

combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

#### 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 24 months after the effective date of this AD, do a detailed inspection of the electrical bonding for the water drain system (trim tank) and the ventilation intake system to verify whether it is equivalent to the electrical bonding done in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-28-4097, Revision 05, including Appendix 1, dated June 3, 2010.

(h) If, during the inspection required by paragraph (g) of this AD, the electrical bonding of the water drain system and the ventilation intake system is found to be not equivalent to the electrical bonding done in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-28-4097, Revision 05, including Appendix 1, dated June 3, 2010: Within 24 months after the effective date of this AD, modify the electrical bonding associated with the airplane configuration in accordance with paragraph 3.B.(11) or 3.B.(12), as applicable, of the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-28-4097, Revision 05, including Appendix 1, dated June 3, 2010.

(i) A review of the airplane maintenance records is acceptable in lieu of the inspection required by paragraph (g) of this AD provided that the accomplishment of the electrical bonding for the water drain system (trim tank) and the ventilation intake system can be conclusively identified as performed in accordance with Airbus Mandatory Service Bulletin A340-28-4097, Revision 05, including Appendix 1, dated June 3, 2010.

#### FAA AD Differences

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

#### Other FAA AD Provisions

(j) 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 emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

#### Related Information

(k) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0232, dated November 12, 2010; and Airbus Mandatory Service Bulletin A340-28-4097, Revision 05, including Appendix 1, dated June 3, 2010; for related information.

#### Material Incorporated by Reference

(l) You must use Airbus Mandatory Service Bulletin A340-28-4097, Revision 05, including Appendix 1, dated June 3, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@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 NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on November 14, 2011.

#### Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-30229 Filed 11-28-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2011-1261; Directorate Identifier 2011-NE-38-AD; Amendment 39-16875; AD 2011-24-11]

RIN 2120-AA64

#### Airworthiness Directives; Honeywell International Inc. Turbofan Engines

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Honeywell International Inc. ALF502L-2C, ALF502R-3, ALF502R-3A, ALF502R-5, LF507-1F, and LF507-IH turbofan engines. This AD requires removing from service certain second stage high pressure compressor (HPC2) discs. This AD was prompted by a report of cracks found in an HPC2 disc during routine inspection. We are issuing this AD to prevent the affected discs from fracturing before reaching the currently published life limit. A disc fracture could result in an uncontained failure of the disc and damage to the airplane.

**DATES:** This AD is effective December 14, 2011.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of December 14, 2011.

We must receive comments on this AD by January 13, 2012.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, 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, contact Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181, phone: (800) 601-3099; Web site: <http://>

[portal.honeywell.com/wps/portal/aero](http://portal.honeywell.com/wps/portal/aero). You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call (781) 238-7125.

#### 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 (*phone*: (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### FOR FURTHER INFORMATION CONTACT:

Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; *phone*: (562) 627-5245; *fax*: (562) 627-5210; *email*: [robert.baitoo@faa.gov](mailto:robert.baitoo@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

During a routine inspection, cracks were found in a low-time HPC2 disc, part number (P/N) 2-101-332-12. Analysis has revealed that the cracks initiated during the forging process of a certain material ingot. Honeywell International Inc. has identified a suspect population of 29 HPC2 discs, by serial number (S/N), that were made from the affected material ingot. This condition, if not corrected, could result in an uncontained failure of the disc and damage to the airplane.

##### Relevant Service Information

We reviewed Honeywell International Inc. Service Bulletin (SB) No. ALF/LF-72-1113, dated September 16, 2011. The SB lists the affected HPC2 discs by P/N and S/N, and describes procedures for removing them from service.

##### FAA's Determination

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

##### AD Requirements

This AD requires accomplishing the actions specified in the service information described previously.

##### FAA's Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because there are no U.S. operators of airplanes with Honeywell International Inc. ALF502L-2C, ALF502R-3, ALF502R-3A, ALF502R-5, LF507-1F, and LF507-IH turbofan engines, with an affected HPC2 disc installed. Therefore, we find that notice and opportunity for prior public comment are unnecessary and that good cause exists for making this amendment effective in less than 30 days.

##### Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. 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 the docket number FAA-2011-1261 and Directorate Identifier 2011-NE-38-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>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

##### Costs of Compliance

We estimate that this AD affects no Honeywell International Inc. ALF502L-2C, ALF502R-3, ALF502R-3A, ALF502R-5, LF507-1F, and LF507-IH turbofan engines installed on airplanes of U.S. registry. Therefore, we estimate the total cost of the AD to U.S. operators to be \$0.

##### 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),
- (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 adding the following new airworthiness directive (AD):

**2011-24-11 Honeywell International Inc. Turbofan Engines:** Amendment 39-16875; Docket No. FAA-2011-1261; Directorate Identifier 2011-NE-38-AD.

##### (a) Effective Date

This AD is effective December 14, 2011.

##### (b) Affected ADs

None.

**(c) Applicability**

This AD applies to Honeywell International Inc. ALF502L-2C, ALF502R-3, ALF502R-3A, ALF502R-5, LF507-1F, and LF507-IH turbofan engines with any of the second stage high pressure compressor (HPC2) discs, part number (P/N) 2-101-332-12, serial numbers (S/N) listed in Table 2 of Honeywell International Inc. Service Bulletin (SB) No. ALF/LF-72-1113, dated September 16, 2011, installed.

**(d) Unsafe Condition**

This AD was prompted by a report of cracks found in an HPC2 disc during routine inspection. We are issuing this AD to prevent the affected discs from fracturing before reaching the currently published life limit. A disc fracture could result in an uncontained failure of the disc and damage to the airplane.

**(e) Compliance**

Comply with this AD before accumulating 4,500 cycles-since-new on the affected HPC2 disc, or before exceeding 7 years after the effective date of this AD, whichever occurs first, unless already done.

**(f) Removal of Affected HPC2 Discs**

Remove from service HPC2 discs, P/N 2-101-332-12, S/Ns listed in Table 2 of Honeywell International Inc. SB No. ALF/LF-72-1113, dated September 16, 2011.

**(g) Alternative Methods of Compliance (AMOCs)**

The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

**(h) Related Information**

For more information about this AD, contact Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; *phone*: (562) 627-5245; *fax*: (562) 627-5210; *email*: robert.baitoo@faa.gov.

**(i) Material Incorporated by Reference**

You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) Honeywell International Inc. Service Bulletin No. ALF/LF-72-1113, dated September 16, 2011, approved for IBR December 14, 2011.

(2) For service information identified in this AD, contact Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181, *phone*: (800) 601-3099; *Web site*: <http://portal.honeywell.com/wps/portal/aero>.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call (781) 238-7125.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Burlington, Massachusetts, on November 15, 2011.

**Peter A. White,**

*Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2011-30575 Filed 11-28-11; 8:45 am]

**BILLING CODE 4910-13-P**

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

**[Docket No. FAA-2010-1206; Directorate Identifier 2009-NM-216-AD; Amendment 39-16868; AD 2011-24-04]**

**RIN 2120-AA64**

**Airworthiness Directives; McDonnell Douglas Corporation Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Model DC-10-10, DC-10-10F, and MD-10-10F airplanes. This AD was prompted by reports of three instances of fuel leaks in the lower cap splice of the wing rear spar at station Xors=409. Investigation revealed the fuel leak was due to a crack in the lower cap. If not corrected, this condition could result in fuel leaks or cracking of the lower wing skin and structure, causing possible inability of the structure to sustain the limit load and adversely affecting the structural integrity of the airplane. This AD requires repetitive inspections for cracking on the lower cap of the rear spar of the left and right wings between stations Xors=417 and the outboard edge of the lower cap splice of the wing rear spar at station Xors=400; temporary and permanent repairs if necessary; and repetitive inspections of repaired areas, and corrective actions if necessary. We are issuing this AD to correct the unsafe condition on these products.

**DATES:** This AD is effective January 3, 2012.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of January 3, 2012.

**ADDRESSES:** For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855

Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone (206) 544-5000, extension 2; fax (206) 766-5683; email [dse.boecom@boeing.com](mailto:dse.boecom@boeing.com); Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call (425) 227-1221.

**Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this 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:**

Nenita Odesa, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; *phone*: (562) 627-5234; *fax*: (562) 627-5210; *email*: [nenita.odesa@faa.gov](mailto:nenita.odesa@faa.gov).

**SUPPLEMENTARY INFORMATION:****Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on December 30, 2010 (75 FR 82333). That NPRM proposed to require repetitive inspections for cracking on the lower cap of the rear spar of the left and right wings between stations Xors=417 and the outboard edge of the lower cap splice of the wing rear spar at station Xors=400; temporary and permanent repairs if necessary; and repetitive inspections of repaired areas, and corrective actions if necessary.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (75 FR 82333, December 30, 2010) or on the determination of the cost to the public.

**New Service Information**

Since publication of the NPRM (75 FR 82333, December 30, 2010), Boeing has