

2 fire, the fire extinguishing capability would not be operational.

* * * * *

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.

Actions

(g) Within 8 days after the effective date of this AD: Visually inspect the extinguishing system line and the low pressure bleed line of the number 2 engine at frame 42 in the rear compartment to determine proper installation of the lines, in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Dassault Service Bulletin F50-519, dated February 18, 2011.

(1) If the lines are properly installed, no further action is required by this paragraph.

(2) If the lines are improperly installed, before further flight, do the actions specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD, in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Dassault Service Bulletin F50-519, dated February 18, 2011.

(i) Inspect the improperly installed lines for deformation.

(A) If no deformation is found on the improperly installed lines, before further flight, re-install the lines using the proper connections, in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Dassault Service Bulletin F50-519, dated February 18, 2011.

(B) If any deformation is found on the improperly installed lines, before further flight, replace the lines in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Dassault Service Bulletin F50-519, dated February 18, 2011.

(ii) Verify the correct connection of the lines in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Dassault Service Bulletin F50-519, dated February 18, 2011.

Reporting Requirement

(h) Submit a report of the findings (both positive and negative) of the inspection required by paragraph (g) of this AD to Dassault Aviation, as specified in paragraph 2.B.(2) of the Accomplishment Instructions of Dassault Service Bulletin F50-519, dated February 18, 2011. Submit the report at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD. The report must include the information identified in Dassault Service Bulletin F50-519, dated February 18, 2011. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 10 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No Differences.

Other FAA AD Provisions

(i) 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 ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone 425-227-1137; 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.

(3) *Reporting Requirements:* A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(j) Refer to MCAI European Aviation Safety Agency Emergency Airworthiness Directive 2011-0025-E, dated February 18, 2011; and Dassault Service Bulletin F50-519, dated February 18, 2011; for related information.

Material Incorporated by Reference

(k) You must use Dassault Service Bulletin F50-519, dated February 18, 2011, 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 Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on March 21, 2011.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-7427 Filed 3-31-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-1295; Directorate Identifier 2010-CE-060-AD; Amendment 39-16635; AD 2011-06-10]

RIN 2120-AA64

Airworthiness Directives; Piper Aircraft, Inc. (Type Certificate Previously Held by The New Piper Aircraft, Inc.) Models PA-46-310P, PA-46-350P, and PA-46R-350T Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) that applies to certain Piper Aircraft, Inc. Models PA-46-310P and PA-46-350P airplanes that are equipped with a Lewis or Transicoil turbine inlet temperature (T.I.T.) gauge and associated probe. That AD currently requires cleaning, inspecting, and calibrating the T.I.T. system; replacing any T.I.T. system that fails the calibration test; repetitively replacing the T.I.T. probe on certain airplanes; and inserting a copy of the AD into the pilot's operating handbook (POH) for certain airplanes. This new AD retains

the actions required by the previous AD (AD 99-15-04 R1), adds certain Model PA-46R-350T airplanes to the Applicability section, expands the applicability to include other T.I.T. systems, and incorporates new service information. This AD was prompted by the manufacturer revising related service information and adding an airplane model to the list of affected airplanes. We are issuing this AD to prevent improper engine operation caused by improperly calibrated T.I.T. indicators or defective T.I.T. probes, which could result in engine damage/failure with consequent loss of control of the airplane.

DATES: This AD is effective May 6, 2011. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of May 6, 2011.

ADDRESSES: For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; fax: (772) 978-6573; Internet: <http://www.newpiper.com/company/publications.asp>. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust St., Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

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 AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

Darby Mirocha, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5573; fax: (404) 474-5605; e-mail: darby.mirocha@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 99-15-04 R1, Amendment 39-11747 (65 FR 33745, May 25, 2000). That AD applies to certain Piper Aircraft, Inc. (type certificate previously held by The New Piper Aircraft, Inc.) Models PA-46-310P and PA-46-350P airplanes that are equipped with a Lewis or Transicoil T.I.T. gauge and associated probe. The NPRM published in the **Federal Register** on December 30, 2010 (75 FR 82329). That NPRM proposed to continue to require cleaning, inspecting, and calibrating the T.I.T. system on

certain airplanes; replacing any T.I.T. system that fails the inspection and calibration test; repetitively replacing the T.I.T. probe on certain airplanes; and inserting a copy of the AD into the pilot's operating handbook (POH). That NPRM also proposed to add certain Model PA-46R-350T airplanes to the Applicability section, expand the applicability to include other T.I.T. systems, and incorporate new service information.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Costs of Compliance

We estimate that this AD affects 898 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Clean and inspect the T.I.T gauge and probe for certain Models PA-46-310P and PA-46-350P airplanes.	1 work-hour × \$85 per hour = \$85	Not applicable	\$85	\$85 × 780 affected airplanes = \$66,300.
Calibrate the T.I.T. gauge for certain Models PA-46-310P and PA-46-350P airplanes.	4 work-hours × \$85 per hour = \$340 ..	Not applicable	340	340 × 427 affected airplanes = \$145,180.
Incorporate emergency procedures into POH.	1 work-hour × \$85 per hour = \$85	Not applicable	85	85 × 898 affected airplanes = \$76,330.

The requirements of this AD add no additional economic burden other than the addition of an airplane model to the Applicability section.

We estimate the following costs to do any necessary replacements that will be required based on the results of the inspection. We have no way of

determining the number of aircraft that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace probe	1 work-hour × \$85 per hour = \$85	\$384	\$469

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),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) 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.

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 FAA amends § 39.13 by removing Airworthiness Directive (AD) 99-15-04 R1, Amendment 39-11747 (65 FR 33745, May 25, 2000), and adding the following new AD:

2011-06-10 Piper Aircraft, Inc. (Type Certificate Previously Held by The New Piper Aircraft, Inc.): Amendment 39-16635; Docket No. FAA-2010-1295; Directorate Identifier 2010-CE-060-AD.

Effective Date

- (a) This airworthiness directive (AD) is effective May 6, 2011.

Affected ADs

- (b) This AD supersedes AD 99-15-04 R1, Amendment 39-11747.

Applicability

(c) This AD applies to the following Piper Aircraft, Inc. (type certificate previously held by The New Piper Aircraft, Inc.) Models PA-46-310P, PA-46-350P, and PA-46R-350T airplanes that are:

- (1) Certificated in any category; and
- (2) equipped with a turbine inlet temperature (T.I.T.) system identified in table 3 of this AD. Relief from this AD is available only if the gauge and probe are replaced through STC and not if a second T.I.T. gauge was installed while retaining the Lewis or Transicoil T.I.T. gauge and probe.

TABLE 1—GROUP 1 (AIRPLANES PREVIOUSLY AFFECTED BY AD 99-15-04 R1)

Models	Serial Numbers (S/N)
PA-46-310P (Malibu)	46-8408001 through 46-8608067 and 4608001 through 4608140.
PA-46-350P (Malibu Mirage)	4622001 through 4622200 and 4636001 through 4636020.

TABLE 2—GROUP 2 (AIRPLANES NOT PREVIOUSLY AFFECTED BY AD 99-15-04 R1)

Models	S/N
PA-46-350P (Malibu Mirage)	4636021 and subsequent.
PA-46R-350T (Matrix)	4692001 and subsequent.

TABLE 3—AFFECTED AIRPLANE MODELS AND CORRESPONDING AFFECTED TURBINE INLET TEMPERATURE (T.I.T.) SYSTEM

Models	S/N	Indication system P/N	Probe P/N
PA-46-310P	46-8408001 through 46-8608067 and 4608001 through 4608140.	Lewis T.I.T. analog indicators P/N 471-008.	471-009 or 481-387.
PA-46-350P	4622001 through 4622200 and 4636001 through 4636020.	Lewis T.I.T. analog indicators P/N 471-008.	481-389 or 481-392 or 686-216 (preferred).
PA-46-350P	4636021 through 4636374	Lewis T.I.T. digital indicators P/N 548-811.	481-389 or 481-392 or 686-216 (preferred).
PA-46-350P	4636375 and subsequent	Avidyne Entegra or other Electronic Flight Information System (EFIS) display.	686-216.
PA-46R-350T	4692001 and subsequent	Avidyne Entegra or other EFIS display.	686-216.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 77, Engine Indicating.

Unsafe Condition

(e) This AD was prompted by field reports that indicated service accuracy problems

with the existing T.I.T. system on certain Models PA-46-310P, PA-46-350P, and PA-46R-350T airplanes. We are issuing this AD to prevent improper engine operation caused by improperly calibrated T.I.T. indicators or defective T.I.T. probes, which could result in engine damage/failure with consequent loss of control of the airplane.

Compliance

(f) For Group 1 airplanes: Comply with this AD within the compliance times specified, unless already done.

TABLE 4—GROUP 1 AIRPLANES (AIRPLANES PREVIOUSLY AFFECTED BY AD 99-15-04 R1)

Actions	Compliance	Procedures
(1) Clean and inspect the T.I.T. gauge and probe.	Within the next 100 hours time-in-service (TIS) after August 31, 1999 (the effective date retained from AD 99-15-04).	Follow Piper Airplane Maintenance Manual PA-46-310P/PA-46-350P, Part Number 761 783, Chapter 77, section 77-20-00 A.(1)(d), dated July 1, 1998; and Piper Airplane Maintenance Manual PA-46-350P/PA-46R-350T, Part Number 761 876, Chapter 77, section 77-20-00 1.C, page 1, dated August 28, 2007, and page 2, dated July 31, 2008, as applicable.
(2) Calibrate the T.I.T. system	Within the next 100 hours TIS after August 31, 1999 (the effective date retained from AD 99-15-04).	Follow Piper Airplane Maintenance Manual PA-46-310P/PA-46-350P, Part Number 761 783, Chapter 77, section 77-20-00 A.(1)(g), dated July 1, 1998; and Piper Airplane Maintenance Manual PA-46-350P/PA-46R-350T, Part Number 761 876, Chapter 77, section 77-20-00 1.F, page 2, dated July 31, 2008, and pages 3 and 4, dated August 28, 2007, as applicable; or Piper Service Bulletin No. 995C, dated November 17, 2009
(3) If the T.I.T. probe fails the inspection required in paragraph (f)(1) of this AD and/or the T.I.T. system indicator cannot be calibrated as required in paragraph (f)(2) of this AD, replace any failed parts with a serviceable part listed in table 3 of this AD as long as it has been inspected, passed the inspection, and been properly calibrated.	Before further flight after the cleaning and inspection required in paragraph (f)(1) and the calibration required in paragraph (f)(2) of this AD.	Follow Piper Airplane Maintenance Manual PA-46-310P/PA-46-350P, Part Number 761 783, Chapter 77, section 77-20-00 A.(1)(f), dated July 1, 1998; and Piper Airplane Maintenance Manual PA-46-350P/PA-46R-350T, Part Number 761 876, Chapter 77, section 77-20-00 1.E., page 2, dated July 31, 2008, as applicable; or Piper Service Bulletin No. 995C, dated November 17, 2009
(4) Incorporate the information from Appendix 1 and Appendix 2, as applicable, of this AD into the Emergency Procedures section of the pilot operating handbook (POH). This may be done by inserting a copy of this AD into the POH.	Within the next 100 hours TIS after August 31, 1999 (the effective date retained from AD 99-15-04).	Not applicable.
(5) Only install a part listed in table 3 of this AD after it has been inspected and properly calibrated.	As of July 28, 2000 (the effective date of AD 99-15-04 R1).	Not applicable.
(6) <i>Model PA-46-350P airplanes only:</i> Replace the T.I.T. probe with a new part number 481-389, 481-392, or 686-216 probe (preferred). This action is not required for Model PA-46-310P.	Upon accumulating 250 hours TIS on the currently installed T.I.T. probe or within the next 100 hours TIS after August 31, 1999 (the effective date retained from AD 99-15-04), whichever occurs later, and thereafter at intervals not to exceed 250 hours TIS.	<i>For serial numbers 4622001 through 4622200:</i> Follow Piper Airplane Maintenance Manual PA-46-310P/PA-46-350P, Part Number 761 783, Chapter 77, section 77-20-00 A.(1)(f), dated July 1, 1998; or Piper Service Bulletin No. 995C, dated November 17, 2009. <i>For serial numbers 4636001 through 4636020:</i> Follow Piper Airplane Maintenance Manual PA-46-350P/PA-46R-350T, Part Number 761 876, Chapter 77, section 77-20-00 1.E., page 2, dated July 31, 2008; or Piper Service Bulletin No. 995C, dated November 17, 2009.

(g) For Group 2 airplanes: Comply with this AD within the compliance times specified, unless already done.

TABLE 5—GROUP 2 AIRPLANES (AIRPLANES NOT PREVIOUSLY AFFECTED BY AD 99–15–04 R1)

Actions	Compliance	Procedures
(1) <i>Model PA–46–350P airplanes, S/Ns 4636021 through 4636374 only:</i> Clean and inspect the T.I.T. gauge and probe.	Within the next 100 hours TIS after the effective date of this AD.	Follow Piper Airplane Maintenance Manual PA–46–350P/PA–46R–350T, Part Number 761 876, Chapter 77, section 77–20–00 1.C, page 1, dated August 28, 2007, and page 2, dated July 31, 2008.
(2) <i>Model PA–46–350P airplanes, S/Ns 4636021 through 4636374 only:</i> If the T.I.T. probe fails the inspection required in paragraph (g)(1) of this AD, replace any failed parts with a serviceable part listed in table 3 of this AD as long as it has been inspected and has passed the inspection.	Before further flight after the cleaning and inspection required in paragraph (g)(1) of this AD.	Follow Piper Service Bulletin No. 995C, dated November 17, 2009.
(3) <i>All Group 2 airplanes:</i> Replace the T.I.T. probe with a new part number 686–216 probe.	Upon accumulating 250 hours TIS on the currently installed T.I.T. probe or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 250 hours TIS.	Piper Service Bulletin No. 995C, dated November 17, 2009.
(4) <i>All Group 2 airplanes:</i> Incorporate the information from Appendix 2 of this AD into the Emergency Procedures section of the POH. This may be done by inserting a copy of this AD into the POH.	Within the next 100 hours TIS after the effective date of this AD.	Not applicable.
(5) <i>All Group 2 airplanes:</i> Only install a part listed in table 3 of this AD after it has been inspected and properly calibrated.	As of the effective date of this AD	Not applicable.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Atlanta Aircraft Certification Office, 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.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(3) AMOCs approved for AD 99–15–04 R1 are approved as AMOCs for this AD.

Related Information

(i) For more information about this AD, contact Darby Mirocha, Aerospace Engineer,

FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474–5573; fax: (404) 474–5605; e-mail: darby.mirocha@faa.gov.

Material Incorporated by Reference

(j) You must use the service information contained in Table 6 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

TABLE 6—ALL MATERIAL INCORPORATED BY REFERENCE

Document	Revision	Date
Piper Service Bulletin No. 995C	N/A	November 17, 2009.
Piper Airplane Maintenance Manual PA–46–310P/PA–46–350P, Part Number 761 783, Chapter 77, “Engine Indicating,” Section 77–20–00, pages 1 through 4.	N/A	July 1, 1998.
Piper Airplane Maintenance Manual PA–46–350P/PA–46R–350T, Part Number 761 876, Chapter 77, “Engine Indicating,” Section 77–20–00, pages 1 through 4.	N/A	July 31, 2008. Section 77–20–00: pages 1, 3, and 4, dated August 28, 2007; page 2, dated July 31, 2008.

(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 Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567–4361; fax: (772) 978–6573; Internet: <http://www.piper.com/home/pages/publications.cfm>.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust St., Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(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/code_of_federal_regulations/ibr_locations.html.

Appendix 1 to AD 2011–06–10—Model PA–46–310P (Malibu); Emergency Procedures for the Pilot’s Operating Handbook (POH)

(1) If the turbine inlet temperature indication fails or is suspected of failure

during takeoff, climb, descent, or landing, maintain FULL RICH mixture to assure adequate fuel flow for engine cooling.

(2) If the turbine inlet temperature indication fails or is suspected of failure after cruise power has been set, maintain cruise power setting and lean to 6 gallons per hour (GPH) fuel flow above that specified in the Power Setting Table in Section 5 of the AFM/POH. Continually monitor engine cylinder head and oil temperatures to avoid exceeding temperature limits.

Appendix 2 to AD 2011-06-10—Model PA-46-350P (Malibu Mirage) and Model PA-46R-350T (Matrix); Emergency Procedures for the Pilot's Operating Handbook (POH)

(1) If the turbine inlet temperature indication fails or is suspected of failure during takeoff, climb, descent or landing, set power per the POH Section 5 Power Setting Table and then lean to the approximate POH Power Setting Table fuel flow plus 4 GPH.

(2) If the turbine inlet temperature indication fails or is suspected of failure after cruise power has been set, maintain the power setting and increase indicated fuel flow by 1 GPH. Continually monitor engine cylinder head and oil temperatures to avoid exceeding temperature limits.

Issued in Kansas City, Missouri, on March 9, 2011.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-7569 Filed 3-31-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0256; Directorate Identifier 2010-NM-114-AD; Amendment 39-16645; AD 2011-07-08]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A340-200 and -300 Series Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This 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:

Two A340-300 aeroplanes experienced one single door opening of engine number (n°) 3 Thrust Reverser (TR) pivoting door during climb. These events were the result of a primary lock malfunction and incorrect engagement of the secondary lock.

* * * * *

Deployment of one TR door in flight, particularly during the take-off or go around, could result in heavy buffet at low speed, or could significantly reduce take off performance [and increase pilot workload during takeoff or go around], which would constitute an unsafe condition.

* * * * *

This AD requires actions that are intended to address the unsafe condition described in the MCAI.

DATES: This AD becomes effective April 18, 2011.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of April 18, 2011.

We must receive comments on this AD by May 16, 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 W12-140, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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 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; phone: 425-227-1138; fax: 425-227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010-0044, dated March 17, 2010 [corrected March 25, 2010] (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Two A340-300 aeroplanes experienced one single door opening of engine number (n°) 3 Thrust Reverser (TR) pivoting door during climb. These events were the result of

a primary lock malfunction and incorrect engagement of the secondary lock.

While investigations on root cause of these events were conducted, preventive actions have been required by EASA AD 2008-0074, AD 2009-0063 [which corresponds to FAA AD 2009-21-05, Amendment 39-16042] and AD 2009-0133.

The root cause has now been identified as being a combined failure of the thrust reverser pivoting door primary lock and actuator.

Deployment of one TR door in flight, particularly during the take-off or go around, could result in heavy buffet at low speed, or could significantly reduce take off performance [and increase pilot workload during takeoff or go around], which would constitute an unsafe condition.

Investigations have also identified that 10 TR pivoting doors of the 16 installed on each aeroplane may cause such effects. These are:

- Outboard engines (n° 1 and 4): all 4 pivoting doors of each engine.
- Inboard engines (n° 2 and 3): upper inboard pivoting door of each engine.

In order to reinforce the thrust reverser locking mechanism, this AD requires installation of a new modified primary lock and a new modified actuator on the 10 critical thrust reverser pivoting doors.

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

Relevant Service Information

Airbus has issued Mandatory Service Bulletin A340-78-4037, including Appendices 01 and 02, dated January 15, 2010; and Mandatory Service Bulletin A340-78-4038, Appendices 01 and 02, dated January 29, 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 referenced 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.