

Service Bulletin (SB) No. CF6–80C2 S/B 78–1068, Revision 2, dated May 16, 2005, any earlier revision, or original issue, or SB No. CF6–80C2 S/B 78–1077, Revision 1, dated May 16, 2005, or original issue; and

(2) Engines that have not incorporated MRAS SB No. CF6–80C2 S/B 78–1078, Revision 1, dated May 16, 2005, or original issue; and

(3) Engines that have not incorporated MRAS SB No. CF6–80C2 S/B 78–1088, Revision 5, dated May 24, 2005, any earlier revision, or original issue. These engines are installed on, but not limited to, McDonnell Douglas Corporation MD–11 airplanes.

Unsafe Condition

(d) This AD results from 13 reports of released thrust reverser hardware. We are issuing this AD to prevent release of the thrust reverser cascade on landing, which could result in runway debris and a possible hazard to other aircraft.

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.

Modifying the Latching System of the Fan Reverser

(f) If MRAS SB No. CF6–80C2 S/B 78–1068, Revision 2, dated May 16, 2005, any earlier revision, or original issue, or SB No. CF6–80C2 S/B 78–1077, Revision 1, dated May 16, 2005, or original issue, has not been incorporated, do the following:

(1) At the next normally scheduled maintenance period or within 1,200 flight

hours time-in-service (TIS) after the effective date of this AD, whichever occurs first, modify the latching system of the fan reverser.

(2) Use the Accomplishment Instructions of either MRAS SB No. CF6–80C2 S/B 78–1068, Revision 2, dated May 16, 2005, or SB No. CF6–80C2 S/B 78–1077, Revision 1, dated May 16, 2005, (but not both SBs) to modify the latch assembly.

Replacing the L-Shaped Support Brackets

(g) If MRAS SB No. CF6–80C2 S/B 78–1078, Revision 1, dated May 16, 2005, or original issue, has not been incorporated, do the following:

(1) At the next normally scheduled maintenance period or within 6,000 flight hours TIS after the effective date of this AD, whichever occurs first, replace the existing L-shaped support brackets of the upper and lower ends of the upper latch operating cable with improved T-shaped support brackets.

(2) Use the Accomplishment Instructions of MRAS SB CF6–80C2 S/B 78–1078, Revision 1, dated May 16, 2005, to replace the support brackets.

Installing the Improved Upper Latch of the Fan Reverser

(h) If MRAS SB No. CF6–80C2 S/B 78–1088, Revision 5, dated May 24, 2005, any earlier revision, or original issue, has not been incorporated, do the following:

(1) At the next normally scheduled maintenance period or within 6,000 flight hours TIS after the effective date of this AD, whichever occurs first, install the improved upper latch of the fan reverser.

(2) Use the Accomplishment Instructions of MRAS SB CF6–80C2 S/B 78–1088, Revision 5, dated May 24, 2005, to install the upper latch.

Alternative Methods of Compliance

(i) 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

(j) None.

Material Incorporated by Reference

(k) You must use the Middle River Aircraft Systems (MRAS) Service Bulletins specified in Table 1 of this AD 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 Middle River Aircraft Systems, Mail Point 46, 103 Chesapeake Park Plaza, Baltimore, MD 21220–4295, telephone: (410) 682–0094; fax: (410) 682–0100 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., Nassif Building, Room PL–401, Washington, DC 20590–0001, 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 NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

TABLE 1.—INCORPORATION BY REFERENCE

MRAS Service Bulletin No.	Page	Revision	Date
CF6–80C2 S/B 78–1068	ALL	2	May 16, 2005.
Total Pages: 16			
CF6–80C2 S/B 78–1077	ALL	1	May 16, 2005.
Total Pages: 19			
CF6–80C2 S/B 78–1078	ALL	1	May 16, 2005.
Total Pages: 29			
CF6–80C2 S/B 78–1088	ALL	5	May 24, 2005.
Total Pages: 51			

Issued in Burlington, Massachusetts, on March 13, 2006.

Peter A. White,

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

[FR Doc. 06–2648 Filed 3–20–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22509; Airspace Docket No. 03–AWA–2]

RIN 2120–AA66

Modification of the St. Louis Class B Airspace Area; MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on February 15, 2006 (71 FR 7848),

Airspace Docket No. 03–AWA–2, FAA Docket No. FAA–2005–22509. In that rule, inadvertent errors were made in the graphic depicting the modified St. Louis Class B airspace area. This action corrects those errors.

DATES: *Effective Date:* 0901 UTC, March 21, 2006.

FOR FURTHER INFORMATION CONTACT:

Steve Rohring, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On February 15, 2006, a final rule was published in the **Federal Register** modifying the St. Louis Class B airspace area (71 FR 7848), Airspace Docket No. 03-AWA-2, FAA Docket No. FAA-2005-22509. In that final rule, inadvertent errors were made in area A of the attached graphic of the St. Louis Class B airspace area. Specifically, the altitudes for Area A were depicted as extending from the surface to and including 5,000 feet MSL (50/SFC) rather than from the surface to and

including 8,000 feet MSL (80/SFC). Also, the 1.5 NM radius exclusion around Creve Coeur Airport was not depicted. This action replaces the graphic reflecting the correct altitudes for area A and the exclusion around the Creve Coeur Airport.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the graphic for the St. Louis Class B Airspace Area, as published in the **Federal Register** on February 15, 2006 (71 FR 7848), Airspace Docket No. 03-AWA-2, FAA

Docket No. FAA-2005-22509, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Amended]

Paragraph 3000 Class B Airspace

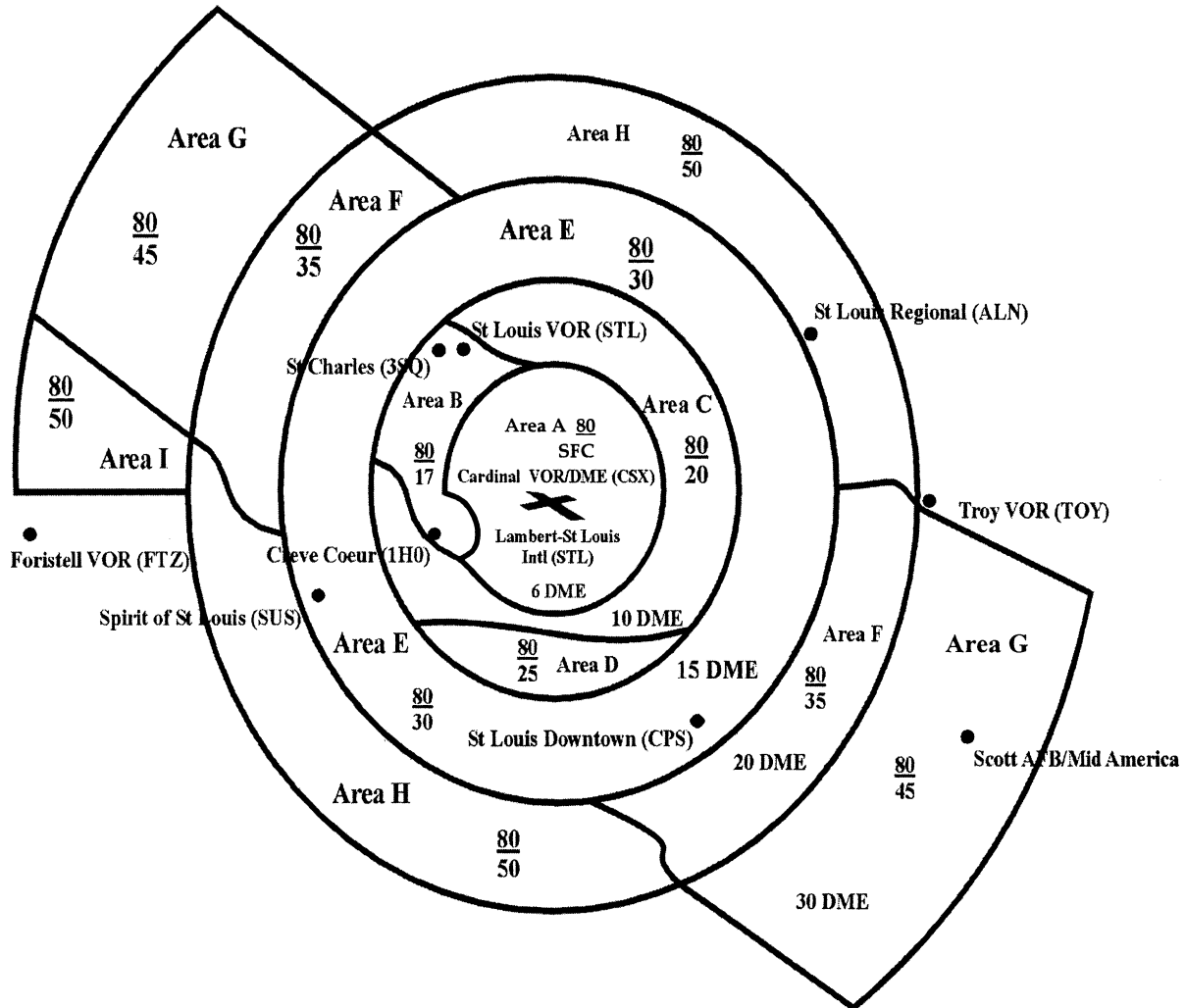
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ACE MO B St. Louis, MO [Corrected]

■ On page 7851, Area A, delete the graphic of the St. Louis, MO Class B Airspace Area, and insert the corrected graphic.

BILLING CODE 4910-13-P

ST. LOUIS, MO CLASS B AIRSPACE AREA



NOT TO BE USED FOR NAVIGATION

ASD 03-AWA-2

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Issued in Washington, DC, on March 10, 2006.

Edith V. Parish,

Manager, Airspace and Rules.

[FR Doc. 06-2672 Filed 3-20-06; 8:45 am]

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