

Adoption of the Amendment

■ Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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:

2006–07–20 Turbomeca: Amendment 39–14547. Docket No. FAA–2006–24239; Directorate Identifier 2006–NE–09–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 5, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Makila 1 A2 turboshaft engines. These engines are installed on, but not limited to, Eurocopter AS 332 L2 helicopters.

Unsafe Condition

(d) This AD results from Turbomeca determining that Makila 1 A2 turboshaft engines with software version 9 installed in the digital electronic control unit (DECU), under certain conditions, could experience a free turbine overspeed and uncontained failure. We are issuing this AD to prevent overspeed and uncontained failure of the free turbine and damage to the helicopter.

Compliance

(e) You are responsible for having the actions required by this AD performed no later than November 30, 2008, unless the actions have already been done.

(f) Upgrade the software version in the DECU from version 9 (TU 230C) to version 11 (TU 244C). Information on this upgrade can be found in Turbomeca Mandatory Service Bulletin No. 298 73 0244, dated February 2, 2006.

(g) Version 11 (TU 244C) software must not be intermixed on the helicopter with any other DECU software version except version 9 (TU 230C).

Alternative Methods of Compliance

(h) 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

(i) Direction Generale De L'Aviation Civile airworthiness directive F–2006–029, dated February 1, 2006, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on March 30, 2006.

Peter A. White,

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

[FR Doc. 06–3253 Filed 4–4–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–23648; Directorate Identifier 2006–CE–07–AD; Amendment 39–14514; AD 2006–06–06]

RIN 2120–AA64

Airworthiness Directives; The Cessna Aircraft Company Models 208 and 208B Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2006–06–06, which published in the **Federal Register** on March 16, 2006 (71 FR 13533), and applies to all The Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes. AD 2006–06–06 requires you to incorporate information into the applicable section of the Airplane Flight Manual (AFM) and Pilots Operating Handbook (POH) and requires installation of placards. Current language in paragraph (f)(3) of AD 2006–06–06 regarding the placard requirement inadvertently states: “You may insert a copy of this AD into the appropriate sections of the POH to comply with this action.” This does not meet the intent of the AD. This document corrects that paragraph by removing the language referenced above.

DATES: The effective date of this AD (2006–06–06) remains March 24, 2006.

FOR FURTHER INFORMATION CONTACT: Robert P. Busto, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946–4157; facsimile: (316) 946–4107.

SUPPLEMENTARY INFORMATION:

Discussion

On March 10, 2006, the FAA issued AD 2006–06–06, Amendment 39–14514 (71 FR 13533, March 16, 2006), which applies to all Cessna Models 208 and 208B airplanes. AD 2006–06–06 requires you to incorporate information into the applicable section of the AFM and POH and requires installation of

placards. Current language in paragraph (f)(3) of AD 2006–06–06 regarding the placard requirement inadvertently states: “You may insert a copy of this AD into the appropriate sections of the POH to comply with this action.” This does not meet the intent of the AD.

Need for the Correction

This correction is needed to not allow a method of compliance that was inadvertently included in the AD and does not address the unsafe condition.

Correction of Publication

■ Accordingly, the publication of March 16, 2006 (71 FR 13533), of Amendment 39–14514; AD 2006–06–06, which was the subject of FR Doc. 06–2544, is corrected as follows:

§ 39.13 [Corrected]

On page 13536, in § 39.13 [Amended], in paragraph (f)(3), in the Procedures column, remove the following text:

“You may insert a copy of this AD into the appropriate sections of the POH to comply with this action.”

Action is taken herein to correct this reference in AD 2006–06–06 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains March 24, 2006.

Issued in Kansas City, Missouri, on March 30, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–3252 Filed 4–4–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22687; Airspace Docket No. 05–AAL–23]

Establishment of Class E Airspace; St. Paul Island, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at St. Paul Island, AK to provide adequate controlled airspace to contain aircraft executing one new Standard Instrument Approach Procedure (SIAP), and five revised SIAPs. This rule results in revised Class E airspace extending upward from 700 feet (ft.) and 1,200 ft. above the surface at St. Paul Island, AK.