033	3AF32C509-B	841002
Y04495	B2D34C213B	851122
Y04397	3FF32C501	860047
Y04680	3AF34C502-B	860142
Y03847	D3A34C403-C	861694
Y04087	3A32C406-C	870695
Y03848	D3A32C90-R	881455
Y01748	D3A32C409	881583
Y05072	3AF32C508-C	890018
Y03723	D2A34C67-0	890108
Y05104	C3D36C415-C	890669
Y05032	D3A32C90-R	890683
Y05034	B3D34C405-C	891388
Y03410	3AF32C508-C	891956
Y04540	3AF34C502	891996
Y04063	2A34C203-B	900028
Y03196	3GFR34C701-DF	900684
Y04653	3A32C406-C	901189
Y03524	B2D3AC207-B	902858
Y04499	3AF32C509-C	911526
Y04498	3AF32C508-C	912012
Y04924	3AF32C509	912323
Y04305	3AF34C502	912386
Y04473	3AF32C508-C	921236
Y04474	3AF32C509-C	921239
Y04099	2D34C215-B	921659

Y04425	3AF32C509-C	930215
Y04991	D3A32C411-C	930228
Y02387	5JFR36C1003	930291
Y02386	5JFR36C1003	930294
Y03011	B2D37C229-B	930318
Y02632	B3D32C419	930644
Y03523	C2A34C204-BC	930703
Y03404	B2D34C213-B	931938
Y03474	4HFR34C762-H	940651
Y04116	3AF32C512-C	941278
Y04117	3AF32C512-C	941284
Y03475	4HFR34C762-H	941528
Y04941	3AF32C515	942101
Y03756	3AF32C515	942106
Y04825	B3D32C419-C	950588
Y04813	3FF34C501A	961655
Y02608	D3A34C403-C	962466
Y04454	3AF32C508-C	962536
Y04757	3AF34C502-C	962541
Y04550	3AF32C509-C	970276
Y02583	3AF32C522	971311
Y02582	3AF32C523	971324
Y05082	B3D36C424-C	980136
Y02914	B2D34C214	980409
Y03894	3AF32C87-R	981955
Y03893	3AF32C87-R	982877
Y02752	B2D34C213	983395
Y03538	B2D34C213-B	983396
Y04137	B3D36C432-C	992420
Y04595	B2D34C214-B	7710604
Y02895	B2D34C213	7710613
Y03403	3AF34C503	7810116
Y04621	D2A34C98-0	7810684

Y05054	3AF34C503	7910085
Y04821	3AF34C503	7910363
Y02889	3AF32C87NR	7910688
Y02890	3AF32C87NR	7910690
Y04721	C2A34C204-C	000679
Y04452	D3A32C88	010463
Y04216	2A34C209	010522
Y04942	3AF32C523	020312
Y05007	2A34C201-C	022421

Unsafe Condition

(d) This AD results from findings that CSE Aviation failed to perform some specific inspections and repairs. We are issuing this AD to detect potentially unsafe conditions that could result in a propeller blade separating from the hub and loss of control 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.

(f) For propellers listed by SN in Table 1 or Table 2 overhauled or repaired by CSE after November 2003, or overhauled by an FAA-approved propeller repair facility after October 2003, no further action is required.

All Propellers Listed by SN in Table 1 or Table 2

(g) Before further flight, perform a document search of airplane and propeller records to determine if the propeller was involved in a ground strike.

(h) If the propeller was involved in a ground strike, perform the requirements specified in paragraph (j) or paragraph (k) of this AD within 10 flight hours (FH) time-in-service (TIS) after the effective date of this AD, or 2 years after the effective date of this AD, whichever is earlier.

(i) For all propellers listed by SN in Table 1 or Table 2 of this AD, not involved in a ground strike, use the compliance schedule in the following Table 3 to perform the requirements specified in paragraph (j) or paragraph (k) of this AD as applicable.

Table 3 – Compliance Schedule

If the time-since-overhaul (TSO) for the propeller on the effective date of this AD is ...	Then perform the requirements of paragraph (j) or paragraph (k) of this AD within ...
(1) 1,500 FH TSO or more.	200 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.
(2) More than 1,000 FH TSO, but fewer than 1,500 FH TIS.	350 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.
(3) 1,000 FH TSO or fewer.	500 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.

Hartzell Propellers

(j) For Hartzell propellers listed by SN in Table 1 of this AD, do the following:

(1) Disassemble the propeller.

(2) Clean all disassembled propeller parts.

(3) Perform a visual inspection for the following conditions:

(i) Wear or damage such as cracks, corrosion, scratches, or nicks.

(ii) Except for blades installed new at the last CSE maintenance action, examine for:

(A) Bent or damaged pitch change knobs.

(B) Damage in the bore area of the blade shank.

(C) Damage in the blade balance hole.

(iii) Damage that indicates a previous ground strike (if applicable).

(iv) Unacceptable wear or damage in areas where shot peening is required. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(v) Confirm that CSE Aviation correctly performed the repairs listed in the manufacturers maintenance manuals. An example of a maintenance manual repair is chamfering of the hub grease fitting hole on Hartzell "Y" shank series propellers.

(4) Perform all Eddy Current inspections applicable.

(5) Repair and replace with serviceable parts, as necessary.

(6) Assemble and test.

(7) Confirm that hubs affected by AD 2001-23-08 are returned to service only on aircraft affected by that AD.

McCauley Propellers

(k) For McCauley propellers listed by SN in Table 2 of this AD, do the following:

(1) Disassemble the propeller.

(2) Clean all disassembled propeller parts.

(3) Perform a visual inspection for the following conditions:

(i) Wear or damage such as cracks, corrosion, scratches or nicks.

(ii) Damage that indicates a previous ground strike (if applicable).

(iii) Unacceptable wear or damage in areas where shot peening is required, paying particular attention to hub internal shot peened surfaces and blade shank peening. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(4) Inspect threaded surfaces of threaded blade shanks with a 10X magnifying glass for scratches parallel to retention threads in the thread root of the first four outboard blade threads. If the retention threads are scratched, repair is not allowed.

(5) Confirm that CSE Aviation correctly performed repairs or modifications listed in the manufacturer's maintenance instructions.

(6) Repair and replace with serviceable parts, as necessary.

(7) Assemble and test.

Definitions

(l) For the purposes of this AD:

(1) Overhauling a propeller is not necessary to comply with the requirements specified in paragraph (j) or paragraph (k) of this AD. If you do not overhaul the propeller, the TSO does not change.

(2) Unacceptable wear is wear or damage that can penetrate the shotpeen compressive layer.

Alternative Methods of Compliance

(m) The Manager, Chicago Aircraft 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

(n) The applicable Hartzell Propeller Inc. or McCauley Overhaul Manuals and Service Documents contain information on performing the inspections specified in this AD.

Issued in Burlington, Massachusetts, on November 21, 2006.

Peter A. White,

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

[FR Doc. E6-20206 Filed 11-28-06; 8:45 am]



2006-24-09 PZL-Bielsko: Amendment 39-14838; Docket No. FAA-2006-25810; Directorate Identifier 2006-CE-49-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 8, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to PZL-Bielsko Model SZD-50-3 "Puchacz" gliders, all serial numbers, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that the aircraft manufacturer has identified a discrepancy between the design documentation and the Technical Service Manual. In 1981, a castellated nut with cotter pin was introduced to secure the rudder, replacing the self-locking nut, through PZL Bielsko Bulletin No. BE-06/50-3/81. This change has not been introduced to the Technical Service Manual and use of a self-locking nut, in accordance with the Manual, is still possible. This was probably the reason for rudder disconnection during flight which occurred recently. If not corrected, loss of the nut could result and allow the rudder to slip out of its hinges, separate from the glider, and lead to loss of control.

Actions and Compliance

- (e) Unless already done, do the following actions except as stated in paragraph (f) below: Within 30 days of January 3, 2007 (the effective date of this AD) or before further flight, whichever occurs later, inspect and, if necessary, replace the Rudder Attachment parts in accordance with the instruction contained in Allstar PZL Glider Sp. z o.o. Mandatory Bulletin No. BE-058/SZD-50-3/2006 "PUCHACZ", dated August 10, 2006. Concurrently, changes in the Technical Service Manual must be introduced in accordance with the referenced Bulletin.

FAA AD Differences

- (f) None.

Other FAA AD Provisions

- (g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Gregory Davison, Glider Program Manager, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Return to Airworthiness: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) This AD is related to EASA EAD No.: 2006-0243-E, which references Allstar PZL Glider Sp. z o.o. Mandatory Bulletin No BE-058/SZD-50-3/2006 "PUCHACZ", dated August 10, 2006.

Material Incorporated by Reference

(i) You must use Allstar PZL Glider Sp. z o.o. Mandatory Bulletin No. BE-058/SZD-50-3/2006 "PUCHACZ", dated August 10, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact AllStar PZL Glider Sp. z o.o., ul. Cieszyńska 325, 43 300 Bielsko-Biala; telephone: +48 (0)33 8125021; fax: +48 (0)33 8123739; e-mail: office@szd.com.pl.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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.

Issued in Kansas City, Missouri, on November 22, 2006.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-20325 Filed 12-1-06; 8:45 am]



2006-24-10 Air Tractor, Inc.: Amendment 39-14839; Docket No. FAA-2004-19961; Directorate Identifier 2004-CE-48-AD.

Effective Date

(a) This AD becomes effective on January 8, 2007.

Affected ADs

(b) This AD supersedes AD 2002-26-05, Amendment 39-12991, and AD 2002-11-05 R1, Amendment 39-14564.

Applicability

(c) This AD applies to certain Models AT-501, AT-502, AT-502A, AT-502B, and AT-503A airplanes. Use Table 1 in paragraph (c)(1) of this AD for airplanes that do not incorporate and never have incorporated Marburger Enterprises, Inc. (Marburger) winglets. Use Table 2 in paragraph (c)(4) of this AD for certain AT-500 series airplanes that incorporate or have incorporated Marburger winglets.

(1) The following table applies to airplanes (certificated in any category) that do not incorporate and never have incorporated Marburger winglets along with the safe life (presented in hours time-in-service (TIS)) of the wing lower spar cap for all affected airplane models and serial numbers:

Table 1.—Safe Life for Airplanes that do not Incorporate and Never Have Incorporated Marburger Winglets

<i>Model</i>	<i>Serial Numbers</i>	<i>Wing Lower Spar Cap Safe Life</i>
AT-501	0002 through 0061	4,531 hours TIS
AT-501	All serial numbers beginning with 0062	7,693 hours TIS
AT-502	All serial numbers beginning with 0003	1,650 hours TIS
AT-502A	All serial numbers beginning with 0158	1,650 hours TIS
AT-502B	0187 through 0654, except 0643	1,650 hours TIS
AT-502B	0643, and 0655 through 0692	9,000 hours TIS
AT-502B	0693 through 0701	9,500 hours TIS
AT-502B	All serial numbers beginning with 0702	9,800 hours TIS
AT-503A	All serial numbers beginning with 0067	1,650 hours TIS

(2) If piston-powered airplanes have been converted to turbine power, you must use the limits for the corresponding serial number (S/N) turbine-powered airplanes.

(3) Airplanes that have been modified to install lower spar caps, part numbers (P/N) 21058-1 and 21058-2, should use a safe life of 9,800 hours TIS.

(4) The following table applies to airplanes (certificated in any category) that incorporate or have incorporated Marburger winglets. These winglets are installed following Supplemental Type Certificate (STC) SA00490LA. Use the winglet usage factor in Table 2 of this paragraph, the safe life specified in Table 1 in paragraph (c)(1) of this AD, and the instructions included in Appendix 1 to this AD to determine the new safe life of airplanes that incorporate or have incorporated Marburger winglets:

Table 2.—Winglet Usage Factor to Determine the Safe Life for Airplanes that Incorporate or have Incorporated Marburger Winglets Installed Following STC SA00490LA

Model	Serial Numbers	Winglet Usage Factor
AT-501	0002 through 0061	1.6
AT-501	All serial numbers beginning with 0062	1.6
AT-502	0003 through 0236	1.6
AT-502A	0158 through 0238	1.6
AT-502A	All serial numbers beginning with 0239	1.2
AT-502B	All serial numbers beginning with 0187	1.2

(5) Model AT-502B airplanes, S/N 0643, all S/Ns beginning with 0655, and all other airplanes that have been modified with replacement spar caps, P/N 21058-1 and P/N 21058-2, are not eligible to have STC SA00490LA installed without additional fatigue data being provided to the FAA at the address in paragraph (f) of this AD.

Unsafe Condition

(d) This AD is the result of service reports and analysis done on wing lower spar caps of Air Tractor, Inc. airplanes. The actions specified by this AD are intended to prevent fatigue cracks from occurring in the wing lower spar cap before the established safe life is reached. Fatigue cracks in the wing lower spar cap, if not detected and corrected, could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

Compliance

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

Actions	Compliance	Procedures
<p>(1) <i>For all affected airplanes:</i> Modify the applicable airplane records (logbook) as follows to show the reduced safe life for the wing lower spar cap (use the information from Table 1 in paragraph (c)(1), Table 2 in paragraph (c)(4), and Appendix 1 of this AD, as applicable):</p> <p>(i) Incorporate the following into the airplane logbook "In accordance with AD 2006-24-10 (AD 2002-26-05 or AD 2002-11-05, as applicable) the wing lower spar cap is life limited to _____. " Insert the applicable safe life number from the applicable tables in paragraphs (c)(1) and (c)(4) of this AD and Appendix 1 of this AD.</p> <p>(ii) If, as of the time of the logbook entry requirement of paragraph (e)(1)(i) of this AD, your airplane is over or within 50 hours of the safe life, an additional 50 hours TIS after the effective date of this AD is allowed to do the replacement.</p>	<p><i>For airplanes previously affected by AD 2002-26-05:</i> Do the logbook entry within the next 10 hours TIS after January 15, 2003 (the effective date of AD 2002-26-05).</p> <p><i>For airplanes not previously affected by AD 2002-26-05:</i> Do the logbook entry within the next 10 hours TIS after January 8, 2007 (the effective date of this AD), unless already done. The logbook language for AT-501 airplanes is referenced as AD 2002-11-05 instead of AD 2002-11-05 R1 to maintain continuity and assures no further action is necessary.</p>	<p>Airplane Records Modification: The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may modify the airplane records as specified in paragraph (e)(1) of this AD. Make an entry into the airplane records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p> <p>Spar Cap Replacement: Do the replacement when the safe life is reached following Snow Engineering Drawing Number 21050, Snow Engineering Service Letters #197 or #205, both revised March 26, 2001, as applicable. The owner/operator may not do the spar cap modification/replacement, unless he/she holds the proper mechanic authorization.</p>
<p>(2) To extend the safe life of the wing lower spar cap for certain airplanes, you may eddy-current inspect and modify the wing lower spar cap. The inspection schedule, modification procedures, and list of eligible airplanes are included in Appendix 2 to this AD.</p>	<p>Inspection schedule included as part of the alternative method of compliance (AMOC) in Appendix 2 to this AD.</p>	<p>Procedures included as part of the AMOC in Appendix 2 to this AD.</p>
<p>(3) <i>For all affected airplanes:</i> Report to the FAA any cracks detected as the result of each inspection required by paragraph (e)(2) of this AD on the form in Figure 1 of this AD. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056.</p>	<p>Only if cracks are found, send the report within 10 days after the inspection required in paragraph (e)(2) of this AD.</p>	<p>Send the form (Figure 1 of this AD) to FAA, Fort Worth Airplane Certification Office, Attn: Rob Romero, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960.</p>

(4) <i>For Model AT-502B airplanes, S/Ns 502B-0643 and 502B-0655 through 502B-0692:</i> cold work the left-hand and right-hand two outboard wing center splice block bolt holes (4 total) in the lower spar cap.	Before accumulating 2,000 hours TIS or within the next 100 hours TIS after January 8, 2007 (the effective date of this AD), whichever occurs later.	Following Snow Engineering Service Letter #244, dated April 25, 2005.
(5) <i>For all affected airplanes:</i> Airplanes that have the two-part modification done following the applicable service bulletins (Snow Engineering Service Letters #197 or #205, both revised March 26, 2001; or Snow Engineering Service Letter #244, dated April 25, 2005), but have over-sized outboard bolt holes at the splice block, must obtain an AMOC from FAA as specified in paragraph (f) of this AD to determine applicable inspection intervals.	Not applicable.	Not applicable.

DOCKET NO. FAA-2004-19961 INSPECTION REPORT <i>(REPORT <u>ONLY</u> IF CRACKS ARE FOUND)</i>	
1. Inspection Performed By:	2. Phone:
3. Airplane Model:	4. Airplane Serial Number:
5. Engine Model Number:	6. Airplane Total Hours TIS:
7. Wing Total Hours TIS:	8. Lower Spar Cap Hours TIS:
9. Has the lower spar cap been inspected before? (eddy-current, dye penetrant, magnetic particle, ultrasound) <input type="checkbox"/> Yes <input type="checkbox"/> No	9a. If yes, Date: _____ Inspection Method: _____ Lower Spar Cap Hours TIS: _____ Cracks found? <input type="checkbox"/> Yes <input type="checkbox"/> No
10. Has there been any major repair or alteration performed to the spar cap? <input type="checkbox"/> Yes <input type="checkbox"/> No	10a. If yes, specify (Description and Hours TIS)
11. Date of AD inspection: _____	
12. Inspection Results: (Note: Report <u>only</u> if cracks are found)	12a. <input type="checkbox"/> Left Hand <input type="checkbox"/> Right Hand
12b. Crack Length: _____	12c. Does drilling hole to next larger size remove all traces of the crack(s)? <input type="checkbox"/> Yes <input type="checkbox"/> No
12d. Corrective Action Taken:	

Mail report to: Rob Romero, Fort Worth ACO, ASW-150, 2601 Meacham Blvd., Fort Worth, TX 76193-0150; or fax to (817) 222-5960

Figure 1

Alternative Methods of Compliance (AMOCs)

- (f) The Manager, Fort Worth or Los Angeles Airplane Certification Office (ACO), as applicable (see paragraphs (f)(1)(i) and (f)(2)(ii) of this AD below for specific contacts), has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.
- (1) For information on any already approved AMOCs, contact:

(i) For the airplanes that do not incorporate and never have incorporated Marburger Enterprises, Inc. winglets: Rob Romero, Aerospace Engineer, FAA, Fort Worth ACO, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960; e-mail: robert.a.romero@faa.gov.

(ii) For airplanes that incorporate or have incorporated Marburger Enterprises, Inc. winglets: John Cecil, Aerospace Engineer, Los Angeles ACO, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5228; facsimile: (562) 627-5210.

(2) AMOCs approved for AD 2001-10-04 and/or AD 2000-14-51 are not considered approved for this AD.

(3) AMOCs approved for AD 2001-10-04 R1, AD 2002-11-03, AD 2002-11-05, AD 2002-11-05 R1, or AD 2002-26-05 are considered approved for this AD.

Special Flight Permit

(g) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by the following conditions:

- (1) Operate only in day visual flight rules (VFR).
- (2) Ensure that the hopper is empty.
- (3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).
- (4) Avoid any unnecessary g-forces.
- (5) Avoid areas of turbulence.
- (6) Plan the flight to follow the most direct route.

Material Incorporated by Reference

(h) You must use the service information specified in Table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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.

Table 3.—Material Incorporated by Reference

Service Bulletin No.	Page	Revision	Date
Snow Engineering Drawing Number 21050	Sheet 1 and Sheet 3	Not applicable	January 30, 2003
	Sheet 2	Not applicable	February 1, 2003
Snow Engineering Service Letter #197	1 and 2	Not applicable	March 26, 2001
	3	Not applicable	June 13, 2000
Snow Engineering Service Letters #205	1, 2, and 4	Not applicable	March 26, 2001
	3	Not applicable	October 25, 2000
Snow Engineering Service Letter #244	1 through 12	Not applicable	April 25, 2005

Appendix 1 to AD 2006-24-10

The following provides procedures for determining the safe life for those Models AT-501, AT-502, AT-502A, and AT-502B airplanes that incorporate or have incorporated Marburger Enterprises, Inc. (Marburger) winglets. These winglets are installed in accordance with Supplemental Type Certificate (STC) No. SA00490LA.

If you have removed the Marburger winglets before further flight after the effective date of this AD or before the effective date of this AD, do the following:

1. Review your airplane's logbook to determine your airplane's time-in-service (TIS) with winglets installed per Marburger STC No. SA00490LA. This includes all time spent with the winglets currently installed and any previous installations where the winglet was installed and later removed.

Example: A review of your airplane's logbook shows that you have accumulated 350 hours TIS since incorporating the Marburger STC. Further review of the airplane's logbook shows that a previous owner had installed the STC and later removed the winglets after accumulating 150 hours TIS. Therefore, your airplane's TIS with the winglets installed is 500 hours.

If you determine that the winglet STC has never been incorporated on your airplane, then your safe life is presented in Table 1 in paragraph (c)(1) of this AD. Any future winglet installation will be subject to a reduced safe life per these instructions.

2. Determine your airplane's unmodified safe life from Table 1 in paragraph (c)(1) of this AD.

Example: Your airplane is a Model AT-502B, serial number (S/N) 0292. From Table 1 in paragraph (c)(1) of this AD, the unmodified safe-life of your airplane is 1,650 hours TIS.

All examples from hereon will be based on the Model AT-502B, S/N 0292 airplane.

3. Determine the winglet usage factor from Table 2 in paragraph (c)(4) of this AD.

Example: Again, your airplane is a Model AT-502B, S/N 0292. From Table 2 in paragraph (c)(4) of this AD, your winglet usage factor is 1.2.

4. Adjust the winglet TIS to account for the winglet usage factor. Multiply the winglet TIS (result of Step 1 above) by the winglet usage factor (result of Step 3 above).

Example: Winglet TIS is 500 hours X a winglet usage factor of 1.2. The adjusted winglet TIS is 600 hours.

5. Calculate the winglet usage penalty. Subtract the winglet TIS (result of Step 1 above) from the adjusted winglet TIS (result of Step 4 above).

Example:

Adjusted winglet TIS—the winglet TIS = Winglet usage penalty.
(600 hours TIS)—(500 hours TIS) = (100 hours TIS).

6. Adjust the safe life of your airplane to account for winglet usage. Subtract the winglet usage penalty (result of Step 5 above) result from the unmodified safe life from Table 1 in paragraph (c)(1) of this AD (the result of Step 2 above).

Example:

Unmodified safe life–winglet usage penalty = Adjusted safe life.
 (1,650 hours TIS)–(100 hours TIS) = (1,550 hours TIS).

7. If you remove the winglets from your airplane before further flight or no longer have the winglets installed on your airplane, the safe life of your airplane is the adjusted safe life (result of Step 6 above). Enter this number in paragraph (e)(1)(i) of this AD and the airplane logbook.

If you have the Marburger winglets installed as of the effective date of this AD and plan to operate your airplane without removing the winglets, do the following:

1. Review your airplane's logbook to determine your airplane's TIS without the winglets installed.

Example: A review of your airplane's logbook shows that you have accumulated 1,500 hours TIS, including 500 hours with the Marburger winglets installed. Therefore, your airplane's TIS without the winglets installed is 1,000 hours.

2. Determine your airplane's unmodified safe life from Table 1 in paragraph (c)(1) of this AD.

Example: Your airplane is a Model AT-502B, S/N 0292. From Table 1 in paragraph (c)(1) of this AD, the unmodified safe life of your airplane is 1,650 hours TIS.

All examples from hereon will be based on the Model AT-502B, S/N 0292 airplane.

3. Determine the winglet usage factor from Table 2 in paragraph (c)(4) of this AD.

Example: Again, your airplane is a Model AT-502B, S/N 0292. From Table 2 in paragraph (c)(4) of this AD, your winglet usage factor is 1.2.

4. Determine the potential winglet TIS. Subtract the TIS without the winglets installed (result of Step 1 above) from the unmodified safe life (result of Step 2 above).

Example:

Unmodified safe life–TIS without winglets = Potential winglet TIS.
 (1,650 hours TIS)–(1,000 hours TIS) = (650 hours TIS).

5. Adjust the potential winglet TIS to account for the winglet usage factor. Divide the potential winglet TIS (result of Step 4 above) by the winglet usage factor (result of Step 3 above).

Example:

Potential winglet TIS winglet usage factor = Adjusted potential winglet TIS.
 (650 hours TIS) (1.2) = (541 hours TIS).

6. Calculate the winglet usage penalty. Subtract the adjusted potential winglet TIS (result of Step 5 above) from the potential winglet TIS (result of Step 4 above).

Example:

Potential winglet TIS—adjusted potential winglet TIS = Winglet usage penalty.
 (650 hours TIS)—(541 hours TIS) = (109 hours TIS).

7. Adjust the safe life of your airplane to account for the winglet installation. Subtract the winglet usage penalty (result of Step 6 above) from the unmodified safe life from Table 1 in paragraph (c)(1) of this AD (the result of Step 2 above).

Example:

Unmodified safe life—winglet usage penalty = Adjusted safe life.
 (1,650 hours TIS)—(109 hours TIS) = (1,541 hours TIS).

8. Enter the adjusted safe life (result of Step 7 above) in paragraph (e)(1)(i) of this AD and the airplane logbook.

If you install or remove the Marburger winglets from your airplane in the future, do the following:

If, at anytime in the future, you install or remove the Marburger winglets STC from your airplane, you must repeat the procedures in this Appendix to determine the airplane's safe life.

Appendix 2—Alternative Method of Compliance (AMOC) to AD 2006-24-10; Optional Inspection Program

For all airplanes listed in this AD; except for Model AT-502B airplanes, serial number (S/N) 0643 and all S/Ns beginning with 0655, and those airplanes that have been modified with the replacement spar caps, part number (P/N) 21058-1 and P/N 21058-2; you may begin a repetitive inspection interval program as an alternative to the safe life requirement of this AD with the following provisions:

For the Model AT-501 airplanes affected by this AD, you may elect to follow this AMOC program and continue to operate your airplane up to 8,000 hours TIS, provided you comply with this AMOC in its entirety. If at the time of the effective date of this AD, you are over 1,600 hours TIS (the time required for the first inspection), you must inspect within 50 hours TIS. If at the time of the effective date of this AD, you are over 4,000 hours TIS (the time required for 2-part modification), you must have the modification done within 50 hours TIS. If you choose not to follow this inspection program, then you must replace your lower spar caps and associated hardware at the applicable safe life listed in this AD following the procedures in paragraph (e).

For airplanes that do not and never have had Marburger Enterprise, Inc. winglets installed following Supplemental Type Certificate (STC) SA00490LA:

1. Upon accumulating 1,600 hours time-in-service (TIS) or within the next 50 hours TIS after January 8, 2007 (the effective date of AD 2006-24-10), whichever occurs later, eddy-current inspect the outboard two lower spar cap bolt holes following Snow Engineering Process Specification 197, page 1, revised June 4, 2002; pages 2 through 5, revised May 3, 2002. The inspection must be done by one of the following:

- a. A Level 2 or Level 3 inspector that is certified for eddy-current inspection using the guidelines established by the American Society for Nondestructive Testing or MIL-STD-410; or
- b. A person authorized to do AD work and has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps.

2. Repeat these inspections at intervals of (as applicable):

- a. 800 hours TIS (all S/Ns except as noted in b); or
- b. 600 hours TIS (S/Ns 502B-0187 through 502B-0618 that do not have P/N 20998-1/-2 web plate installed).

c. If the outboard two lower spar cap bolt holes have been cold worked following Snow Engineering Service Letter 233, dated May 18, 2004, then you may double (1,600 hours TIS or 1,200 hours TIS, as applicable) the inspection interval (See Step 8—re: mid cycle cold work).

d. Your logbook entry must include the work done and the inspection intervals that are upcoming, as follows:

"Following AD 2006-24-10, at XXXX {insert hours TIS of the initial pre-modification inspection} hours TIS an eddy-current inspection has been performed. As of now, the safe life listed in the AD no longer applies to this airplane. This airplane must be eddy-current inspected at intervals not to exceed {800/600/1,600/1,200, as applicable} hours TIS. The first of these inspections is due at {insert the total number of hours TIS the first of these inspections is due} hours TIS."

3. If at any time a crack is found, and:

a. The crack indication goes away by doing the modification following the applicable sheet of Snow Engineering Modification—Wing Centersplice—502, Drawing Number 20989, then you may modify your center splice following Snow Engineering Drawing 20989. After modification, proceed to Step 5.

b. The crack indication does not go away by doing the modification following the applicable sheet of Snow Engineering Modification—Wing Centersplice—502, Drawing Number 20989, you must replace all parts and hardware listed in Step 7.

c. Report to the FAA any cracks found using the form in Figure 1 of this AD.

4. For all S/Ns, upon accumulating 4,000 hours TIS, you must:

a. Modify your center splice connection following the applicable sheet of Snow Engineering Modification—Wing Centersplice—502, Drawing Number 20989, unless already done following Snow Engineering Service Letter 197 or 205, both revised March 26, 2001, as applicable. The owners/operator may not do the spar cap modification unless that person holds the proper mechanic authorization. If, as of January 8, 2007 (the effective date of AD 2006-24-10), your airplane is over or within 50 hours of reaching the 4,000 hour TIS modification requirement, do the modification within the next 50 hours TIS.

b. Before doing the modification, do an eddy-current inspection following Snow Engineering Process Specification 197, page 1, revised June 4, 2002; pages 2 through 5, revised May 3, 2002, unless already done following the applicable Snow Engineering Service Letter 197 or 205, both revised March 26, 2001.

c. Your logbook entry must include the work done and the inspection intervals that are upcoming, as follows:

"Following AD 2006-24-10, at XXXX {insert hours TIS of the modification} hours TIS an eddy-current inspection has been done. As of now, the safe life listed in the AD no longer applies to this airplane. This airplane must be eddy-current inspected at {insert the number of hours TIS at modification plus 1,600 hours TIS} hours TIS.

5. For all S/Ns, upon accumulating 1,600 hours TIS after modification, inspect the left-hand and right-hand outboard two lower spar cap bolt holes following Snow Engineering Process Specification 197, page 1, revised June 4, 2002; pages 2 through 5, revised May 3, 2002.

6. Repeat the inspection at intervals of:

- a. 800 hours TIS; or

b. 1,600 hours TIS if the outboard two lower spar cap bolt holes have been cold worked following Snow Engineering Service Letter 234, dated May 18, 2004 (See Step 8).

c. Your logbook entry must include the work done and the post-modification inspection intervals that are upcoming, as follows:

"This airplane must be eddy-current inspected at intervals not to exceed {800/1,600, as applicable} hours TIS. The first of these inspections is due at {insert the total number of hours TIS the first of these inspections is due} hours TIS."

d. If a crack is found at any time, before further flight you must replace the lower spar caps, splice blocks, and wing attach angles and hardware. You must also notify the FAA using the form in Figure 1 of this AD.

7. Upon accumulating 8,000 hours TIS, before further flight you must replace the lower spar caps, splice blocks, and wing attach angles (P/N 20693-1), and associated hardware. No additional time will be authorized for airplanes that are at or over 8,000 hours TIS (see Step 9).

8. (Optional): If you decide to cold work your bolt holes following Snow Engineering Service Letter 233 or 234, both dated May 18, 2002, at a TIS that does not coincide with a scheduled inspection following this AD, then eddy-current inspect at the time of cold working and then begin the 1,600/1,200 hour TIS inspection intervals (2 times the intervals listed in Steps 2.a., 2.b., and 6.a. listed above).

9. (Optional): If you have modified your airplane in accordance with Step 4 above before accumulating 4,000 hours TIS, then you may continue to fly your airplane past (modification + 4,000 hours TIS) provided you cut your inspection intervals in half. Make a logbook entry following Step 6.c. above to reflect these reduced inspection intervals. Upon accumulating 8,000 hours TIS, you must comply with Step 7 above.

Example: An AT-502B airplane had the two-part modification installed at 3,000 hours TIS and the bolt holes have not been cold worked.

The first inspection would occur at 4,600 hours TIS. From Step 5, this is modification plus 1,600 hours TIS.

Example (continued): Inspections would follow at 5,400 hours TIS, 6,200 hours TIS, and 7,000 hours TIS. From Step 6.a. above, this is 800-hour TIS inspection intervals.

Regarding the inspection at 7,000 hours TIS (modification plus 4,000 hours TIS), this relates to the 8,000-hour TIS inspection from Step 7 above, which is modification plus 4,000 hours TIS, except in this example the modification took place at 3,000 hours TIS instead of 4,000 hours TIS as specified in Step 4 above.

This airplane may continue to fly if inspected again at 7,400 hours TIS and 7,800 hours TIS, which is 400-hour TIS inspection intervals. This 400-hour TIS inspection interval corresponds to Step 9 where you cut your inspection interval from Step 6.a. in half.

Upon accumulating 8,000 hours TIS (this is the same as Step 7 above), you must replace the parts listed in Step 7.

For airplanes that have or have had Marburger Enterprise, Inc. winglets installed following Supplemental Type Certificate (STC) SA00490LA:

If you *have* removed the winglets, calculate new, reduced hours for Steps 1, 4, 5, and 7, as applicable, based on the winglet usage factor listed in Table 2 of paragraph (c)(4) and Appendix 2 of this AD.

You may repetitively inspect at the same intervals listed in Step 2 above provided that you do not re-install the winglets.

Example: An AT-502 airplane, S/N 502-0200, had winglets installed at 200 hours TIS and removed at 800 hours TIS.

The winglet usage factor is: 1.6

Calculate equivalent hours: 600 hours TIS with winglets x 1.6 = 960 hours TIS

Winglet usage penalty = 960 - 600 = 360

New Step 1 Pre-Modification Initial Inspection Time = 1,600 - 360 = 1,240 hours TIS

Retained Step 2 Pre-Modification Inspection Interval: Since the winglets are removed, the Pre-Modification Inspection Interval remains 800 hours TIS

New Step 4 Modification time = 4,000 - 360 = 3,640 hours TIS

New Step 5 Post-Modification Initial Inspection time = 3,640 + 1,600 = 5,240 hours TIS

Retained Step 6 Post-Modification Inspection interval: Since the winglets are removed the Post-Modification Inspection interval remains at 800/1,600 hours TIS.

New Step 7 replacement time = 8,000 - 360 = 7,640 hours TIS

Use the Retained Step 2 interval, the New Step 5 time, and the Retained Step 6 interval to make appropriate logbook entries for the pre- and post-modification intervals, using the format presented in Steps 2.d., 4.c., and 6.c.

If you *have not* removed the winglets, then calculate new, reduced hours for Steps 1, 2, 4, 5, 6, and 7 above, as applicable, based on the winglet usage factor listed in Table 2 of paragraph (c)(4) of this AD and Appendix 2 of this AD.

Repetitively inspect at the appropriate interval listed in the step above divided by the winglet usage factor.

Example: An AT-502B, S/N 502B-0550, that has not had P/N 20998-1/-2 web plate installed and has had winglets on since new.

The winglet usage factor is: 1.2

New Step 1 Pre-modification initial inspection time: 1,600 / 1.2 = 1,333 hours TIS

New Step 2 Pre-modification inspection interval: 600 / 1.2 = 500 hours TIS

New Step 4 Modification time: 4,000 / 1.2 = 3,333 hours TIS

New Step 5 Post-modification initial inspection time: 3,333 + 1,333 (1,600 / 1.2) = 4,666 hours TIS

New Step 6 Post-modification inspection interval: 800 / 1.2 = 667 hours TIS

New Step 7 Replacement time: 8,000 / 1.2 = 6,667 hours TIS

Use the reduced hours you calculate in New Step 2, New Step 5, and New Step 6 to make appropriate logbook entries for the pre- and post-modification inspection intervals, using the format presented in Steps 2.d., 4.c., and 6.c. above.

Issued in Kansas City, Missouri, on November 22, 2006.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-20324 Filed 12-1-06; 8:45 am]



2006-24-11 Raytheon Aircraft Company (RAC): Amendment 39-14840; Docket No. FAA-2006-26258; Directorate Identifier 2006-CE-67-AD.

Effective Date

- (a) This AD becomes effective on December 11, 2006.

Affected ADs

(b) AD 2006-18-51, Amendment 39-14757 (71 FR 52983, September 8, 2006), relates to the subject of this AD. However, this AD does not supersede or revise that AD. Both ADs are necessary to address the unsafe condition.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Models	Serial Numbers
(1) 1900	UA-3
(2) 1900C (C-12J)	UB-1 through UB-74, UC-1 through UC-174, and UD-1 through UD-6
(3) 1900D	UE-1 through UE-439

Unsafe Condition

(d) This AD is the result of additional fatigue cracks found in the wing rear spar lower caps on a Raytheon Model 1900 airplane shortly after complying with AD 2006-18-51. We are issuing this AD to require a more rigorous and detailed inspection to find the fatigue cracks which are the unsafe condition. Failure to detect cracking in the wing rear spar lower caps of the affected airplanes could result in a wing failure. Such a wing failure could result in the wing separating from the airplane with consequent loss of control.

Compliance

- (e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Repetitively inspect both the left and right wing rear spar lower caps for cracks and other damage such as loose or missing fasteners.	Initially inspect within 100 hours time-in-service (TIS) or 30 days after December 11, 2006 (the effective date of this AD), whichever occurs first. Repetitively inspect thereafter at intervals not to exceed 200 hours TIS.	Follow the procedures in Raytheon Mandatory Service Bulletin 57-3815, dated Issued: October, 2006.
(2) If cracks are found repair all cracks by obtaining and incorporating an FAA-approved repair scheme from RAC.	Before further flight after any inspection required by paragraph (e)(1) of this AD where cracks are found.	Contact RAC at Post Office Box 85, Wichita, Kansas 67201-0085; phone: 316-676-8366; fax: (316) 676-8745; email: tom_peay@rac.ray.com .
(3) Report the inspection results to Raytheon Aircraft Company using the instructions and forms in the service bulletin. Complete all sections of the required forms. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.	Report the initial inspection within 10 days after the inspection or 10 days after the effective date of this AD, whichever occurs later. Report the repetitive inspections within 30 days after the inspection.	Follow the procedures in Raytheon Mandatory Service Bulletin 57-3815, dated Issued: October, 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: Steven E. Potter, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; fax: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures in 14 CFR 39.

Material Incorporated by Reference

(g) You must use Raytheon Mandatory Service Bulletin 57-3815, Issued: October, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Raytheon Aircraft Company (RAC), Post Office Box 85, Wichita, Kansas 67201-0085, Phone 1-800-429-5372 or 1-316-676-2000, Fax: 1-316-676-8745.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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.

Issued in Kansas City, Missouri, on November 24, 2006.

Sandra J. Campbell,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-20326 Filed 12-1-06; 8:45 am]