AEL85099, S/N 1138–02 through S/N 35171–22, or S/N 35239–01 through S/N 42179–30, in your engine.

(2) If your cylinder assemblies are not ECi, P/N AEL65102, no further action is required.

(3) If your cylinder assemblies are ECi, P/N AEL65102, but the S/N is not listed in this AD, no further action is required.

(4) If the cylinder assemblies are ECi, P/N AEL65102, and if the S/N is listed in this AD, do the following:

Group ''A'' Cylinder Assemblies; S/N 1138–02 Through S/N 35171–22

(i) For Group ''A'' cylinder assemblies:

(A) Perform an initial visual inspection as specified in paragraphs (h) through (i) of this AD, and an initial compression test as specified in paragraphs (j) through (m) of this AD, within the next 10 operating hours time–in-service (TIS), if the cylinder assembly has 350 or more operating hours TIS on the effective date of this AD, but fewer than 2,000 operating hours TIS.

(B) Perform an initial visual inspection as specified in paragraphs (h) through (i) of this AD, and an initial compression test as specified in paragraphs (j) through (m) of this AD, within the next 10 operating hours TIS, or before exceeding 350 operating hours TIS, whichever occurs later, if the cylinder assembly has fewer than 350 operating hours TIS on the effective date of this AD.

(C) Replace cylinder assemblies installed in helicopter engines within the next 25 operating hours TIS after the effective date of this AD if the cylinder assembly has 1,500 operating hours TIS or more on the effective date of this AD.

(D) Replace cylinder assemblies installed in airplane engines within the next 25 operating hours TIS after the effective date of this AD if the cylinder assembly has 2,000 operating hours TIS or more on the effective date of this AD.

(E) Perform repetitive visual inspections as specified in paragraphs (h) through (i) of this AD, and repetitive compression tests as specified in paragraphs (j) through (m) of this AD, within every 50 operating hours TIS.

(F) Replace cylinder assemblies installed in helicopter engines that pass the visual inspections and compression tests, no later than 1,500 operating hours TIS after the effective date of this AD.

(G) Replace cylinder assemblies installed in airplane engines that pass the visual inspections and compression tests, no later than 2,000 operating hours TIS after the effective date of this AD.

Group ''B'' Cylinder Assemblies; S/N 35239–01 through S/N 42179–30

(ii) For Group ''B'' cylinder assemblies:

(A) Perform an initial visual inspection as specified in paragraphs (h) through (i) of this AD, and initial compression test as specified in paragraphs (j) through (l) of this AD, within the next 10 operating hours TIS.

(B) Replace the cylinder assembly within the next 25 operating hours TIS after the effective date of this AD if the cylinder assembly has 350 or more operating hours TIS on the effective date of this AD.

(C) Replace cylinder assemblies that pass the initial visual inspections and compression tests, before exceeding 350 operating hours TIS after the effective date of this AD.

Visual Inspection

(h) Visually inspect each cylinder head around the exhaust valve side for cracks or any signs of black or white residue of combustion leakage from cracks.

(i) Replace cracked cylinder assemblies before further flight.

Cylinder Assembly Compression Test

(j) Perform a standard cylinder differential compression test.

(k) During the compression test, if the cylinder pressure gauge reads below 70 pounds-per-square-inch, apply a water and soap solution to the side of the leaking cylinder, near the head-to-barrel interface.

(l) Replace the cylinder assembly before further flight if air leakage and bubbles are observed on the side of the cylinder assembly, near the head-to-barrel interface.

(m) For Group ''A'' cylinder assemblies only, repair or replace the engine cylinder assembly before further flight if the cause of the low gauge reading in paragraph (k) of this AD is from leaking intake or exhaust valves, or from leaking piston rings.

Prohibition of Group ''B'' ECi Cylinder Assemblies Affected by This AD

(n) After the effective date of this AD, do not install any Group ''B'' ECi cylinder assembly, P/N AEL65102, onto any engine and do not attempt to repair or reuse Group ''B'' cylinder assemblies.

Alternative Methods of Compliance

(o) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(p) Under 14 CFR 39.23, we will not approve special flight permits for this AD for engines that have failed the visual inspection or the cylinder assembly compression test required by this AD.

Related Information

(q) Contact Peter W. Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; e-mail: *peter.w.hakala@faa.gov;* telephone (817) 222–5145; fax (817) 222–5785, for more information about this AD.

Issued in Burlington, Massachusetts, on December 22, 2009.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E9–30732 Filed 12–30–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–0328; Directorate Identifier 2008–NE–44–AD; Amendment 39–16103; AD 2009–24–11]

RIN 2120–AA64

Airworthiness Directives; General Electric Company (GE) CF34–1A, CF34–3A, and CF34–3B Series Turbofan Engines; Delay of Effective Date

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

ACTION: Final rule; delay of effective date.

SUMMARY: The FAA is delaying the effective date of the final rule airworthiness directive (AD) 2009–24–11, which published in the **Federal Register**, for an additional 30 days, from January 4, 2010 to February 3, 2010. The FAA is delaying the effective date to allow us a sufficient amount of time to make corrections to the compliance text of the final rule.

DATES: The effective date for the final rule published in the **Federal Register** on November 30, 2009 (74 FR 62481) is delayed until February 3, 2010.

FOR FURTHER INFORMATION CONTACT: John Frost, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: *john.frost@faa.gov;* telephone (781) 238–7756; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: On November 30, 2009 (74 FR 62481), we published a final rule AD, FR Doc. E9–28236, in the **Federal Register**. That AD applies to GE CF34–1A, CF34–3A, and CF34–3B series turbofan engines. We are delaying the effective date to allow us a sufficient amount of time to make corrections to the compliance text of the final rule. Since AD 2009–24–11 was issued, we discovered that when we recodified the compliance section as part of our response to a comment received on the proposed AD, we inadvertently left out of the AD certain fan blade effectivity information from paragraphs (f) and (g) and (j). Paragraphs (f) and (g) are missing information on fan blades, P/Ns 6018T30P14 or 4923T56G08, that have any fan blade S/Ns listed in Appendix A of General Electric Aircraft Engines (GEAE) Service Bulletin (SB) No. CF34–AL S/B 72–0245, Revision 01, dated July 30, 2008. Also, paragraph (j) is missing

information on fan blades, P/N 6018T30P14 or P/N 4923T56G08, that have any fan blade S/Ns listed in Appendix A of GEAE SB No. CF34–BJ S/B72–0229, Revision 01, dated July 30, 2008.

Issued in Burlington, Massachusetts, on December 23, 2009.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E9–30978 Filed 12–30–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–1211; Directorate Identifier 2009–NM–121–AD; Amendment 39–16149; AD 2009–26–10]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A380–841, –842, and –861 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:

As a result of the Movable Flap Track Fairing (MFTF) #6 crack findings (ref. AD 2008–0216), a detailed review has been launched for all MFTF #2 to #6. This investigation has revealed some cracking at MFTF #4 pivot support-ring.

This condition, if not corrected, could lead to in-flight loss of MFTF #4, potentially resulting in injuries to persons on the ground.

* * * * *

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

DATES: This AD becomes effective January 15, 2010.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of January 15, 2010.

We must receive comments on this AD by February 16, 2010.

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.

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: Todd Thompson, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1175; 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 2009–0113, dated May 27, 2009 (referred to after this as ''the MCAI''), to correct an unsafe condition for the specified products. The MCAI states:

As a result of the Movable Flap Track Fairing (MFTF) #6 crack findings (ref. AD 2008–0216), a detailed review has been launched for all MFTF #2 to #6. This investigation has revealed some cracking at MFTF #4 pivot support-ring.

This condition, if not corrected, could lead to in-flight loss of MFTF #4, potentially resulting in injuries to persons on the ground.

To prevent the risk of a MFTF #4 detachment, this AD requires an inspection programme and/or replacement of the fairings in order to ensure they are removed from service before any crack becomes critical.

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

Relevant Service Information

Airbus has issued Mandatory Service Bulletin A380–57–8016, dated May 11, 2009. 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.

Differences Between the 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 required 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 AD.

FAA's Determination of the Effective Date

Since there are currently no domestic operators of this product, notice and opportunity for public comment before issuing this AD are unnecessary.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2009–1211; Directorate Identifier 2009–NM–121–