

The MCAI requires you to inspect the wing main spigot assembly before the next flight and replace it.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) Within the next 25 hours time-in-service (TIS) after February 14, 2011 (the effective date of this AD), inspect both wing spar spigot assemblies for cracks using a dye-penetrant or magnetic-particle method following Grob Luft- und Raumfahrt Service Bulletin TM 306–29; TM 320–5, issue date: October 11, 1990. The use of the magnification method is prohibited.

Note 1: If dye-penetrant method is used, great care should be exercised when cleaning and/or etching the surfaces and interpreting surface faults.

(2) Replace the wing main spigot assembly following Grob Luft- und Raumfahrt Service Bulletin TM 306–29; TM 320–5, issue date: October 11, 1990; and Grob Aircraft Repair Instructions No. RI–GROB–001, dated May 14, 2009, using whichever of the following compliance times that apply:

(i) If cracks are found during the inspection required in paragraph (f)(1) of this AD, before further flight; or

(ii) If no cracks are found during the inspection required in paragraph (f)(1) of this AD, within the next 15 months after February 14, 2011 (the effective date of this AD).

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI compliance time required the wing main spigot assembly to be inspected before the next flight and replacement of the wing spar spigot assembly no later than December 31, 1992. This AD requires inspection within the next 25 hours TIS after February 14, 2011 (the effective date of this AD), and replacement prior to further flight after the inspection where cracks are found or 15 months after February 14, 2011 (the effective date of this AD), if no cracks are found.

(2) In lieu of authorizing a 10x magnifier for inspection as specified in the MCAI, this AD requires you use either a dye-penetrant or magnetic-particle inspection method.

(3) After the notice of proposed rulemaking (NPRM) was issued, we found that the material required for the repair was not available in the United States and an undue cost burden would have been placed on operators to get the repair material from Germany. This AD adds Grob Aircraft Repair Instructions No. RI–GROB–001, dated May 14, 2009. This repair instruction lists an alternate resin/hardener that is available in the United States.

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Staff, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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. Send information to ATTN of one of the following individuals:

(i) Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4165; fax: (816) 329–4090; or

(ii) Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; fax: (816) 329–4090.

(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:* For any reporting requirement in this AD, 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

(h) Refer to MCAI Federal Republic of Germany Luftfahrt-Bundesamt AD 91–5/2 Grob, dated February 1, 1991; Grob Luft- und Raumfahrt Service Bulletin TM 306–29; TM 320–5, issue date: October 11, 1990; and Grob Aircraft Repair Instructions No. RI–GROB–001, dated May 14, 2009, for related information.

Material Incorporated by Reference

(i) You must use Grob Luft- und Raumfahrt Service Bulletin TM 306–29; TM 320–5, issue date: October 11, 1990; and Grob Aircraft Repair Instructions No. RI–GROB–001, dated May 14, 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 Grob Aircraft; Lettenbachstr. 9; Tussenhausen-Mattsies; Head of Customer Service & Support, Germany; telephone: +49 (0) 8268 998 139; fax: +49 (0) 8268 998 200; E-mail: productsupport@grob-aircraft.com; Web site: <http://www.grob-aircraft.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 21, 2010.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–32753 Filed 1–7–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–1279; Directorate Identifier 2009–NM–258–AD; Amendment 39–16568; AD 2010–02–05]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300, A300–600, A310, A318, A319, A320, A321, A330–300, A340–200, A340–300, A340–500, A340–600, and A380–800 Series Airplanes; and Model A330–201, A330–202, A330–203, A330–223, A330–243 Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the *Federal Register* an amendment adopting airworthiness directive (AD) 2010–02–05 that was sent previously by individual notices to the known U.S. owners and operators of affected airplanes identified above. This AD requires modifying the flight deck door. This AD was prompted by a report indicating that certain equipment of the flight deck door is defective. We are issuing this AD to prevent failure of this equipment, which could jeopardize flight safety.

DATES: This AD becomes effective January 18, 2011 to all persons except those persons to whom it was made immediately effective by AD 2010–02–05, which contained the requirements of this amendment.

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

We must receive comments on this AD by February 24, 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 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD for Model A300, A300-600, and A310 series airplanes, contact Airbus SAS—EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

For service information identified in this AD for Model A318, A319, A320,

and A321 series airplanes, contact Airbus, Airworthiness Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

For service information identified in this AD for Model A330-300, A340-200, A340-300, A340-500, A340-600 series airplanes, and Model A330-201, A330-202, A330-203, A330-223, A330-243 airplanes, 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>.

For service information identified in this AD for Model A380-800 series airplanes, contact Airbus SAS—EANA (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 562 110 253; Fax +33 562 110 307; e-mail account.airworth-A380@airbus.com; Internet <http://www.airbus.com>.

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 street address for the Docket 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: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2141; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: On January 8, 2010, we issued AD 2010-02-05, which applies to certain Airbus Model A300, A300-600, A310, A318, A319, A320, A321, A330-300, A340-200, A340-300, A340-500, A340-600, and A380-800 series airplanes; and Model A330-201, A330-202, A330-203, A330-223, A330-243 airplanes.

Background

We have received a report indicating that certain equipment of the flight deck door is defective. This condition, if not corrected, could jeopardize flight safety.

Relevant Service Information

We reviewed the Airbus service bulletins identified in the following table.

AIRBUS SERVICE BULLETINS

Airbus Service Bulletin—	Dated—
A300-25-0486, including Appendix	September 21, 2009.
A300-25-6218, including Appendix	September 21, 2009.
A310-25-2206, including Appendix	September 21, 2009.
A320-25-1666, including Appendix	September 21, 2009.
A330-25-3424, including Appendix	September 21, 2009.
A340-25-4326, including Appendix	September 21, 2009.
A340-25-5169, including Appendix	September 18, 2009.
A380-25-8058, including Appendix	September 21, 2009.

The service bulletins describe procedures for modifying the flight deck door.

FAA's Determination and Requirements of this AD

Since the unsafe condition described is likely to exist or develop on other airplanes of the same type design, we issued AD 2010-02-05 to prevent failure of certain equipment of the flight deck door, which could jeopardize flight safety. The AD requires modifying the flight deck door.

We have determined that notice and opportunity for prior public comment on AD 2010-02-05 were contrary to the public interest, and good cause existed to make the AD effective immediately

by individual notices issued on January 8, 2010, to the known U.S. owners and operators of affected Airbus Model A300, A300-600, A310, A318, A319, A320, A321, A330-300, A340-200, A340-300, A340-500, A340-600, and A380-800 series airplanes; and Model A330-201, A330-202, A330-203, A330-223, A330-243 airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and

we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2010-1279; Directorate Identifier 2009-NM-258-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://www.regulations.gov>.

www.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

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), 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.

You can find our regulatory evaluation and the estimated costs of compliance in the AD Docket.

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 adding the following new airworthiness directive (AD):

2010-02-05 Airbus: Amendment 39-16568. Docket No. FAA-2010-1279; Directorate Identifier 2009-NM-258-AD.

Effective Date

(a) This AD becomes effective January 18, 2011, to all persons except those persons to whom it was made immediately effective by AD 2010-02-05, issued on January 8, 2010, which contained the requirements of this amendment.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), (c)(3), (c)(4), and (c)(5) of this AD.

(1) Model A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, B4-203, B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; all manufacturer serial numbers on which Airbus modification 12558, 12640, or 12715 has been embodied in production, or on which Airbus Service Bulletin A310-25-2143, A300-25-6169, A310-25-2147, A300-25-0472, or A300-25-6173 has been embodied in service.

(2) Model A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-

132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A32-232 airplanes; all manufacturer serial numbers on which Airbus modification 32088 has been embodied in production, or on which Airbus Service Bulletin A320-25-1287, A320-25-1305, or A320-25-1282 has been embodied in service; except those on which Airbus modification 150816 has been embodied in production.

(3) Model A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes; all manufacturer serial numbers on which Airbus modification 50014 has been embodied in production, or on which Airbus Service Bulletin A330-25-3161 or A330-25-3159 has been embodied in service; except those on which Airbus modification 200446 has been embodied in production.

(4) Model A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642 airplanes; all manufacturer serial numbers on which Airbus modification 50014 has been embodied in production, or on which Airbus Service Bulletin A340-25-4181 or A340-25-4178 has been embodied in service; except those on which Airbus modification 200446 has been embodied in production.

(5) Model A380-841, A380-842, and A380-861 airplanes, all manufacturer serial numbers except those on which Airbus modification 69512 has been embodied in production.

Subject

(d) Air Transport Association (ATA) of America Code 25: Equipment/furnishings.

Unsafe Condition

(e) This AD was prompted by a report indicating that certain equipment on the flight deck door is defective. We are issuing this AD to prevent failure of this equipment, which could jeopardize flight safety.

Compliance

(f) Comply with this AD within the compliance times specified, unless already done.

Modification

(g) Within 3 months after the effective date of this AD, modify the cockpit door, in accordance with the applicable service bulletin identified in Table 1 of this AD.

TABLE 1—SERVICE BULLETINS

For model—	Use Airbus Service Bulletin—	Dated—
A300 series airplanes	A300-25-0486, including Appendix	September 21, 2009.
A300-600 series airplanes	A300-25-6218, including Appendix	September 21, 2009.
A310 series airplanes	A310-25-2206, including Appendix	September 21, 2009.
A318, A319, A320, and A321 series airplanes	A320-25-1666, including Appendix	September 21, 2009.
A330-200 and -300 series airplanes	A330-25-3424, including Appendix	September 21, 2009.
A340-200 and -300 series airplanes	A340-25-4326, including Appendix	September 21, 2009.
A340-500 and -600 series airplanes	A340-25-5169, including Appendix	September 18, 2009.
A380-800 series airplanes	A380-25-8058, including Appendix	September 21, 2009.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, 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: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601

Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2141; fax (425) 227-1149.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI),

as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically refer to this AD.

Material Incorporated by Reference

(i) You must use the service information contained in Table 2 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

TABLE 2—MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin—	Dated—
A300-25-0486, including Appendix	September 21, 2009.
A300-25-6218, including Appendix	September 21, 2009.
A310-25-2206, including Appendix	September 21, 2009.
A320-25-1666, including Appendix	September 21, 2009.
A330-25-3424, including Appendix	September 21, 2009.
A340-25-4326, including Appendix	September 21, 2009.
A340-25-5169, including Appendix	September 18, 2009.
A380-25-8058, including Appendix	September 21, 2009.

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 2 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) Use the contact information specified in paragraphs (i)(2)(i), (i)(2)(ii), (i)(2)(iii), and (i)(2)(iv), as applicable, for service information identified in this AD.

(i) For Model A300, A300-600, and A310 series airplanes, contact Airbus SAS—EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(ii) For Model A318, A319, A320, and A321 series airplanes, contact Airbus, Airworthiness Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(iii) For Model A330-300, A340-200, A340-300, A340-500, A340-600 series airplanes, and Model A330-201, A330-202, A330-203, A330-223, A330-243 airplanes, 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>.

(iv) For Model A380-800 series airplanes, contact Airbus SAS—EANA (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 562 110 253; Fax +33 562 110 307; e-mail account.airworth-A380@airbus.com; Internet <http://www.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 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/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on December 14, 2010.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-33318 Filed 1-7-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2010-1297; Directorate Identifier 2010-CE-068-AD; Amendment 39-16569; AD 2010-26-54]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company (Cessna) (Type Certificate A00003SE Previously Held by Columbia Aircraft Manufacturing (Previously The Lancair Company)) Models LC41-550FG and LC42-550FG Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This emergency AD was sent previously to all known U.S. owners and operators of these airplanes. This AD requires obtaining written approval from the Manager, Wichita Aircraft Certification Office (ACO), to operate the airplane. This written approval must clearly state that

operation is approved per Emergency AD 2010-26-54. This AD was prompted by a Cessna Model LC41-550FG airplane that suffered a significant structural failure in the wing during a production acceptance flight test. We are issuing this AD to prevent catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

DATES: This AD is effective January 10, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-26-54, issued on December 17, 2010, which contained the requirements of this amendment.

We must receive comments on this AD by February 24, 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.

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