

presented by the importer to an authorized inspector at the port of arrival, upon arrival of the birds, poultry, hatching eggs, or poultry meat and products at the port.

PART 95—SANITARY CONTROL OF ANIMAL BYPRODUCTS (EXCEPT CASINGS), AND HAY AND STRAW, OFFERED FOR ENTRY INTO THE UNITED STATES

23. The authority citation for part 95 continues to read as follows:

Authority: 7 U.S.C. 8301–8317; 21 U.S.C. 136 and 136a; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.4.

§ 95.5 [Amended]

24. In § 95.5, paragraph (c) is amended by removing the words “exotic” and “subtype H5N1”.

§ 95.6 [Amended]

25. In § 95.6, paragraph (c) is amended by removing the word “exotic”.

PART 104—PERMITS FOR BIOLOGICAL PRODUCTS

26. The authority citation for part 104 continues to read as follows:

Authority: 21 U.S.C. 151–159; 7 CFR 2.22, 2.80, and 371.4.

§ 104.2 [Amended]

27. In § 104.2, paragraph (b) is amended by removing the words “fowl pest (fowl plague)” and adding the words “highly pathogenic avian influenza” in their place.

Done in Washington, DC, this 13th day of July 2011.

Kevin Shea,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 2011–18108 Filed 7–18–11 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–0717; Directorate Identifier 2010–NM–108–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A330–201, –202, –203, –223, –243, –301, –302, –303, –321, –322, –323, –341, –342, and –343 Airplanes; and Model A340–200 and –300 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above that would supersede an existing AD. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

During A330 and A340 aeroplanes fatigue tests, cracks appeared on the right (RH) and left (LH) sides between the crossing area of the keel beam fitting and the front spar of the Centre Wing Box (CWB). This condition, if not corrected, could lead to keel beam rupture which would affect the area structural integrity.

* * * * *

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by September 2, 2011.

ADDRESSES: You may send comments by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- **Fax:** (202) 493–2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- **Hand Delivery:** U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–40, 1200 New Jersey Avenue, SE., 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 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; Internet <http://www.airbus.com>. You may review copies of the referenced 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.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday,

except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

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.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2011–0717; Directorate Identifier 2010–NM–108–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 based on those comments.

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

Discussion

On July 24, 2007, we issued AD 2007–16–02, Amendment 39–15141 (72 FR 44731, August 9, 2007). That AD required actions intended to address an unsafe condition on the products listed above.

Since we issued AD 2007–16–02, the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010–0024, dated February 12, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

During A330 and A340 aeroplanes fatigue tests, cracks appeared on the right (RH) and left (LH) sides between the crossing area of the keel beam fitting and the front spar of the Centre Wing Box (CWB). This condition, if not corrected, could lead to keel beam rupture which would affect the area structural integrity.

In order to maintain the structural integrity of the aeroplane, EASA AD 2006–0315R1 required repetitive special detailed

inspections on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40.

This AD, which supersedes EASA AD 2006-0315R1:

- Retains the inspection requirements of EASA AD 2006-0315R1,
- Extends the AD applicability to aeroplanes which have embodied Airbus modification 49202, and
- Modifies the inspection thresholds and intervals.

You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Airbus has issued the following service information.

TABLE—SERVICE INFORMATION

Document	Revision	Date
Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 1	03	July 31, 2009.
Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 1	03	July 31, 2009.
Airbus Service Bulletin A330-57-3090	Original	March 27, 2006.
Airbus Service Bulletin A330-57-3098, including Appendix 1	01	July 31, 2009.
Airbus Service Bulletin A340-57-4106, including Appendix 1	01	July 31, 2009.
Airbus Service Bulletin A340-57-4098	Original	March 27, 2006.

Airbus Mandatory Service Bulletins A330-57-3081, Revision 03, dated July 31, 2009; and A340-57-4089, Revision 03, dated July 31, 2009; reduce certain compliance times. The compliance time for the initial special detailed inspection ranges from 10,350 flight cycles or 69,870 flight hours, to 21,180 flight cycles or 63,560 flight hours, depending on airplane configuration. The compliance times for the repetitive interval range from 7,780 flight cycles or 52,510 flight hours, to 12,360 flight cycles or 37,080 flight hours, depending on airplane configuration. 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 Proposed 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 referenced above. We are proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

Change to Existing AD

This proposed AD would retain all requirements of AD 2007-16-02. Since AD 2007-16-02 was issued, the AD format has been revised, and certain paragraphs have been rearranged. As a result, the corresponding paragraph identifiers have changed in this proposed AD, as listed in the following table:

REVISED PARAGRAPH IDENTIFIERS

Requirement in AD 2007-16-02	Corresponding requirement in this proposed AD
paragraph (e)(1)	paragraph (h)
paragraph (e)(2)	paragraph (i)
paragraph (e)(3)	paragraph (j)
paragraph (e)(4)	paragraph (k)
paragraph (e)(5)	paragraph (l)
paragraph (e)(6)	paragraph (m)

Differences Between This 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 proposed 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 proposed AD.

Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 35 products of U.S. registry.

For the 9 airplanes affected by the existing AD, the actions that are required by AD 2007-16-02 and retained in this proposed AD take about 41 work-hours per product, at an average labor rate of \$85 per work hour. Required parts cost about \$191 per product. Based on these figures, the estimated cost of the currently required actions is \$3,676 per product.

For the 26 additional airplanes added in this AD, we estimate the actions in this proposed AD would take about 41 work-hours per product, at an average

labor rate of \$85 per work hour. Required parts would cost about \$191 per product. Based on these figures, the estimated cost of the proposed AD is \$3,676 per product.

In addition, because the proposed AD advises to contact the manufacturer for repair instructions, we cannot estimate the parts or labor costs for any necessary follow-on actions. We have no way of determining the number of products that may need these actions.

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 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 this 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.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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 removing Amendment 39–15141 (72 FR 44731, August 9, 2007) and adding the following new AD:

Airbus: Docket No. FAA–2011–0717; Directorate Identifier 2010–NM–108–AD.

Comments Due Date

- (a) We must receive comments by September 2, 2011.

Affected ADs

- (b) This AD supersedes AD 2007–16–02, Amendment 39–15141.

Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD; certificated in any category; except as provided by paragraph (c)(3) of this AD.

(1) Airbus Model A330–201, –202, –203, –223, –243, –301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes, all serial numbers, except those on which Airbus modification 55306 or 55792 has been embodied in production.

(2) Airbus Model A340–211, –212, –213, –311, –312, and –313 airplanes, all serial numbers, except those on which Airbus modification 55306 or 55792 has been embodied in production.

(3) This AD is not applicable to Airbus Model A340–211, –212, –213, –311, –312, and –313 airplanes that have been repaired in accordance with Airbus Repair Drawing R57115053, R57115051, or R57115047 (installation of titanium doubler on both sides). AD 2007–12–08, Amendment 39–15086 (72 FR 31171, June 6, 2007), applies to these airplanes.

Subject

(d) Air Transport Association (ATA) of America Code 57: Wings.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

During A330 and A340 aeroplanes fatigue tests, cracks appeared on the right (RH) and left (LH) sides between the crossing area of the keel beam fitting and the front spar of the Centre Wing Box (CWB). This condition, if not corrected, could lead to keel beam rupture which would affect the area structural integrity.

* * * * *

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2007–16–02, With Revised Service Information

(g) For Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes, except those on which Airbus modification 49202 has been embodied in production, or Airbus Service

Bulletin A330–57–3090 has been embodied in service, and Model A340–200 and –300 series airplanes, except those on which Airbus modification 49202 has been embodied in production or Airbus Service Bulletin A340–57–4098 has been embodied in service, and except Model A340–211, –212, –213, –311, –312, and –313 airplanes that have been repaired in accordance with Airbus Repair Drawing R57115053, R57115051, or R57115047: Do the actions required by paragraphs (h), (l), and (m) of this AD.

(h) For airplanes identified in paragraph (g) of this AD, within the mandatory threshold (flight cycles or flight hours) mentioned in the paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340–57–4089, Revision 02; or A330–57–3081, Revision 02; both dated January 24, 2006; depending on the configuration of the aircraft model; or within 3 months after September 13, 2007 (the effective date of AD 2007–16–02); whichever occurs later: Carry out the NDT (non-destructive test) inspection of the hole(s) of the horizontal flange of the keel beam located on FR 40 datum on RH (right-hand) and/or LH (left-hand) side of the fuselage, in accordance with the instructions of the applicable service bulletin listed in table 1 of this AD. After the effective date of this AD, use only Airbus Mandatory Service Bulletin A330–57–3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340–57–4089, Revision 03, dated July 31, 2009; as applicable. Inspection in accordance with Airbus A330/A340 200–300 Technical Disposition F57D03012810, Issue B, dated August 18, 2003; or 582.0651/2002, Issue A, dated October 17, 2002; satisfies the inspection requirements for the first rotating probe inspection which is specified at the inspection threshold of this AD. Doing the inspection required by paragraph (n) of this AD terminates the requirements of this paragraph of this AD.

Note 1: In order to prevent large repairs or heavy maintenance, Airbus recommends to perform the above inspection according to recommended thresholds mentioned in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340–57–4089, Revision 02; or Airbus Mandatory Service Bulletin A330–57–3081, Revision 02; both dated January 24, 2006.

TABLE 1—ACCEPTABLE SERVICE INFORMATION FOR CERTAIN REQUIREMENTS OF PARAGRAPH (H)

Document	Revision	Date
Airbus Mandatory Service Bulletin A330–57–3081	02	January 24, 2006.
Airbus Mandatory Service Bulletin A330–57–3081	03	July 31, 2009.
Airbus Mandatory Service Bulletin A340–57–4089	02	January 24, 2006.
Airbus Mandatory Service Bulletin A340–57–4089	03	July 31, 2009.

(i) In case of any crack finding during the inspection required by paragraph (h) of this AD, before further flight, contact Airbus in order to get repair instructions before next flight, and repair before further flight.

(j) Should no crack be detected during the inspection required by paragraph (h) of this AD:

(1) Before further flight: Follow up the actions indicated in the flow charts, Figure 7, 8, or 9, of Airbus Mandatory Service Bulletin A340–57–4089, including Appendix 01, Revision 02, dated January 24, 2006, or Revision 03, dated July 31, 2009; or Figure 5, 6, or 7, of Airbus Mandatory Service Bulletin A330–57–3081, including Appendix 01, Revision 02, dated January 24, 2006, or

Revision 03, dated July 31, 2009; in accordance with the instructions of Airbus Mandatory Service Bulletin A340–57–4089, including Appendix 01, Revision 02, dated January 24, 2006, or Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A330–57–3081, including Appendix 01, Revision 02, dated January 24, 2006, or

Revision 03, dated July 31, 2009; as applicable.

(2) Within 30 days after September 13, 2007, or within 30 days after doing the inspection required by paragraph (h) of this AD, whichever occurs later: Send the report of actions carried out in paragraph (j)(1) of this AD to Airbus.

(3) Renew the inspection at mandatory intervals given in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006; or Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006; as applicable; in accordance with the instructions of Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006, or Revision 03, dated July 31, 2009, or Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006, or Revision 03, dated July 31, 2009; as applicable, and send the inspection results to Airbus. Doing the inspection required by paragraph (n) of this AD terminates the requirements of this paragraph of this AD.

Note 2: In order to prevent large repairs or heavy maintenance, Airbus recommends to perform the above repetitive inspection according to recommended intervals mentioned in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006; or Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006.

(k) Upon detection of a crack during a repetitive inspection required by paragraph (j)(3) of this AD, before further flight, contact Airbus to get repair instructions, and repair before further flight.

(l) For airplanes identified in paragraph (g) of this AD: No additional work is required for compliance with paragraph (h) of this AD for aircraft inspected in accordance with the instructions of Airbus Service Bulletin A330-57-3081, dated October 30, 2003, or Revision 01, dated May 18, 2004; or Airbus Service Bulletin A340-57-4089, dated October 30, 2003, or Revision 01, dated March 2, 2004. Nevertheless, the operators must check that their inspection program is in accordance with paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006; or Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006; as applicable; for the repetitive inspection.

(m) For airplanes identified in paragraph (g) of this AD on which Airbus Modification 41652 is not embodied: When the aircraft has been modified in accordance with Airbus Service Bulletin A330-57-3090, dated March 27, 2006; or Airbus Service Bulletin A340-57-4098, dated March 27, 2006; as applicable; the repetitive inspections required by this AD are cancelled. In case of any crack finding during the modification: Where the applicable service bulletin specifies to contact Airbus, before further flight, contact Airbus to get repair instructions, and repair.

New Requirements of This AD

(n) At the applicable time in paragraph (n)(1) or (n)(2) of this AD: Do an NDT inspection of the hole(s) of the horizontal

flange of the keel beam located on FR 40 datum on RH and/or LH side of the fuselage, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable. Inspection in accordance with Airbus A330/A340 Technical Disposition F57D03012810, Issue B, dated August 18, 2003; or 582.0651/2002, Issue A, dated October 17, 2002; is acceptable for compliance with the inspection requirements for the first rotating probe inspection required by this paragraph. Doing the inspection required by this paragraph terminates the requirements of paragraphs (h) and (j)(3) of this AD.

(1) For airplanes on which an inspection required by paragraph (h) of this AD has not been done as of the effective date of this AD: At the applicable time specified in paragraph (n)(1)(i) or (n)(1)(ii) of this AD.

(i) For all airplanes except those identified in paragraph (g) of this AD: Within the "Mandatory Threshold" (flight cycles or flight hours) specified in table 1 of paragraph 1.E.(2) of the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable; or within 3 months after the effective date of this AD; whichever occurs later. The compliance times for configuration 02 through 06 specified in the "Mandatory Threshold" column in table 1 of paragraph 1.E., "Compliance," are total flight cycles and total flight hours.

(ii) For airplanes identified in paragraph (g) of this AD: At the earlier of the times specified in paragraphs (n)(1)(ii)(A) and (n)(1)(ii)(B) of this AD.

(A) Within the "Mandatory Threshold" (flight cycles or flight hours) specified in table 1 of paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006; or Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006; depending on the configuration of the aircraft model; or within 3 months after September 13, 2007; whichever occurs later. The compliance times for Model A330 post-mod. No. 41652 and pre-mod. No. 44360, post-mod. No. 44360, and pre-mod. No. 49202 (specified in Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006); and Model A340 post-mod. No. 41652, post-mod. No. 43500 and pre-mod. No. 44360, post-mod. No. 44360 and pre-mod. No. 49202, and Weight Variant 027 (specified in Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006); specified in the "Mandatory Threshold" column in table 1 of paragraph 1.E., "Compliance," are total flight cycles and total flight hours.

(B) Within the "Mandatory Threshold" (flight cycles or flight hours) specified in table 1 of paragraph 1.E.(2) of the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as

applicable; or within 3 months after the effective date of this AD; whichever occurs later. The compliance times for configuration 02 through 06 specified in the "Mandatory Threshold" column in table 1 of paragraph 1.E., "Compliance," are total flight cycles and total flight hours.

(2) For airplanes on which an inspection required by paragraph (h) of this AD has been done as of the effective date of this AD: At the earlier of the times specified in paragraphs (n)(2)(i) and (n)(2)(ii) of this AD.

(i) Within the "Mandatory Intervals" given in table 1 of paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-4089, Revision 02, dated January 24, 2006; or Airbus Mandatory Service Bulletin A330-57-3081, Revision 02, dated January 24, 2006; as applicable.

(ii) Within the applicable "Mandatory Interval" specified in table 1 of Paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable; or within 3 months after the effective date of this AD; whichever occurs later.

Note 3: To prevent large repairs or heavy maintenance, Airbus recommends to perform the above inspection according to recommended thresholds specified in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable.

(o) If any cracking is found during any inspection required by paragraph (n) of this AD, before further flight, repair in accordance with a method approved by the International Branch, ANM-116, Transport Airplane Directorate, FAA, or EASA (or its delegated agent).

(p) If no cracking is found during any inspection required by paragraph (n) of this AD, do the actions required by paragraphs (p)(1) and (p)(2) of this AD.

(1) Before further flight: Install new or oversized fastener, as applicable; seal the fastener; and do all other applicable actions; in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable.

(2) Repeat the inspection required by paragraph (n) of this AD thereafter at intervals not to exceed the mandatory intervals specified in Paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable.

Note 4: To prevent large repairs or heavy maintenance, Airbus recommends to perform the above repetitive inspection according to recommended intervals mentioned in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009; or Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009; as applicable.

Credit for Actions Accomplished in Accordance With Previous Service Information

(q) Inspections done before the effective date of this AD in accordance with the

service information specified in table 2 of this AD are acceptable for compliance with the corresponding inspection required by paragraph (n) of this AD.

TABLE 2—CREDIT SERVICE INFORMATION FOR CERTAIN ACTIONS

Document	Revision	Date
Airbus Mandatory Service Bulletin A330–57–3081	02	January 24, 2006.
Airbus Mandatory Service Bulletin A340–57–4089	02	January 24, 2006.
Airbus Service Bulletin A330–57–3081	Original	October 30, 2003.
Airbus Service Bulletin A330–57–3081	01	May 18, 2004.
Airbus Service Bulletin A340–57–4089	Original	October 30, 2003.
Airbus Service Bulletin A340–57–4089	01	March 2, 2004.

(r) Modifying the fasteners installation in the junction keel beam fitting at FR 40, in accordance with Airbus Service Bulletin A330–57–3098, dated August 30, 2007; or Airbus Service Bulletin A340–57–4106, dated August 30, 2007; as applicable; before the effective date of this AD terminates the requirements of this AD; except for airplanes on which a crack was detected at hole 5 before oversizing of the keel beam (in accordance with step 3.B.(1)(b)3 of the Accomplishment Instructions of Airbus Service Bulletin A330–57–3098 or Airbus Service Bulletin A340–57–4106), before further flight, repair in accordance with a method approved by the International Branch, ANM–116, Transport Airplane Directorate, FAA, or EASA (or its delegated agent).

(s) Modifying the fasteners installation in the junction keel beam fitting at FR 40, in accordance with Airbus Service Bulletin A330–57–3098, Revision 01, dated July 31, 2009; or Airbus Service Bulletin A340–57–4106, Revision 01, dated July 31, 2009; as applicable; terminates the requirements of this AD.

(t) Modifying the fasteners installation in the junction keel beam fitting at FR 40, in accordance with Airbus Service Bulletin A330–57–3090, dated March 27, 2006; or

Airbus Service Bulletin A340–57–4098, dated March 27, 2006; as applicable; terminates the requirements of this AD.

(u) In case of any crack finding during any modification specified paragraphs (r), (s), and (t) of this AD: Where the applicable service bulletin specifies to contact Airbus, before further flight, repair in accordance with a method approved by the International Branch, FAA, or EASA (or its delegated agent).

FAA AD Differences

Note 5: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(v) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, 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 ATTN: 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. The AMOC approval letter must specifically reference this AD.

(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

(w) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010–0024, dated February 12, 2010, and the applicable service information specified/identified in table 3 of this AD, for related information.

TABLE 3—RELATED SERVICE INFORMATION

Document	Revision	Date
Airbus Mandatory Service Bulletin A330–57–3081	02	January 24, 2006.
Airbus Mandatory Service Bulletin A330–57–3081	03	July 31, 2009.
Airbus Mandatory Service Bulletin A340–57–4089	02	January 24, 2006.
Airbus Mandatory Service Bulletin A340–57–4089	03	July 31, 2009.
Airbus Service Bulletin A330–57–3090	Original	March 27, 2006.
Airbus Service Bulletin A330–57–3098	01	July 31, 2009.
Airbus Service Bulletin A340–57–4106	01	July 31, 2009.
Airbus Service Bulletin A340–57–4098	Original	March 27, 2006.
Airbus A330/A340 200–300 Technical Disposition F57D03012810	Issue B	August 18, 2003.
Airbus A330/A340 Technical Disposition 582.0651/2002	Issue A	October 17, 2002.

Issued in Renton, Washington, on July 7, 2011.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-18131 Filed 7-18-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0719; Directorate Identifier 2010-NM-087-AD]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Model 767-200, -300, and -400ER Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede an existing airworthiness directive (AD) that applies to the products listed above. The existing AD currently requires replacing the separation link assembly on the applicable entry and service doors with an improved separation link assembly, and doing related investigative and corrective actions if necessary. Since we issued that AD, we have received a report that an additional airplane is subject to the unsafe condition. This proposed AD would add that airplane to the applicability and also remove certain other airplanes from the applicability. We are proposing this AD to prevent failure of an entry or service door to open fully in the event of an emergency evacuation, which could impede exit from the airplane. This condition could result in injury to passengers or crewmembers.

DATES: We must receive comments on this proposed AD by September 2, 2011.

ADDRESSES: You may send comments by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For 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>. You may review copies of the referenced 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.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Stephen Styskal, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: (425) 917-6439; fax: (425) 917-6590; e-mail: stephen.styskal@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2011-0719; Directorate Identifier 2010-NM-087-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 because of those comments.

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

Discussion

On January 22, 2009, we issued AD 2009-04-12, Amendment 39-15818 (74

FR 8717, February 26, 2009), for certain Model 767-200, -300, and -400ER series airplanes. That AD requires replacing the separation link assembly on the applicable entry and service doors with an improved separation link assembly, and doing related investigative and corrective actions if necessary. That AD resulted from reports that entry and service doors did not open fully during deployment of emergency escape slides, and additional reports of missing snap rings. We issued that AD to prevent failure of an entry or service door to open fully in the event of an emergency evacuation, which could impede exit from the airplane. This condition could result in injury to passengers or crewmembers.

Actions Since Existing AD Was Issued

Since we issued AD 2009-04-12, we have received a report indicating that an additional airplane is subject to the unsafe condition. In addition, four airplanes were converted to freighter configurations without the affected slides, and, therefore, are no longer subject to the unsafe condition.

Relevant Service Information

We reviewed Boeing Special Attention Service Bulletin 767-25-0428, Revision 3, dated October 21, 2010. This service bulletin describes the same procedures that are described in Boeing Special Attention Service Bulletin 767-25-0428, Revision 1, dated May 8, 2008 (which was referenced in AD 2009-04-12 as the appropriate source of service information). Revision 3 of Boeing Special Attention Service Bulletin 767-25-0428 adds a step to the entry/service door bustle installation process, and contains information on airplanes identified in the revised Effectivity section and a changed part number for a cap screw.

Boeing Special Attention Service Bulletin 767-25-0428, Revision 2, dated February 4, 2010, included an additional airplane in the Effectivity section and removed four airplanes from the Effectivity section.

FAA's Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD would retain all the requirements of AD 2009-04-12 using the revised service information described previously. This proposed AD would add an airplane to the