

Actions	Compliance	Procedures
(2) If cracks are found during the inspection required in paragraph (e)(1) of this AD in areas A, B, and C (as shown in Figure 1 of EXTRA Service Bulletin No. 300–2–95, Issue: F, Dated: July 10, 2006), weld the crack and modify the upper longeron at the horizontal stabilizer attachment by installing the applicable modification kit (or FAA-approved equivalent parts).	For all affected airplanes: Before further flight after the inspection required in paragraph (e)(1) of this AD in which cracks are found, unless already done.	Follow Part II of EXTRA Service Bulletin No. 300–2–95, Issue: F, Dated: July 10, 2006.
(3) If no cracks are found during the inspection required in paragraph (e)(1) of this AD, modify the upper longeron at the horizontal stabilizer attachment by installing the applicable modification kit (or FAA-approved equivalent parts).	For all affected airplanes: Within the next 100 hours TIS after February 28, 2007 (the effective date of this AD), unless already done.	Follow Part II of EXTRA Service Bulletin No. 300–2–95, Issue: F, Dated: July 10, 2006.
(4) For Models EA–300S and EA–300L airplanes only: Reinforce the fuselage frame underneath the horizontal stabilizer main spar attachment bracket by installing the applicable modification kit (or FAA-approved equivalent parts).	(i) For Model EA–300S: Within the next 200 hours TIS after December 17, 2002 (the effective date of AD 2002–21–11) or within the next 100 hours TIS after February 28, 2007 (the effective date of this AD), whichever occurs first, unless already done. (ii) For Model EA–300L: Within the next 100 hours TIS after February 28, 2007 (the effective date of this AD), unless already done.	Follow Part III of EXTRA Service Bulletin No. 300–2–95, Issue: F, Dated: July 10, 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Karl Schletzbaum, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4146; fax: (816) 329–4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 2002–21–11 are approved for this AD.

Related Information

(h) The European Aviation Safety Agency (EASA) AD No. 2006–0281, dated September 14, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use EXTRA Service Bulletin No. 300–2–95, Issue: F, Dated: July 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 EXTRA Flugzeugproduktions- und Vertriebs- GmbH, Schwarze Heide 21, D–46569 Huenxe, Germany; fax: (+49)–2858–9137–42.

(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 January 12, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7–775 Filed 1–23–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–24452; Directorate Identifier 2006–NE–11–AD; Amendment 39–14893; AD 2007–02–06]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney PW2000 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 Pratt & Whitney PW2000 series turbofan engines. This AD requires a onetime focused visual and fluorescent penetrant inspection (FPI) of 21 suspect PW2000 8th stage high pressure compressor (HPC) drum rotor disk assemblies. This AD results from a PW2037 8th stage HPC drum rotor disk assembly failure event caused by tooling damage that occurred during disk assembly

manufacture. We are issuing this AD to prevent 8th stage HPC drum rotor disk assembly failure that could result in an uncontained engine failure and damage to the airplane.

DATES: This AD becomes effective February 28, 2007. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of February 28, 2007.

ADDRESSES: You can get the service information identified in this AD from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565–8770; fax (860) 565–4503.

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:

Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238–7758; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to Pratt & Whitney PW2000 series turbofan engines. We published the proposed AD in the **Federal Register** on August 3, 2006 (71 FR 43997). That action proposed to require a onetime focused visual and FPI of 21 suspect PW2000 8th stage HPC drum rotor disk assemblies.

Examining the AD Docket

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

Claim That AD Action Is Redundant

Northwest Airlines and Air Transport Association claim that the proposed AD is redundant to existing requirements in the engine manual, and would only put an additional administrative burden on the operators. They further state that existing AD 2005-18-03 (enhanced inspection of critical rotating parts) already requires a focused FPI of the drum rotor disk and includes the area of question on the 8th stage disk. The commenters point out that the visual inspection referenced in Pratt & Whitney Alert Service Bulletin (ASB) No. PW2000 A72-706, dated February 17, 2006 requires that any disk damage be within the limits in the engine manual visual inspection.

We do not agree. The intent of this AD is to require inspection of the HPC 8th stage disk when the HPC rotor assembly is exposed but with compressor blades installed. The requirements in this AD are more restrictive than the requirements of AD 2005-18-03, which only requires inspection when the HPC rotor is removed from the HPC module and disassembled to the piece-part level with compressor blades removed.

For clarification, we revised the AD compliance section to state that the 8th stage HPC drum rotor disk assembly is a rotor with compressor blades installed.

Proposed AD Not Clear if the Nondestructive Inspection Procedures (NDIPs) Are Mandatory

Northwest Airlines and Air Transport Association state that the proposed AD is not clear if the NDIPs referenced in the Pratt & Whitney ASB No. PW2000 A72-706, dated February 17, 2006, are mandatory.

We agree. We clarified the AD by splitting up the information needed in

paragraph (f), into subparagraphs. We also clarified the AD by specifying to use paragraphs 3., 3.A., and 3.B., of the Accomplishment Instructions of Pratt & Whitney ASB No. PW2000 A72-706, dated February 17, 2006, to use NDIP 1096, dated January 19, 2006, and to use NDIP 1095, dated January 12, 2006.

Claim That AD Is Not Required

Northwest Airlines states that the AD is not required, since all affected parts will be scrapped at exposure. The commenter states that since most of the affected parts in the field are likely to have very few cycles remaining, the parts will be retired upon their next disassembly.

We do not agree. The estimated number of cycles on the affected 8th stage disks currently in service ranges from about 13,500 cycles to 19,000 cycles. The current life limit of the 8th stage disk is 20,000 cycles. Therefore, some of the affected 8th stage disks probably will be returned to service after a shop visit. Affected parts with very few cycles remaining and voluntarily removed from service, will not require inspection or incur any inspection cost.

Recommend Compliance Time Be Reduced

The National Transportation Safety Board (NTSB) supports the need for a onetime focused visual and FPI inspection of the HPC 8th stage disk. However, the NTSB recommends that the compliance time be reduced due to unknown factors from the disk failure investigation (failure location striation count) and the disk's demonstrated lack of damage tolerance.

We do not agree. The finite element structural analysis performed by Pratt & Whitney for the 8th stage disk failure (PW2037 engine uncontained 8th stage HPC drum rotor disk assembly failure event, March 10, 2005,) correlate well with results from the Materials & Processes Engineering Lab measurements. The Lab measurements were of the fatigue striation counts from the failed disk. Based on the failure analysis and the manufacturing records review of the 8th stage disk, a risk analysis determined that an acceptable level of safety will be maintained for the compliance described in the AD.

Service Documents Should Be Incorporated by Reference

Modification and Replacement Parts Association (MARPA) states that the Pratt & Whitney service information referenced in the proposed AD should be incorporated by reference for the AD to be considered legal.

We agree. Paragraph (i) of this AD incorporates by reference the necessary service information. The proposed AD did not contain the incorporation by reference paragraph (i), because it is only a notice of proposed rulemaking.

Service Documents Should Be Published in the Docket Management System (DMS)

MARPA states that the Pratt & Whitney service information to be incorporated by reference in the AD, should be published in the DMS, as it is part of the AD.

We partially agree. We are currently reviewing issues surrounding the posting of service information on the DMS as part of an AD Docket. Once we thoroughly examine all aspects of this issue and make a final determination, we will consider if our current practice needs revising.

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 15 engines installed on airplanes of U.S. registry. We also estimate that it will take about 70 work-hours per engine to perform the actions, and that the average labor rate is \$80 per work-hour. We do not expect that parts will be required. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$84,000 for the inspection.

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:

2007-02-06 Pratt & Whitney: Amendment 39-14893. Docket No. FAA-2006-24452; Directorate Identifier 2006-NE-11-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 28, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Pratt & Whitney PW2037, PW2040, and PW2037M turbofan engines. These engines are installed on, but not limited to Boeing 757 airplanes.

Unsafe Condition

(d) This AD results from a Pratt & Whitney PW2037 8th stage high-pressure compressor (HPC) drum rotor disk assembly failure event caused by tooling damage that occurred during disk assembly manufacture. We are issuing this AD to prevent 8th stage HPC drum rotor disk assembly failure that could result in an uncontained engine failure and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed at the next shop visit, not to exceed an additional 6,000 engine cycles, after the effective date of this AD, when the 8th stage HPC drum rotor disk assembly (compressor blades installed) is exposed and removed from the HPC module, unless the actions have already been done.

Inspect the 8th Stage Drum Rotor Disk

(f) Inspect the 8th stage drum rotor disks listed by part numbers and serial numbers in Table 1 of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin No. PW2000 A72-706, dated February 17, 2006, as follows:

(1) Do a onetime focused visual and fluorescent penetrant inspection (FPI) of suspect 8th stage HPC drum rotor disk assemblies that may have been damaged during manufacture.

(2) Use paragraphs 3., 3.A., and 3.B. of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin No. PW2000 A72-706, dated February 17, 2006, Nondestructive Inspection Procedure (NDIP) 1096, dated January 19, 2006, and NDIP 1095, dated January 12, 2006, to do the inspections.

(3) Any 8th stage disk damage that exceeds the serviceable limits specified in Pratt & Whitney PW2000 Engine Manual, Part Number 1A6231, Chapter/Section 72-35-03, Inspection/Check-01/-04, can not be returned to service.

(g) After the effective date of this AD, do not install any uninspected 8th stage drum rotor disk assemblies listed in Table 1 of the Accomplishment Instructions of Pratt & Whitney Alert Service Bulletin No. PW2000 A72-706, dated February 17, 2006, in any engine.

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.

Material Incorporated by Reference

(i) You must use the Pratt & Whitney service information specified in Table 1 to perform the actions 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770; fax (860) 565-4503, for a copy of this service information. You may review copies 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

Pratt & Whitney service information	Page	Revision	Date
Alert Service Bulletin No. PW2000 A72-706	All	Original	February 17, 2006.
Total Pages: 11			
Nondestructive Inspection Procedure 1095	All	Original	January 12, 2006.
Total Pages: 18			
Nondestructive Inspection Procedure 1096	All	Original	January 19, 2006.
Total Pages: 18			

Relate Information

(j) Contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7758; fax (781) 238-7199, e-mail: mark.riley@faa.gov for more information about this AD.

Issued in Burlington, Massachusetts, on January 12, 2007.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-686 Filed 1-23-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30532 Amdt. No. 3202]

Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective January 24, 2007. The compliance date for each SIAP and/or Weather Takeoff Minimums is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 24, 2007.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. 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.

*For Purchase—*Individual SIAP and Weather Takeoff Minimums copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs and Weather Takeoff Minimums mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (*Mail Address:* P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, 8260-5 and 8260-15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs and/or Weather Takeoff Minimums but refer to their depiction

on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP and/or Weather Takeoff Minimums contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR sections, with the types and effective dates of the SIAPs and/or Weather Takeoff Minimums. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP and/or Weather Takeoff Minimums as contained in the transmittal. Some SIAP and/or Weather Takeoff Minimums amendments may have been previously issued by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP, and/or Weather Takeoff Minimums amendments may require making them effective in less than 30 days. For the remaining SIAPs and/or Weather Takeoff Minimums, an effective date at least 30 days after publication is provided.

Further, the SIAPs and/or Weather Takeoff Minimums contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and/or Weather Takeoff Minimums, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and/or Weather Takeoff Minimums and safety in air commerce, I find that notice and public procedure before adopting these SIAPs and/or Weather Takeoff Minimums are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs and/or Weather Takeoff Minimums effective in less than 30 days.

Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a