

2010, has a compliance time of “before the next flight after the effective date of this AD.” This AD requires that the actions be done within 7 days after the effective date of AD 2010–24–08.

(2) EASA AD 2010–0208–E, dated October 12, 2010, allows the flightcrew to inspect the emergency brake system number 2 specified in accordance with Dassault Service Bulletin F50–515, dated October 12, 2010. However, this AD requires the inspection to be performed by certificated maintenance personnel.

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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1137; fax (425) 227–1149. 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 MCAI EASA AD 2010–0208–E, dated October 12, 2010; and Dassault Service Bulletin F50–515, dated October 12, 2010; for related information.

Material Incorporated by Reference

(l) You must use Dassault Service Bulletin F50–515, dated October 12, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register previously approved the incorporation by reference of Dassault Service Bulletin F50–515, dated October 12, 2010, on December 9, 2010 (75 FR 71530, November 24, 2010).

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201–440–6700; Internet <http://www.dassaultfalcon.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.

Issued in Renton, Washington, on April 28, 2011.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1217

RIN 3041–AC79

Safety Standard for Toddler Beds

Correction

In rule document 2011–9421 beginning on page 22019 in the issue of Wednesday, April 20, 2011, make the following correction:

§ 1217.2 [Corrected]

On page 22029, in § 1217.2(c)(6), at the bottom of the page, insert §§ 1217.2(c)(6)(iii), 1217.2(c)(6)(iv), and 1217.2(c)(7), which should read:

(iii) 8.4.4 Toddler beds that convert from a full-size crib, also known as convertible cribs, must meet the warning requirements specified in section 8 of ASTM F 1169–10, instead of the requirements of 8.4.3. See 16 CFR Part 1219 for complete requirements for full-size cribs.

(iv) 8.4.5 Any toddler bed that can convert from a full-size crib, and has the warning specified in section 8.1.3 of ASTM F 1169–10, must include additional text at the end of that warning that specifies the minimum mattress thickness of 4 inches (100 mm). See 16 CFR Part 1219 for complete requirements for full-size cribs.

(7) In addition to figure 10 of ASTM F 1821–09, use the following:

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CONSUMER PRODUCT SAFETY COMMISSION

[CPSC Docket No. CPSC–2010–0104]

16 CFR Part 1512

RIN 3041–AC95

Requirements for Bicycles

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Consumer Product Safety Commission (“CPSC,” “Commission,” or “we”) is amending its bicycle regulations. The amendments make minor changes to the existing regulations to reflect new technologies, designs, and features in bicycles by clarifying that certain provisions or testing requirements do not apply to specific bicycles or bicycle parts. The amendments also clarify several ambiguous and confusing provisions. The final rule also corrects typographical errors and removes an outdated reference.

DATES: The rule is effective June 13, 2011.

FOR FURTHER INFORMATION CONTACT:

Vincent J. Amodeo, Mechanical Engineer, Directorate for Engineering Sciences, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814; e-mail vamodeo@cpsc.gov; telephone 301–504–7570.

SUPPLEMENTARY INFORMATION:

I. Background

CPSC regulations, at 16 CFR part 1512, establish requirements for bicycles pursuant to the Federal Hazardous Substances Act. The regulations were first promulgated in 1978 (43 FR 60034 (Dec. 22, 1978)), with minor amendments in 1980 (45 FR 82627 (Dec. 16, 1980)), 1981 (46 FR 3204 (Jan. 14, 1981)), 1995 (60 FR 62990 (Dec. 8, 1995)), and 2003 (68 FR 7073 (Feb. 12, 2003)); 68 FR 52691 (Sept. 5, 2003)).

In recent years, there have been technological changes in bicycle design and in the materials used to manufacture bicycles that have caused some bicycle manufacturers to question the applicability of a particular CPSC regulation or to seek changes to the regulations. Additionally, the enactment of the Consumer Product Safety Improvement Act of 2008 (CPSIA), Public Law 110–314, 122 Stat. 3016, has resulted in new testing and certification requirements for children’s products. The Commission recognizes that there have been many changes in bicycle