

Unit 134, Riverdale, MD 20737-1236; (301) 734-4387.

SUPPLEMENTARY INFORMATION:

Background

In an interim rule effective October 25, 2005, and published in the **Federal Register** on October 31, 2005 (70 FR 62230-62232, Docket No. 05-067-1), we amended the emerald ash borer regulations contained in 7 CFR 301.53-1 through 301.53-9 by adding Lima and Newbury Townships in LaGrange County, IN, and portions of Grand Traverse and Montcalm Counties, MI, and Auglaize, Fulton, Hancock, Henry, Lucas, Ottawa, Sandusky, and Wood Counties, OH, to the list of quarantined areas in § 301.53-3(c). The interim rule restricted the interstate movement of regulated articles from these quarantined areas to prevent the artificial spread of emerald ash borer to noninfested areas of the United States.

Comments on the interim rule were required to be received on or before December 30, 2005. We received one comment by that date, from a private citizen. The commenter offered a personal observation regarding the collection of firewood outside of a quarantined area, which we have brought to the attention of the relevant State officials, but did not provide any comments regarding the interim rule.

Therefore, for the reasons given in the interim rule and in this document, we are adopting the interim rule as a final rule without change.

This action also affirms the information contained in the interim rule concerning Executive Order 12866 and the Regulatory Flexibility Act, Executive Orders 12372 and 12988, and the Paperwork Reduction Act.

Further, for this action, the Office of Management and Budget has waived its review under Executive Order 12866.

List of Subjects in 7 CFR Part 301

Agricultural commodities, Plant diseases and pests, Quarantine, Reporting and recordkeeping requirements, Transportation.

PART 301—DOMESTIC QUARANTINE NOTICES

■ Accordingly, we are adopting as a final rule, without change, the interim rule that amended 7 CFR part 301 and that was published at 70 FR 62230-62232 on October 31, 2005.

Done in Washington, DC, this 10th day of March 2006.

Elizabeth E. Gaston,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 06-2549 Filed 3-15-06; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-20970; Directorate Identifier 2004-NM-53-AD; Amendment 39-14511; AD 2006-06-03]

RIN 2120-AA64

Airworthiness Directives; Cessna Model 500, 501, 550, S550, 551, and 560 Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Cessna Model 500, 501, 550, S550, 551, and 560 airplanes. This AD requires revising the airplane flight manual (AFM) to prohibit use of the wing fuel boost pumps for defueling under certain conditions; installing a placard; doing other specified investigative and corrective actions as necessary; and modifying the boost pumps. This AD also requires the subsequent removal of the AFM revision and placard. This AD results from a report of a chafed electrical wiring harness, which was arcing inside the fuel tank. We are issuing this AD to prevent potential fuel vapor ignition in a fuel tank, which could result in explosion and loss of the airplane.

DATES: This AD becomes effective April 20, 2006.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of April 20, 2006.

ADDRESSES: You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, Room PL-401, Washington, DC.

Contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT:

Bryan Easterwood, Aerospace Engineer, Electrical Systems and Avionics Branch, ACE-119W, Wichita Aircraft

Certification Office, FAA, 1801 Airport Road, room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4132; fax (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Examining the Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the street address stated in the **ADDRESSES** section.

Discussion

The FAA issued a supplemental notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to certain Cessna Model 500, 501, 550, S550, 551, and 560 airplanes. That supplemental NPRM was published in the **Federal Register** on October 25, 2005 (70 FR 61580). That supplemental NPRM proposed to require revising the airplane flight manual (AFM) to prohibit use of the wing fuel boost pumps for defueling under certain conditions; installing a placard; doing other specified investigative and corrective actions as necessary; and modifying the boost pumps. That supplemental NPRM also would have required the subsequent removal of the AFM revision and placard.

Comments

We provided the public the opportunity to participate in the development of this AD. No comments have been received on the supplemental NPRM or on the determination of the cost to the public.

Clarification of Alternative Method of Compliance (AMOC) Paragraph

We have revised this action to clarify the appropriate procedure for notifying the principal inspector before using any approved AMOC on any airplane to which the AMOC applies.

Conclusion

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

Costs of Compliance

There are about 2,397 airplanes of the affected design in the worldwide fleet;

of these, 1,762 airplanes are U.S.-registered. The following table provides

the estimated costs for U.S. operators to comply with this AD.

ESTIMATED COSTS

Applicable service bulletin	Work hours	Average hourly labor rate	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
SB500-28-12	20	\$65	\$2,229	\$3,529	444	\$1,566,876
SBS550-28-08	12	65	102	882	126	111,132
SB550-28-14	8	65	1,992	2,512	469	1,178,128
SB550-28-15	8	65	1,936	2,456	194	476,464
SB560-28-10	12	65	1,949	2,729	428	1,168,012
SB560-28-11	8	65	1,052	1,572	101	158,772

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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

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 FAA 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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

2006-06-03 Cessna Aircraft Company:
Amendment 39-14511. Docket No. FAA-2005-20970; Directorate Identifier 2004-NM-53-AD.

Effective Date

- (a) This AD becomes effective April 20, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the Cessna airplanes listed in Table 1 of this AD, certificated in any category.

TABLE 1.—APPLICABILITY

Airplane model(s)	Serial Nos.
500 and 501	0001 through 0689 inclusive.
S550	0001 through 0160 inclusive.
550 and 551	0002 through 0733 inclusive.
550	0801 through 1075 inclusive.
560	0001 through 0648 inclusive.

Unsafe Condition

(d) This AD was prompted by a report of a chafed electrical wiring harness, which was arcing inside the fuel tank. We are issuing this AD to prevent potential fuel vapor ignition in a fuel tank, which could result in explosion and loss 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.

Service Information

(f) The term "service bulletin" as used in this AD refers to the applicable service bulletin listed in Table 2 of this AD.

TABLE 2.—SERVICE INFORMATION

For Cessna model—	Having serial Nos.—	Use Cessna service bulletin—	Dated—
500 and 501 airplanes	0001-0689	SB500-28-12	June 14, 2004.
S550 airplanes	0001-0160	SBS550-28-08	May 7, 2004.
550 and 551 airplanes	0002-0733	SB550-28-14	December 2, 2003.
550 airplanes	0801-1075	SB550-28-15	January 20, 2004.

TABLE 2.—SERVICE INFORMATION—Continued

For Cessna model—	Having serial Nos.—	Use Cessna service bulletin—	Dated—
560 airplanes	0001–0538	SB560–28–10	April 23, 2004.
560 airplanes	0539–0648	SB560–28–11	March 12, 2004.

AFM Revision

(g) Within 25 flight hours after the effective date of this AD: Revise the Limitations

section of the applicable Cessna airplane flight manual (AFM) to prohibit use of the wing fuel boost pumps for defueling under certain conditions, by inserting the

applicable temporary change identified in Cessna Service Bulletin SB550–28–14, dated December 2, 2003, or identified in Table 3 of this AD.

TABLE 3.—TEMPORARY CHANGES

Cessna temporary change—	Dated—	To the—
500FM TC–R57–01	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–02	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–03	April 5, 2004	Cessna Model 500 AFM.
55BFM TC–R10–07	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–08	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–09	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
560FM TC–RC13–01	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–RC13–02	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–RC13–03	March 4, 2004	Cessna Model 560 Citation V AFM.
56FMA TC–04–01	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–02	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–03	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMB TC–R03–10	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–11	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–12	March 12, 2004	Cessna Model 560 AFM.
S55CA TC–04–01	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–02	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–03	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–01	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–02	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–03	March 4, 2004	Cessna Model S550 Citation S/II AFM.

Placard Installation

(h) Within 25 flight hours after the effective date of this AD: Install a placard close to the fuel quantity gauge, in accordance with the Accomplishment Instructions of the service bulletin. In addition to the specifications in the service bulletin, the letters on the placard must be at least ¼-inch tall.

Inspection and Modification

(i) Within 300 flight hours after the effective date of this AD: Do the actions specified in paragraphs (i)(1) and (i)(2) of this AD in accordance with the Accomplishment Instructions of the service bulletin.

(1) Do a detailed inspection for chafed wiring of the wing fuel boost pumps, and, before further flight thereafter, do all applicable corrective and other specified actions.

(2) Modify the wing fuel boost pumps.

Note 1: For the purposes of this AD, a detailed inspection is: “An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good

lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.”

(j) Before further flight after the inspection and modification required by paragraph (i) of this AD, remove the AFM temporary change and placard required by paragraphs (g) and (h) of this AD.

Reporting Clarification

(k) Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify

the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(m) You must use the service information listed in Tables 4 and 5 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL–401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

TABLE 4.—SERVICE BULLETINS

Cessna service bulletin—	Dated—
SB500–28–12	June 14, 2004.
SBS550–28–08	May 7, 2004.
SB550–28–14	December 2, 2003.
SB550–28–15	January 20, 2004.
SB560–28–10	April 23, 2004.
SB560–28–11	March 12, 2004.

TABLE 5.—TEMPORARY CHANGES

Cessna temporary change—	Dated—	To the—
500FM TC–R57–01	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–02	April 5, 2004	Cessna Model 500 AFM.
500FM TC–R57–03	April 5, 2004	Cessna Model 500 AFM.
55BFM TC–R10–07	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–08	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
55BFM TC–R10–09	March 17, 2004	Cessna Model 550 Citation Bravo AFM.
560FM TC–R13–01	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–R13–02	March 4, 2004	Cessna Model 560 Citation V AFM.
560FM TC–R13–03	March 4, 2004	Cessna Model 560 Citation V AFM.
56FMA TC–04–01	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–02	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMA TC–04–03	March 4, 2004	Cessna Model 560 Citation Ultra AFM.
56FMB TC–R03–10	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–11	March 12, 2004	Cessna Model 560 AFM.
56FMB TC–R03–12	March 12, 2004	Cessna Model 560 AFM.
S55CA TC–04–01	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–02	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55CA TC–04–03	July 8, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–01	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–02	March 4, 2004	Cessna Model S550 Citation S/II AFM.
S55FM TC–04–03	March 4, 2004	Cessna Model S550 Citation S/II AFM.

Issued in Renton, Washington, on March 3, 2006.

Kalene C. Yanamura,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*

[FR Doc. 06–2408 Filed 3–15–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–22121; Directorate Identifier 2004–NM–128–AD; Amendment 39–14512; AD 2006–06–04]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model DC–9–10, –20, –30, –40 and –50 Series Airplanes, and Model DC–9–81 (MD–81), and DC–9–82 (MD–82) Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD), which applies to certain McDonnell

Douglas Model DC–9–10, –20, –30, –40 and –50 series airplanes, and Model DC–9–81 (MD–81), and DC–9–82 (MD–82) airplanes. That AD currently requires installing a water drain system for the slant pressure panels in the left and right wheel wells of the main landing gear (MLG). This new AD also requires inspecting the seal assemblies of the overwing emergency exit doors for defects and constant gap; replacing defective door seals; performing repetitive operational checks of the water drain system auto drain valve and corrective actions if necessary; and, for certain airplanes, modifying the insulation blankets on the slant pressure panels in the left and right MLG wheel wells. This AD results from reports of water runoff from the slant pressure panels in the left and right MLG wheel wells, which subsequently froze on the lateral control mixer and control cable assemblies. We are issuing this AD to prevent ice from forming on the lateral control mixer and control cable assemblies, which could reduce controllability of the airplane.

DATES: This AD becomes effective April 20, 2006.

The Director of the Federal Register approved the incorporation by reference

of certain publications listed in the AD as of April 20, 2006.

On August 18, 1993 (58 FR 38511, July 19, 1993), the Director of the Federal Register approved the incorporation by reference of certain other publications listed in the AD.

ADDRESSES: You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, room PL–401, Washington, DC.

Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1–L5A (D800–0024), for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Wahib Mina, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5324; fax (562) 627–5210.

SUPPLEMENTARY INFORMATION: