

guidance for this determination in Advisory Circular (AC) 25–1529.

Compliance: Required as indicated, unless accomplished previously.

To prevent hydraulic leakage and failure of the servo-controls located on the ailerons due to cracks in the end caps and along the

barrel, which could result in loss of the ailerons and consequent reduced controllability of the airplane, accomplish the following:

Airworthiness Limitations Revision and Replacement of Servo-Control Units

(a) Within 30 days after the effective date of this AD, revise the Airworthiness

Limitations Section (ALS) of the Instructions for Continued Airworthiness by inserting a copy of this AD into the ALS.

(b) Replace the servo-control units operating in the active mode at the times specified in the following table, counted from the date of initial installation on the airplane, as applicable:

TABLE—PART NUMBERS AND REPLACEMENT LIFE LIMITS

For model—	Replace servo-controls having the following part numbers with new parts having the same part numbers:	Replace before
(1) A330 series airplanes.	(i) 3337457–21, –22, and –23 (inboard) ..	6,000 flight hours.
	(ii) 3337457–25, –26, and –27 (inboard)	18,000 flight hours.
	(iii) 3337457–30, –31, –34, –35, –36, –37, and –38 (inboard).	21,000 flight cycles or 32,000 flight hours, whichever occurs first.
	(iv) 3337457–59 and –60 (inboard)	60,000 flight hours. This is a temporary and life limit; if the operator wants to use the parts beyond 60,000 flight hours the accumulated flight hours of the parts since their origin must be tracked and a request submitted for an alternative method of compliance in accordance with paragraph (d) of this AD.
	(v) 3337458–30, –31, –34, –35, –36, –37, and –38 (outboard).	21,000 flight cycles or 32,000 flight hours, whichever occurs first.
	(vi) 3337458–59 and –60 (outboard)	60,000 flight hours. This is a temporary life limit; if the operator wants to use the parts beyond 60,000 flight hours the accumulated flight hours of the parts since their origin must be tracked and a request submitted for an alternative method of compliance in accordance with paragraph (d) of this AD.
(2) A340 series airplanes.	(i) 3337457–21, –22, and –23 (inboard) ..	9,000 flight hours.
	(ii) 3337457–25, –26, and –27 (inboard)	27,000 flight hours.
	(iii) 3337457–30, –31, –34, –35, –36, –37, and –38 (inboard).	16,400 flight cycles or 65,600 flight hours, whichever occurs first.
	(iv) 3337457–59 and –60 (inboard)	80,000 flight hours. This is a temporary and life limit; if the operator wants to use the parts beyond 80,000 flight hours the accumulated flight hours of the parts since their origin must be tracked and a request submitted for an alternative method of compliance in accordance with paragraph (d) of this AD.
	(v) 3337458–30, –31, –34, –35, –36, –37, and –38 (outboard).	16,400 flight cycles or 65,600 flight hours, whichever occurs first.
	(vi) 3337458–59 and –60 (outboard)	80,000 flight hours. This is a temporary and life limit and if the operator wants to use the parts beyond 80,000 flight hours must track the accumulated flight hours of the parts since their origin and request approval for an alternative method of compliance in accordance with paragraph (d) of this AD.

(c) Except as provided by paragraph (d) of this AD: After the actions specified in paragraphs (a) and (b) of this AD have been accomplished, no alternative life limits may be approved for the components specified in paragraph (b) of this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197

and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Note 3: The subject of this AD is addressed in French airworthiness directives 2001–529(B) and 2001–530(B), both dated November 14, 2001.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–14608; Airspace Docket No. 03–AAL–2]

Proposed Amendment of Class E Airspace; Ambler, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to amend Class E airspace at Ambler, AK. Two new Standard Instrument Approach Procedures (SIAP) are being published for the Ambler Airport. Existing Class E airspace at Ambler is insufficient to contain aircraft executing the new SIAPs. The new approach procedure design will require a Terminal Arrival Area (TAA). Adoption of this proposal would result in the