

NRC-2011-0012. Address questions about NRC dockets to Carol Gallagher; telephone: 301-492-3668; e-mail: [Carol.Gallagher@nrc.gov](mailto:Carol.Gallagher@nrc.gov).

- *Mail comments to:* Secretary, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, *Attn:* Rulemakings and Adjudications Staff.

- *E-mail comments to:*

*Rulemaking.Comments@nrc.gov*. If you do not receive a reply e-mail confirming that we have received your comments, contact us directly at 301-415-1677.

- *Hand deliver comments to:* 11555 Rockville Pike, Rockville, Maryland 20852, between 7:30 a.m. and 4:15 p.m. Federal workdays. (telephone: 301-415-1677).

- *Fax comments to:* Secretary, U.S. Nuclear Regulatory Commission at 301-415-1101.

You can access publicly available documents related to this proposed rule using the following methods:

- *NRC's Public Document Room (PDR):* The public may examine and have copied, for a fee, publicly available documents at the NRC's PDR, O1-F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

- *NRC's Agencywide Documents Access and Management System (ADAMS):* Publicly available documents created or received at the NRC are available online in the NRC Library at <http://www.nrc.gov/reading-rm/adams.html>. From this page, the public can gain entry into ADAMS, which provides text and image files of the NRC's public documents. If you do not have access to ADAMS or if there are problems in accessing the documents located in ADAMS, contact the NRC's PDR reference staff at 1-800-397-4209, 301-415-4737, or by e-mail to [pdr.resource@nrc.gov](mailto:pdr.resource@nrc.gov). The preliminary proposed rule language is available electronically under ADAMS Accession Number ML111150205, the regulatory basis is available under ADAMS accession number ML111040419, and the "Technical Analysis Supporting Definition of Period of Performance for Low-Level Waste Disposal." is available under ADAMS Accession Number ML111030586.

- *Federal Rulemaking Web site:* Public comments and supporting materials related to this notice, including the preliminary proposed rule language and regulatory basis documents, can be found at <http://www.regulations.gov> by searching on Docket ID NRC-2011-0012.

**FOR FURTHER INFORMATION CONTACT:** Andrew Carrera, Office of Federal and State Materials and Environmental Management Programs, U.S. Nuclear

Regulatory Commission, Washington, DC 20555-0001, telephone 301-415-1078, e-mail [Andrew.Carrera@nrc.gov](mailto:Andrew.Carrera@nrc.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

The NRC is proposing to amend its regulations to require low-level radioactive waste disposal facilities to conduct site-specific analyses to demonstrate compliance with the performance objectives in Title 10 of the *Code of Federal Regulations* (10 CFR) part 61. The purpose of these amendments would be to enhance the safe disposal of low-level radioactive waste. The NRC is also proposing additional changes to the regulations in 10 CFR part 61 to reduce ambiguity, facilitate implementation, and to better align the requirements with current health and safety standards.

The NRC is making available a preliminary version of the proposed rule language and its associated regulatory basis documents to inform stakeholders of the current status of this proposed rulemaking. The NRC is inviting stakeholders to comment on the preliminary proposed rule language and its associated regulatory basis documents. The preliminary proposed rule language may be subject to additional significant revisions during the rulemaking process prior to publication for formal comment as a proposed rule.

The NRC will review and consider any comments received on the preliminary proposed rule language and regulatory basis documents; however, the NRC will not formally respond to comments. As appropriate, the Statements of Consideration for the proposed rule may briefly discuss any substantive changes made to the proposed rule language as a result of comments received on this preliminary version. Stakeholders will also have an additional opportunity to comment on the rule language when it is published as a proposed rule in accordance with the provisions of the Administrative Procedures Act. The NRC will respond to any such comments in the Statements of Consideration for the final rule.

The NRC may post updates to the preliminary rule language on the Federal rulemaking Web site under Docket ID NRC-2011-0012. The *Regulations.gov* Web site allows members of the public to set-up e-mail alerts so that they may be notified when documents are added to a docket. Users are notified via e-mail at an e-mail address provided at the time of registration for the notification. Directions for signing up for the e-mail alerts can be found at [http://](http://www.regulations.gov)

[www.regulations.gov](http://www.regulations.gov). To do so, navigate to a docket folder you are interested in and then click the "Sign up for E-mail Alerts" link.

**Public Meeting**

The NRC plans to conduct a public meeting on May 18, 2011, to discuss the preliminary proposed rule language and the regulatory basis documents. The public meeting will be held from 8:30 a.m. to 4:30 p.m. at The Legacy Hotel and Meeting Centre, 1775 Rockville Pike, Rockville, Maryland 20852. The meeting will provide an opportunity for stakeholders to ask clarifying questions to help formulate written comments. The meeting agenda can be viewed and downloaded electronically from the NRC's Public Meeting Web site.

Attendees are requested to notify Mr. Andrew Carrera at (301) 415-1078 or e-mail [Andrew.Carrera@nrc.gov](mailto:Andrew.Carrera@nrc.gov) of their planned attendance and if special services are necessary, such as for the hearing impaired. In addition, interested individuals may also request to participate via teleconference or Webinar by contacting Mr. Carrera prior to the meeting day.

Dated at Rockville, Maryland, this 27th day of April, 2011.

For the Nuclear Regulatory Commission.

**Deborah Jackson,**

*Deputy Director, Division of Intergovernmental Liaison and Rulemaking, Office of Federal and State Materials and Environmental Management Programs.*

[FR Doc. 2011-10711 Filed 5-2-11; 8:45 am]

**BILLING CODE 7590-01-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2011-0387; Directorate Identifier 2010-NM-222-AD]

RIN 2120-AA64

**Airworthiness Directives; Airbus Model A330-201, -202, -203, -223, and -243 Airplanes, A330-300 Series Airplanes, A340-200 Series Airplanes, and A340-300 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. 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:

Surface defects were visually detected on the rudder of \* \* \* [an] in-service aeroplane during scheduled maintenance.

Investigation has determined that the defects reported on both rudders corresponded to areas that had been reworked in production. The investigation confirmed that the surface defects were a result of de-bonding between the skin and honeycomb core.

\* \* \* \* \*

An extended de-bonding, if not detected and corrected, may degrade the structural integrity of the rudder. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aeroplane.

\* \* \* \* \*

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 June 17, 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](mailto: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-2011-0387; Directorate Identifier 2010-NM-222-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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010-0127, dated June 23, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Surface defects were visually detected on the rudder of one A319 and one A321 in-service aeroplane during scheduled maintenance.

Investigation has determined that the defects reported on both rudders corresponded to areas that had been reworked in production. The investigation confirmed that the surface defects were a result of de-bonding between the skin and honeycomb core.

Such reworks were also performed on some rudders fitted on A330 and A340-200/-300 aeroplanes.

An extended de-bonding, if not detected and corrected, may degrade the structural integrity of the rudder. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aeroplane.

To address this unsafe condition, EASA issued AD 2010-0021, superseding EASA AD

2009-0156, to require inspections of specific areas and, depending on findings, the accomplishment of corrective actions for those rudders where production reworks have been identified.

In addition, this AD addresses the rudder population that has also been reworked in production but is not part of EASA AD 2010-0021 applicability.

Required actions include vacuum loss and elasticity laminate checker inspections for damage including de-bonding between the skin and honeycomb core of the rudder on certain areas of the rudder, and repair if necessary. You may obtain further information by examining the MCAI in the AD docket.

#### Relevant Service Information

Airbus has issued Mandatory Service Bulletins A330-55-3042 and A340-55-4038, both dated April 22, 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 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.

#### 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 55 products of U.S. registry. We also estimate that it would take

about 6 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is \$85 per work-hour. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$28,050, or \$510 per product.

We have received no definitive data that would enable us to provide a cost estimate for the on-condition actions specified in this AD.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

We determined that this 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 adding the following new AD:

**Airbus:** Docket No. FAA-2011-0387; Directorate Identifier 2010-NM-222-AD.

**Comments Due Date**

(a) We must receive comments by June 17, 2011.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category, all manufacturer serial numbers, if equipped with rudders having part numbers and serial numbers as identified in table 1, table 2, or table 3 of this AD.

**TABLE 1—RUDDER PART NUMBER (P/N) AND AFFECTED RUDDER SERIAL NUMBER (S/N)**

Rudder P/N	Affected rudder S/N
F554-70000-000-00 .....	TS-2045
F554-70000-000-00 .....	TS-2046
F554-71000-000-00-0000 .....	TS-3013
F554-71000-000-00-0000 .....	TS-3014
F554-71000-000-00-0000 .....	TS-3020
F554-71000-000-00-0000 .....	TS-3022
F554-71000-000-00-0000 .....	TS-3023
F554-71000-000-00-0000 .....	TS-3027
F554-71000-000-00-0000 .....	TS-3031
F554-71000-000-00-0000 .....	TS-3034
F554-71000-000-00-0000 .....	TS-3036
F554-71000-000-00-0000 .....	TS-3038
F554-71000-000-00-0000 .....	TS-3041
F554-71000-000-00-0000 .....	TS-3046
F554-71000-000-00-0000 .....	TS-3054
F554-70005-000-00-0000 .....	TS-3102
F554-71002-000-00-0002 .....	TS-4018
F554-71002-000-00-0002 .....	TS-4022
F554-71002-000-00-0002 .....	TS-4031

**TABLE 2—RUDDER P/N AND AFFECTED RUDDER S/N**

Rudder P/N	Affected Rudder S/N
A554-71500-024-00 .....	TS-1014

**TABLE 2—RUDDER P/N AND AFFECTED RUDDER S/N—Continued**

Rudder P/N	Affected Rudder S/N
A554-71500-030-00 .....	TS-1042
F554-70000-000-00 .....	TS-2004
F554-70000-000-00 .....	TS-2005
F554-70000-000-00 .....	TS-2008
F554-70000-000-00 .....	TS-2009
F554-70000-000-00 .....	TS-2010
F554-70000-000-00 .....	TS-2022
F554-70000-000-00 .....	TS-2023
F554-70000-000-00 .....	TS-2028
F554-70000-000-00 .....	TS-2029
F554-70000-000-00 .....	TS-2030
F554-70000-000-00 .....	TS-2032
F554-70000-000-00 .....	TS-2033
F554-70000-000-00 .....	TS-2034
F554-70000-000-00 .....	TS-2041
F554-70000-000-00 .....	TS-2044
F554-70000-000-00 .....	TS-2048
F554-70000-000-00 .....	TS-2049
F554-70000-000-00 .....	TS-2050
F554-70000-000-00 .....	TS-2057
F554-70000-000-00 .....	TS-2067
F554-70000-002-00 .....	TS-2068
F554-70000-002-00 .....	TS-2071
F554-71000-000-00-0000 .....	TS-3001
F554-71000-000-00-0000 .....	TS-3010
F554-71000-000-00-0000 .....	TS-3012
F554-71000-000-00-0000 .....	TS-3017
F554-71000-000-00-0000 .....	TS-3018
F554-71000-000-00-0000 .....	TS-3019
F554-71000-000-00-0000 .....	TS-3021
F554-71000-000-00-0000 .....	TS-3024
F554-71000-000-00-0000 .....	TS-3025
F554-71000-000-00-0000 .....	TS-3026
F554-71000-000-00-0000 .....	TS-3028
F554-71000-000-00-0000 .....	TS-3029
F554-71000-000-00-0000 .....	TS-3030
F554-71000-000-00-0000 .....	TS-3032
F554-71000-000-00-0000 .....	TS-3035
F554-71000-000-00-0000 .....	TS-3037
F554-71000-000-00-0000 .....	TS-3039
F554-71000-000-00-0000 .....	TS-3040
F554-71000-000-00-0000 .....	TS-3042
F554-71000-000-00-0000 .....	TS-3047
F554-71000-000-00-0000 .....	TS-3049
F554-71000-000-00-0000 .....	TS-3055
F554-71000-000-00-0000 .....	TS-3058
F554-71000-000-00-0000 .....	TS-3062
F554-71000-000-00-0000 .....	TS-3063
F554-71000-000-00-0000 .....	TS-3065
F554-71000-000-00-0000 .....	TS-3067
F554-71000-000-00-0000 .....	TS-3069
F554-71000-000-00-0000 .....	TS-3070
F554-71000-000-00-0000 .....	TS-3077
F554-71000-000-00-0000 .....	TS-3078
F554-71000-000-00-0000 .....	TS-3080
F554-71000-000-00-0000 .....	TS-3081
F554-71000-000-00-0000 .....	TS-3086
F554-71000-000-00-0000 .....	TS-3089
F554-71000-000-00-0000 .....	TS-3092
F554-71000-000-00-0000 .....	TS-3093
F554-71000-000-00-0000 .....	TS-3095
F554-71000-000-00-0000 .....	TS-3096
F554-70005-000-00-0000 .....	TS-3098
F554-70005-000-00-0000 .....	TS-3099
F554-70005-000-00-0000 .....	TS-3101
F554-70005-000-00-0000 .....	TS-3103
F554-70005-000-00-0000 .....	TS-3104
F554-70005-000-00-0000 .....	TS-3105
F554-70005-000-00-0000 .....	TS-3108

TABLE 2—RUDDER P/N AND AFFECTED RUDDER S/N—Continued

Rudder P/N	Affected Rudder S/N
F554-70005-000-00-0000 .....	TS-3109
F554-70005-000-00-0000 .....	TS-3110
F554-70005-000-00-0000 .....	TS-3111
F554-70005-000-00-0000 .....	TS-3112
F554-70005-000-00-0000 .....	TS-3114
F554-70005-000-00-0000 .....	TS-3116
F554-70005-000-00-0000 .....	TS-3117
F554-70005-000-00-0000 .....	TS-3120
F554-70005-000-00-0000 .....	TS-3131
F554-70005-000-00-0000 .....	TS-3132
F554-70005-000-00-0000 .....	TS-3212
F554-70005-000-00-0002 .....	TS-3323
F554-70005-000-00-0002 .....	TS-3330
F554-71002-000-00-0002 .....	TS-4009
F554-71002-000-00-0002 .....	TS-4010
F554-71002-000-00-0002 .....	TS-4012
F554-71002-000-00-0002 .....	TS-4013
F554-71002-000-00-0002 .....	TS-4014
F554-71002-000-00-0002 .....	TS-4015
F554-71002-000-00-0002 .....	TS-4016
F554-71002-000-00-0002 .....	TS-4017
F554-71002-000-00-0002 .....	TS-4020
F554-71002-000-00-0002 .....	TS-4023
F554-71002-000-00-0002 .....	TS-4025
F554-71002-000-00-0002 .....	TS-4026
F554-71002-000-00-0002 .....	TS-4027
F554-71002-000-00-0002 .....	TS-4029
F554-71002-000-00-0002 .....	TS-4030
F554-71002-000-00-0002 .....	TS-4038
F554-71002-000-00-0002 .....	TS-4047
F554-71002-000-00-0002 .....	TS-4049
F554-71002-000-00-0002 .....	TS-4066
F554-71002-000-00-0003 .....	TS-4083

TABLE 3—RUDDER P/N AND AFFECTED RUDDER S/N

Rudder P/N	Affected Rudder S/N
F554-71000-000-00-0000 .....	TS-3060
F554-71000-000-00-0000 .....	TS-3068
F554-70005-000-00-0000 .....	TS-3128
F554-71002-000-00-0002 .....	TS-4011

**Subject**

(d) Air Transport Association (ATA) of America Code 55: Stabilizers.

**Reason**

(e) The mandatory continuing airworthiness information (MCAI) states: Surface defects were visually detected on the rudder of \* \* \* [an] in-service aeroplane during scheduled maintenance.

Investigation has determined that the defects reported on both rudders corresponded to areas that had been reworked in production. The investigation confirmed that the surface defects were a result of de-bonding between the skin and honeycomb core.

\* \* \* \* \*

An extended de-bonding, if not detected and corrected, may degrade the structural integrity of the rudder. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aeroplane.

\* \* \* \* \*

**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.

**Inspections**

(g) For rudders identified in table 1 and table 2 of this AD, within the compliance

time in paragraph (g)(1) or (g)(2) of this AD as applicable, do a vacuum loss inspection on the rudder non-ventilated area (Area 1) for damage including de-bonding between the skin and honeycomb core of the rudder, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable.

(1) For rudders identified in table 1 of this AD: Within 1,800 flight hours after the effective date of this AD.

(2) For rudders identified in table 2 of this AD: Within 21 months after the effective date of this AD.

(h) For rudders identified in table 1 and table 2 of this AD, within 21 months after the effective date of this AD, do an elasticity laminate checker inspection on the trailing edge area (Area 2) for damage including de-bonding between the skin and honeycomb core of the rudder, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable. Thereafter, repeat the inspection two more times at intervals not to exceed 4,500 flight cycles but not less than 4,000 flight cycles from the most recent inspection.

(i) For rudders identified in table 3 of this AD, within 4,500 flight cycles but not less than 4,000 flight cycles from the date of the sampling inspection identified in table 4 of this AD, or within 30 days after the effective date of this AD, whichever occurs later, do an elasticity laminate checker inspection on the trailing edge area for damage including de-bonding between the skin and honeycomb core of the rudder, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable. Repeat the inspection once within 4,500 flight cycles after doing the inspection but not less than 4,000 flight cycles from the last inspection.

TABLE 4—RUDDER P/N AND AFFECTED RUDDER S/N AND SAMPLING INSPECTION DATE

Rudder P/N	Affected rudder S/N	Date of sampling inspection
F554-71000-000-00-0000 .....	TS-3060 .....	March 12, 2009.
F554-71000-000-00-0000 .....	TS-3068 .....	April 27, 2009.
F554-70005-000-00-0000 .....	TS-3128 .....	July 13, 2009.
F554-71002-000-00-0002 .....	TS-4011 .....	February 12, 2009.

**Corrective Actions**

(j) If damage is found during any inspection required by paragraph (g), (h), (i), or (k)(1) of this AD, before further flight, repair the damage using a method approved by either the Manager, International Branch, ANM 116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

**Restoration**

(k) If no damage is found during any inspection required by paragraph (g) of this AD, before further flight, restore the vacuum loss holes by doing a temporary restoration

with self-adhesive disks or tapes, a temporary restoration with resin, or a permanent restoration with resin, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable. Do the applicable actions specified in paragraph (k)(1) or (k)(2) of this AD.

(1) For airplanes on which a temporary restoration with self-adhesive disks or tapes is done, within 900 flight hours after doing the restoration, do a detailed inspection for loose or missing self-adhesive disks or tapes and repeat the inspection thereafter at intervals not to exceed 900 flight hours until

the permanent restoration is done, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable. If any loose or missing self-adhesive disks or tapes are found during any inspection required by this AD, before further flight, close the holes, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable. Do the permanent restoration within 21 months after doing the temporary restoration, in accordance with the Accomplishment Instructions of Airbus

Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable.

(2) For airplanes on which a temporary restoration with resin is done: Within 21 months after doing the temporary restoration, do the permanent restoration, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-55-3042 or A340-55-4038, both dated April 22, 2010, as applicable.

#### Reporting Requirements

(l) Submit a report of the findings (positive and negative) of the first inspection required by paragraphs (g), (h), and (i) of this AD to Airbus, at the applicable time specified in paragraph (l)(1) or (l)(2) of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### Parts Installation

(m) As of the effective date of this AD, no person may install any affected rudder listed in table 1, table 2, or table 3 of this AD, on any airplane, unless the rudder is inspected as specified in paragraphs (g), (h), and (i) of this AD, as applicable, and all applicable corrective actions specified in paragraph (j) of this AD and applicable restoration specified in paragraph (k) of this AD are done.

#### FAA AD Differences

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

#### Other FAA AD Provisions

(n) 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:* 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.

(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

(o) Refer to MCAI EASA Airworthiness Directive 2010-0127, dated June 23, 2010; Airbus Mandatory Service Bulletin A330-55-3042, dated April 22, 2010; and Airbus Mandatory Service Bulletin A340-55-4038, dated April 22, 2010; for related information.

Issued in Renton, Washington, on April 20, 2011.

**Kalene C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2011-10624 Filed 5-2-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 460

#### Regulatory Approach for Commercial Orbital Human Spaceflight

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting to solicit comments and information from the public on the regulatory approach to commercial orbital human spaceflight by the FAA. This public meeting is intended to aid the FAA in its regulatory effort by receiving early input from the affected community.

**DATES:** The meeting is scheduled for Thursday, May 26, 2011, starting at 8:30 a.m. Eastern Daylight Time. Written

comments submitted to the docket must be received no later than June 9, 2011.

**ADDRESSES:** DoubleTree by Hilton Hotel Cocoa Beach Oceanfront, 2080 North Atlantic Avenue, Cocoa Beach, FL 32931.

Persons who are unable to attend the meeting, or who otherwise wish to submit written comments, may send comments identified by Docket Number FAA-2011-0446 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

#### FOR FURTHER INFORMATION CONTACT:

Randy Repcheck, Deputy Division Manager, Regulations and Analysis Division, AST-300, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-8760, or e-mail at [randy.repcheck@faa.gov](mailto:randy.repcheck@faa.gov); or Laura Montgomery, Senior Attorney for Commercial Space Transportation, Regulations Division, AGC-200, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-3150, or e-mail at [laura.montgomery@faa.gov](mailto:laura.montgomery@faa.gov).

**SUPPLEMENTARY INFORMATION:** 51 U.S.C. Subtitle V, chapter 509 (Chapter 509) authorizes the Secretary of Transportation and, through delegations, the FAA's Associate Administrator for Commercial Space Transportation, to oversee, license, and regulate both launches and reentries, and the operation of launch and reentry sites when carried out by U.S. citizens or within the United States. 51 U.S.C. 50904, 50905. Chapter 509 directs the FAA to exercise this responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States, and to encourage, facilitate, and promote commercial