Actions	Compliance	Procedures
(3) Do the installation of the external doubler at the upper rudder hinge.	Upon accumulating 5,000 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already done. The installation of the external doubler at the upper rudder hinge required by paragraph (e)(2)(ii) or (e)(3) of this AD is the terminating action for the repetitive inspections required by this AD.	Follow Snow Engineering Co. Service Letter #247, dated August 14, 2005, revised May 17, 2006, and Snow Engineering Co. Process Specification Number 145, dated December 6, 1991.
(4) Do not install any rudder without the external doubler at the upper rudder hinge required by paragraph (e)(3) of this AD.	As of the effective date of this AD	Not Applicable.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Fort Worth Aircraft 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

(g) To get copies of the service information referenced in this AD, contact Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564–5616; facsimile: (940) 564–5612. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC, or on the Internet at *http://dms.dot.gov*. The docket number is Docket No. FAA–2006–25260; Directorate Identifier 2006–CE–37–AD.

Issued in Kansas City, Missouri, on August 3, 2006.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6–12940 Filed 8–8–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–25261; Directorate Identifier 2006–CE–38–AD]

RIN 2120–AA64

Airworthiness Directives; Cessna Aircraft Company Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Cessna Aircraft Company (Cessna) Models 172R, 172S, 182S, 182T, T182T, 206H, and T206H airplanes. This proposed AD would require you to install Modification Kit MN172–25–10B or a steel lock rod/bar on both crew seat back cylinder lock assemblies. If a steel lock rod/bar has already been installed on the crew seat back cylinder lock assembly, no further action is required. If Modification Kit MK172–25–10A has previously been installed, this proposed AD would require you to do an installation inspection and correct any discrepancies found. This proposed AD results from reports of the crew seat back cylinder lock assembly failing at the aft end and other cylinder lock assemblies found cracked. We are proposing this AD to prevent the crew seat cylinder lock assembly from bending, cracking, or failing. This failure could cause uncontrolled movement of the seat back, resulting in possible backward collapse during flight. Backward collapse of either crew seat back could result in an abrupt pitch-up if the affected crew member continues to hold on to the control yoke during this failure and could cause difficulty in exiting the airplane from an aft passenger seat after landing.

DATES: We must receive comments on this proposed AD by October 10, 2006.

ADDRESSES: Use one of the following addresses to comment on this proposed AD:

- DOT Docket Web site: Go to *http://dms.dot.gov* and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- Fax: (202) 493–2251.
- Hand Delivery: Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517–5800; fax: (316) 942–9006.

FOR FURTHER INFORMATION CONTACT: Gary Park, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946–4123; facsimile: (316) 946–4107.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number, ''FAA–2006–25261; Directorate Identifier 2006–CE–38–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to *http://dms.dot.gov*, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive concerning this proposed AD.

Discussion

We have received reports of the crew seat back cylinder lock bending at the aft end and failing. We have also received reports of cracks found in the cylinder lock assembly.

This condition, if not corrected, could result in failure of the crew seat back cylinder lock assembly. This failure could cause uncontrolled movement of the seat back, resulting in possible backward collapse during flight. Backward collapse of either crew seat back could result in an abrupt pitch-up

if the affected crew member continues to hold on to the control yoke during this failure and could cause difficulty in exiting the airplane from an aft passenger seat after landing.

Relevant Service Information

We have reviewed Cessna Single Engine Service Bulletin SB04–25–01, Revision 3, dated July 24, 2006.

This service bulletin describes procedures for installing Modification Kit MK172–25–10B on both crew seat back cylinder lock assemblies to replace the cylinder lock with a new model cylinder lock. This service bulletin also described procedures for doing an installation inspection on airplanes that have Modification Kit MK172–25–10A installed following Cessna Single Engine Service Bulletin SB04–25–01, Revision 2, dated June 5, 2006.

We have also reviewed Cessna Single Engine Service Bulletin SB04–25–02 Revision 1, dated October 17, 2005, and Revision 2, dated June 5, 2006.

These service bulletins describe procedures for installing a steel lock rod/bar on the crew seat to replace the crew seat back cylinder lock assembly.

FAA's Determination and Requirements of the Proposed AD

We are proposing this AD because we evaluated all information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design. This proposed AD would require you to install a modification kit on both crew seat back cylinder lock assemblies, which replaces the cylinder lock with a new model cylinder lock, or install a steel lock rod/bar on both crew seat back cylinder lock assemblies.

Costs of Compliance

We estimate that this proposed AD would affect 4,039 airplanes in the U.S. registry. We provide below total fleet costs for both the proposed modification and the proposed steel lock rod/bar installation; however, only one of these proposed actions would be required.

We estimate the following costs to do the proposed installation of the modification kit:

Labor cost	Parts cost for both seats	Total cost per airplane for both seats	Total cost on U.S. operators
3.5 work-hours × $80 an hour = $280 for each modification kit.	$590 for each modification kit. One modification kit required for each airplane. Total parts cost for both seats would be $590.	$280 + $590 = $870.	$870 × 4,039 = $3,513,930.

We estimate the following costs to do the proposed fabrication and installation of a steel lock rod/bar:

Labor cost	Parts cost for both seats	Total cost per airplane for both seats	Total cost on U.S. operators
1.5 work-hours × $80 an hour = $120 for each crew seat. Total labor cost for both seats would be $240.	Not applicable	$240	$240 × 4,039 = $969,360

We estimate the following costs to do the proposed installation inspection on airplanes that have Modification Kit MK172–25–10A installed:

Labor cost	Parts cost for both seats	Total cost per airplane for both seats
1 work-hour × $80 an hour = $80 for both crew seats	Not applicable	$80

We have no method of determining the number of airplanes that may have the previously installed Modification Kit MK172–25–10A.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the proposed regulation:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket that contains the proposed AD, the regulatory evaluation, any comments received, and other information on the Internet at *http://dms.dot.gov*; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647–5227) is located at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new AD:

Cessna Aircraft Company: Docket No. FAA–2006–25261; Directorate Identifier 2006–CE–38–AD.

Comments Due Date

(a) We must receive comments on this airworthiness directive (AD) action by October 10, 2006.

Affected ADs

(b) None.

Applicability

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

Model	Serial Nos.
172R	17280001 through 17281262.
172S	172S8001 through 172S9994.
182S	18280001 through 18280944.
182T	18280945 through 18281701.
T182T ...	T18208001 through T18208453.
206H	20608001 through 20608250.
T206H ..	T20608001 through T20608570.

Unsafe Condition

(d) This AD results from reports of the crew seat back cylinder lock assembly failing at the aft end area and other cylinder lock assemblies found cracked. We are issuing this AD to prevent the crew seat cylinder lock assembly from bending, cracking, or failing. This failure could cause uncontrolled movement of the seat back, resulting in possible backward collapse during flight. Backward collapse of either crew seat back could result in an abrupt pitch-up if the affected crew member continues to hold on to the control yoke during this failure and could cause difficulty in exiting the airplane from an aft passenger seat after landing.

Compliance

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

(1) *Airplanes that do not have Modification Kit MK172–25–10A installed:*

Action	Compliance	Procedures
For each crew seat (pilot and copilot), install Modification Kit MK172–25–10B or fabricate and install a steel lock rod/bar.	*For airplanes that have over 1,000 hours time-in-service (TIS) on the effective date of this AD*, do the action within the next 4 months after the effective date of this AD. *For airplanes that have from 501 to 1,000 hours TIS on the effective date of this AD*, do the action within the next 8 months after the effective date of this AD. *For airplanes that have from 0 to 500 hours TIS on the effective date of this AD*, do the action within the next 12 months after the effective date of this AD.	Follow Cessna Single Engine Service Bulletin SB04–25–01, Revision 3, dated July 24, 2006, for installing Modification Kit MK172–25–10B. Follow Cessna Single Engine Service Bulletin SB04–25–02 Revision 1, dated October 17, 2005, or Revision 2, dated June 5, 2006, for fabricating and installing a steel lock rod/bar.

(2) *Airplanes that have Modification Kit MK172–25–10A installed:*

Action	Compliance	Procedures
(i) For each crew seat (pilot and copilot), do an installation inspection.	Within the next 30 days after the effective date of this AD.	Follow Cessna Single Engine Service Bulletin SB04–25–01, Revision 3, dated July 24, 2006.
(ii) If you do not find any discrepancies during the inspection required in paragraph (e)(2)(i) of this AD, make a log book entry showing compliance with this AD and no further action is required.	Before further flight after the inspection required in paragraph (e)(2)(i) of this AD.	Follow Cessna Single Engine Service Bulletin SB04–25–01, Revision 3, dated July 24, 2006.
(iii) If you find discrepancies during the inspection required in paragraph (e)(2)(i) of this AD, make all necessary corrective actions.	Before further flight after the inspection required in paragraph (e)(2)(i) of this AD.	Follow Cessna Single Engine Service Bulletin SB04–25–01, Revision 3, dated July 24, 2006.

Note: Although not required by this AD, you may replace the steel lock rod/bar with Modification Kit MK172–25–10B.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: Gary Park, Aerospace Engineer, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946–4123; facsimile: (316) 946–4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) To get copies of the service information referenced in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517–5800; fax: (316) 942–9006. To view the AD docket, go to the Docket Management

Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC, or on the Internet at *http://dms.dot.gov.* The docket number is Docket No. FAA–2006–25261; Directorate Identifier 2006–CE–38–AD.

Issued in Kansas City, Missouri, on August 3, 2006.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6–12946 Filed 8–8–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–19961; Directorate Identifier 2004–CE–48–AD]

RIN 2120–AA64

Airworthiness Directives; Air Tractor, Inc. Models AT–501, AT–502, AT–502A, AT–502B, and AT–503A Airplanes

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

ACTION: Supplemental notice of proposed rulemaking (NPRM); reopening of the comment period.

SUMMARY: The FAA proposes to revise an earlier proposed airworthiness directive (AD) that applies to certain Air Tractor, Inc. (Air Tractor) Models AT–502, AT–502A, AT–502B, and AT–503A airplanes, which proposes to supersede AD 2002–26–05. AD 2002–26–05 lowers the safe life for the wing lower spar caps for Models AT–502, AT–502A, AT–502B, and AT–503A airplanes and those that incorporate or have incorporated Marburger Enterprises, Inc. (Marburger) winglets. AD 2002–26–05 also requires you to eddy-current inspect the wing lower spar caps immediately before modifying to correct any crack in a bolt hole before it extends to the modified center section of the wing and report the results of the inspection to the FAA if cracks are found. AD 2002–11–05 R1 currently requires similar action on Model AT–501 airplanes. Since issuing the earlier NPRM, we determined that Model AT–501 airplanes should be added to the Applicability section of this proposed AD and that this proposed AD should also supersede AD 2002–11–05 R1. We have revised the alternative method of compliance (AMOC) to include inspection procedures for airplanes that have or have had Marburger winglets installed. We have also updated the safe life of the replacement and new production spar cap based on additional data we have received from the manufacturer. Since these actions impose an additional burden over that proposed in the earlier NPRM, we are reopening the comment period to allow the public the chance to comment on these additional actions.

DATES: We must receive any comments on this proposed AD by October 10, 2006.

ADDRESSES: Use one of the following addresses to comments on this proposed AD:

- DOT Docket Web site: Go to *http://dms.dot.gov* and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- Fax: (202) 493–2251.
- Hand Delivery: Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374; or Marburger Enterprises, Inc., 1227 Hillcourt, Williston, North Dakota 58801; telephone: (800) 893–1420 or (701) 774–0230; facsimile: (701) 572–2602.

FOR FURTHER INFORMATION CONTACT: Direct all questions to:

- For the airplanes that do not incorporate and never have incorporated Marburger Enterprises, Inc. winglets: Rob Romero, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone: (817) 222–5102; facsimile: (817) 222–5960; e-mail: *robert.a.romero@faa.gov;* and
- For airplanes that incorporate or have incorporated Marburger Enterprises, Inc. winglets: John Cecil, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627–5228; facsimile: (562) 627–5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number, ''FAA–2004–19961; Directorate Identifier 2004–CE–48–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD in light of those comments.

We will post all comments we receive, without change, to *http://dms.dot.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive concerning this proposed AD.

Discussion

Prior to issuing this supplemental notice of proposed rulemaking (NPRM), we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Air Tractor Models AT–502, AT–502A, AT–502B, and AT–503A airplanes. That proposal was published in the **Federal Register** as an NPRM on February 9, 2005 (70 FR 6786). The NPRM proposed to supersede AD 2002–26–05 with a new AD that would retain the actions required in AD 2002–26–05, add additional airplanes to the applicability, and incorporate an AMOC to the actions retained from AD 2002–26–05.

AD 2002–26–05, Amendment 39–12991 (68 FR 18, January 2, 2003), currently applies to certain Air Tractor Models AT–502, AT–502A, AT–502B, and AT–503A airplanes. AD 2002–26–05 supersedes AD 2002–11–03 and requires the following:

- Maintaining the original requirements from AD 2002–11–03 for a lowered safe life, inspection, replacement/modification, and if cracks are found, reporting the results to the FAA;
- Further lowering the safe life for the wing lower spar cap established in AD 2002–11–03 for Models AT–502, AT–502B, and AT–503A airplanes; and
- Expanding the applicability of Models AT–502A and AT–502B airplanes to account for future manufactured airplanes.

With this supplemental NPRM we are also proposing to supersede AD 2002–11–05 R1, Amendment 39–14564 (71 FR 19629, April 17, 2006), which currently applies to certain Air Tractor Model AT–501 airplanes. We issued AD 2002–11–05 R1 to revise AD 2002–11–05 to remove AT–400 series and Models AT–802 and AT–802A airplanes from the applicability because separate AD actions were issued for those airplanes.