

Actions	Compliance	Procedures
(2) Inspect and repair as necessary the anti-ice fluid line compression fittings. Accomplishment of all of the actions specified in Cirrus SR22 service bulletin SB 2X-30-08, dated November 9, 2009, terminates the placard requirements specified in paragraph (f)(1) of this AD.	(i) Inspect at the next scheduled inspection after December 21, 2009 (the effective date of this AD) or within the next 100 hours time-in-service after December 21, 2009 (the effective date of this AD), whichever occurs first. (ii) Repair before further flight after the inspection specified in paragraph (f)(2) of this AD where any incorrectly installed compression fittings are found.	Follow Cirrus SR22 Service Bulletin SB 2X-30-08, dated November 9, 2009.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Chicago Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Anthony Flores, Aerospace Engineer, Chicago Aircraft Certification Office (ACO), 2300 E. Devon Ave., Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-7140; fax: (847) 294-7834. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(h) You must use Cirrus SR22 Service Bulletin SB 2X-30-08, dated November 9, 2009, 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 Cirrus Design Corporation, 4515 Taylor Circle, Duluth, MN 55811-1548; telephone: (218) 788-3000; fax: (218) 788-3525; e-mail: fielddesign@cirrusaircraft.com; Internet: <http://cirrusaircraft.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 December 4, 2009.

William Timberlake,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-29578 Filed 12-11-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-0018; Directorate Identifier 2009-NE-01-AD; Amendment 39-16044; AD 2009-21-07]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-80C2 Series Turbofan Engines; Correction

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

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting airworthiness directive (AD) 2009-21-07, which published in the **Federal Register**. That AD applies to General Electric Company (GE) CF6-80C2 series turbofan engines with certain thrust reverser ballscrew gearbox assembly adjustable-length end actuators installed. The unsafe condition statement of “We are issuing this AD to prevent loss of asymmetric thrust and thrust control”, and rod-end part number “MS2124S06” in paragraph (j) are incorrect. This document corrects the unsafe condition statement and the part number. In all other respects, the original document remains the same.

DATES: Effective December 14, 2009.

FOR FURTHER INFORMATION CONTACT: Christopher J. Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: christopher.j.richards@faa.gov; telephone (781) 238-7133; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On October 27, 2009 (74 FR 55126), we published a final rule AD, FR Doc. E9-24391, in the **Federal Register**. That AD applies to GE CF6-80C2 series turbofan engines with certain thrust reverser ballscrew gearbox assembly adjustable-length end actuators installed. We need to make the following corrections:

§ 39.13 [Corrected]

On page 55126, in the second column, in the last sentence of the Summary Section, “We are issuing this AD to prevent loss of asymmetric thrust and thrust control.” is corrected to read “We are issuing this AD to prevent asymmetric thrust and loss of thrust control.”

On page 55129, in the third column, in the last sentence of paragraph (d), “We are issuing this AD to prevent loss of asymmetric thrust and thrust control.” is corrected to read “We are issuing this AD to prevent asymmetric thrust and loss of thrust control.”

On page 55130, in the first column, in paragraph (j), in the third line, “MS2124S06” is corrected to read “MS21242S06.”

Issued in Burlington, Massachusetts, on December 4, 2009.

Peter A. White,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-0143; Directorate Identifier 2009-NE-05-AD; Amendment 39-16135; AD 2009-25-14]

RIN 2120-AA64

Airworthiness Directives; General Electric Company GE90-110B1, GE90-113B, and GE90-115B Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for General Electric Company (GE) GE90-110B1, GE90-113B, and GE90-115B series turbofan engines with stage 6 low-pressure turbine (LPT) blades, part number (P/N) 1765M37P03 or P/N