compliance with the requirements of paragraph (i)(2) of this AD.

Optional Methods of Compliance With Certain Actions

(n) Where paragraph 2.A.(16) and Figure 8 of GE Aviation Service Bulletins 5000ELM–28–456 and 6000ELM–28–457, both Revision 1, both dated January 7, 2010, identify the installation of conical springs for the relay to relay base fixing, installation of spring washers is an acceptable method of compliance when they are part of the existing relay assembly.

(n) Where paragraphs 2.A.(24) and 2.A.(25) of GE Aviation Service Bulletins 5000ELM–28–456 and 6000ELM–28–457, both Revision 1, both dated January 7, 2010, specify the installation of a label to identify work carried out and to identify the appropriate service bulletin, an acceptable method of compliance is to use a suitable method to indelibly mark the appropriate service bulletin number on the reworked panel. Boeing Standard BAC3307 may be used as an additional source of guidance for part marking.

Alternative Methods of Compliance (AMOCs)

(o)(1) The Manager, Seattle 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-ANM-Seattle-AOC-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector or lacking a principal inspector, the manager of the local flight standards district office/ certificate holding district office.

Related Information

(p) For more information about this AD, contact Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; phone: 425–917–6482; fax: 425–917–6590; e-mail: Georgios.Roussos@faa.gov.

Material Incorporated by Reference

(q) You must use the applicable service information contained in table 1 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

<table>
<thead>
<tr>
<th>Document</th>
<th>Revision</th>
<th>Date</th>
</tr>
</thead>
</table>

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 1 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail me.boecom@boeing.com; Internet https://www.myboeingfleet.com. For GE Aviation service information identified in this AD, contact GE Aviation, Customer Services—Clearwater, P.O. Box 9013, Clearwater, Florida 33758; telephone 727–539–1631; fax 727–539–0680; e-mail cs.support@ge.com.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202–741–6030, or go to http://www.archives.gov/federal_register/ed搡o__federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on April 12, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011–9283 Filed 4–20–11; 8:45 am]
The MCAI states:

condition for the specified products.

 dated March 29, 2010 (referred to after
(EASA), which is the Technical Agent

The European Aviation Safety Agency
(EASA), which is the Technical Agent

Airworthiness Directive 2010–0056,
dated March 29, 2010 (referred to after
this as “the MCAI”), to correct an unsafe
condition for the specified products.

Following a Structural Repair Manual
(SRM) repair strength re-valuation, some
Allowable Damage Limits (ADL) and Repairs
of holes and delaminations in composite
panels have been found to be no more
compliant with certification requirements for
A340–500/–600 inner aileron.

Therefore, some Allowable Damage Limits
and Repairs published in SRM Chapters 57–
61–12 PR101 and 57–61–12 PR201 were de-
validated starting from the SRM revision
issued on January 2009. The terminology
“De-validated SRM” used in this AD text
refers to the SRM chapters mentioned above.
In order to prevent complete inner aileron
split due to possible failure or disbonding of
the repairs on the inner aileron panels
performed as per “de-validated SRM”, which may result in flutter coupling of the free
aileron part, this AD requires a one time
inspection [lap test and detailed visual
inspection or thermography inspection] of
the inner aileron panels to identify the
presence of “de-validated SRM” repairs and,
if necessary, to apply the associated corrective actions [repair].

The flutter coupling of the free aileron
part may result in separation of the
aileron from the airplane, degradation of
airplane control, and increased
workload for the flight crew. You may
obtain further information by examining
the MCAI in the AD docket.

Relevant Service Information
Airbus has issued Mandatory Service
Bulletin A340–57–5026, including
Appendices 1 and 2, dated February 1,
2010. The actions described in this
service information are intended to
correct the unsafe condition identified
in the MCAI.

FAA’s Determination and Requirements
of This AD
This product has been approved by
the aviation authority of another
country, and is approved for operation
in the United States. Pursuant to our
bilateral agreement with the State of
Design Authority, we have been notified
of the unsafe condition described in the
MCAI and service information
referred above. We are issuing this
AD because we evaluated all pertinent
information and determined the unsafe
condition exists and is likely to exist or
develop on other products of the same
type design.

There are no products of this type
currently registered in the United States.
However, this rule is necessary to
ensure that the described unsafe
condition is addressed if any of these
products are placed on the U.S. Register
in the future.

Differences Between the AD and the
MCAI or Service Information
We have reviewed the MCAI and
related service information and, in
general, agree with their substance. But
we might have found it necessary to use
different words from those in the MCAI
to ensure the AD is clear for U.S.
operators and is enforceable. In making
these changes, we do not intend to differ
substantively from the information
provided in the MCAI and related
service information.

We might also have required different
actions in this AD from those in the
MCAI in order to follow FAA policies.
Any such differences are highlighted in a
NOTE within the AD.

FAA’s Determination of the Effective
Date
Since there are currently no domestic
operators of this product, notice and
opportunity for public comment before
issuing this AD are unnecessary.

Comments Invited
This AD is a final rule that involves
requirements affecting flight safety, and
we did not precede it by notice and
opportunity for public comment. We
invite you to send any written relevant
data, views, or arguments about this AD.
Send your comments to an address
listed under the ADDRESSES section.
Include “Docket No. FAA–2011–0310;
Directorate Identifier 2010–NM–133–
AD” at the beginning of your comments.
We specifically invite comments on the
overall regulatory, economic,
environmental, and energy aspects of
this AD. We will consider all comments
received by the closing date and may
amend this AD because of those
comments.

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

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 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 this AD:
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 AD and placed it in the AD docket.
VerDate Mar<15>2010 15:00 Apr 20, 2011 Jkt 223001 PO 00000 Frm 00018 Fmt 4700 Sfmt 9990 E:\FR\FM\21APR1.SGM 21APR1WReier-Aviles on DSKGBLS3C1PROD with RULES

the compliance times specified, unless the

and increased workload for the flight crew.

the airplane, degradation of airplane control,

identify the presence of

aileron part, this AD requires a one time

performed as per

repairs on the inner aileron panels

in Airbus Mandatory Service

do the actions in accordance with the

Accomplishment Instructions of Airbus

Mandatory Service Bulletin A340–57–5026,
dated February 1, 2010.

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.”

(h) A review of airplane maintenance

records is acceptable in lieu of the inspection

required by paragraph (g) of this AD if the

repairs performed in accordance with de-

validated SRM, defined in Airbus service

bulletin A340–57–5026, dated February 1,

2010 (SRM revisions dated before January

2009), can be conclusively identified from

that review.

Repair

(i) If any de-validated SRM repairs are

found during any actions required by this

AD, before further flight, repair in accordance

with a method approved by either the

Manager, International Branch, ANM 116,

Transport Airplane Directorate, FAA; or the

European Aviation Safety Agency (or its
delегated agent).

Parts Installation

(j) As of the effective date of this AD, no

person may install an inner aileron panel

having a de-validated SRM repair as defined

in Airbus Mandatory Service Bulletin A340–

57–5026, dated February 1, 2010, unless it is

inspected as specified in paragraph (g) of this

AD and all applicable corrective actions are

done.

FAA AD Differences

Note 2: This AD differs from the MCAI

and/or service information as follows: No
differences.

Other FAA AD Provisions

(k) The following provisions also apply to

this AD:

(1) Alternative Methods of Compliance

(AMOCs): The Manager, International

Branch, ANM–116, Transport Airplane

Directorate, FAA, has the authority to

approve AMOCs for this AD, if requested

using the procedures found in 14 CFR 39.19.

In accordance with 14 CFR 39.19, send your

request to your principal inspector or local

Flight Standards District Office, as

appropriate. If sending information directly
to the International Branch, send it to:

Vladimir Ulyanov, Aerospace Engineer,

International Branch, ANM–116, Transport

Airplane Directorate, FAA, 1601 Lind

Avenue, SW., Renton, Washington 98057–

3356; telephone: 425–227–1138; fax: 425–

227–1149. Information may be e-mailed to:

9-ANM-116-AMOC-REQUESTS@faa.gov.

Before using any approved AMOC, notify your

appropriate principal inspector, or

lacking a principal inspector, the manager of

the local flight standards district office/ certificate holding district office.

(2) Airworthy Product: For any

requirement in this AD to obtain corrective

actions from a manufacturer or other source,

use these actions if they are FAA-approved.

Corrective actions are considered FAA-

approved if they are approved by the State

of Design Authority (or their delegated

agent). You are required to assure the product

is airworthy before it is returned to service.

Related Information

(1) Refer to Mandatory Continuing

Airworthiness Information (MCAI) EASA

Airworthiness Directive 2010–0056, dated

March 29, 2010; and Airbus Mandatory

Service Bulletin A340–57–5026, dated

February 1, 2010; for related information.

Material Incorporated by Reference

(m) You must use Airbus Mandatory

Service Bulletin A340–57–5026, excluding

Appendix 1 and including Appendix 2, dated

February 1, 2010, 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 Airbus SAS—Airworthiness

Office—EAL, 1 Rond Point Maurice Bellonte,

31707 Blagnac Cedex, France; telephone: +33

5 61 93 36 96; fax: +33 5 61 93 45 80; e-mail:

airworthiness.A330-A340@airbus.com;


(3) You may review copies of the service

information at the FAA, Transport Airplane

Directorate, 1601 Lind Avenue, SW., Renton,

Washington. For information on the

availability of this material at the FAA, call


(4) You may also review copies of the

service information that is incorporated by

reference 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:


Issued in Renton, Washington, on April 8, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.