

Installation

(g) Within 60 months after the effective date of this AD, install double shielded fuel quantity indicating system (FQIS) wire bundles, install a new wire feed-through fitting, and ground the wire shields, as applicable, in accordance with Part 1 of the Accomplishment Instructions of Boeing Service Bulletin 727–28–0131, dated August 18, 2010.

Repetitive Inspections

(h) At the applicable times specified in paragraphs (h)(1) or (h)(2) of this AD, do low frequency eddy current (LFEC) inspections for cracking of the fuselage skin, in accordance with Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 727–28–0131, dated August 18, 2010.

(1) For Model 727, 727–100, 727–100C, and 727C series airplanes: Before the accumulation of 45,000 total flight cycles, or within 8,000 flight cycles after the effective date of this AD, whichever occurs later. Repeat the inspections thereafter at intervals not to exceed 8,000 flight cycles.

(2) For Model 727–200 and 727–200F series airplanes: Before the accumulation of 45,000 total flight cycles, or within 16,000 flight cycles after the effective date of this AD, whichever occurs later. Repeat the inspections thereafter at intervals not to exceed 16,000 flight cycles.

(i) If any cracking is found during any inspection required by paragraph (h) of this AD: Before further flight, repair the crack in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Maintenance Program Revision

(j) Before or concurrently with doing the actions required by paragraph (g) of this AD, or within 30 days after the effective date of this AD, whichever occurs later: Revise the maintenance program by incorporating airworthiness limitations (AWL) No. 28–AWL–18 and 28–AWL–19 in Section D of Section 9 (“AIRWORTHINESS LIMITATIONS—FUEL SYSTEMS”) of the Boeing 727–100/200 Airworthiness Limitations (AWLs) Document, D6–8766–AWL, Revision August 2010. The initial compliance time for AWL No. 28–AWL–18 is within 10 years after the accomplishment of paragraph (g) of this AD, or within 10 years after the effective date of this AD, whichever occurs later.

No Alternative Inspections, Inspection Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

(k) After accomplishing the action specified in paragraph (j) of this AD, no alternative inspections, inspection intervals, or CDCCLs may be used unless the inspections, intervals, or CDCCLs are approved as an Alternative Method of Compliance (AMOC) in accordance with the procedures specified in paragraph (l) of this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), 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 manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

Related Information

(m) For more information about this AD, contact Louis Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6478; fax (425) 917–6590; e-mail: elias.natsiopoulos@faa.gov.

(n) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail me.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.

Issued in Renton, Washington, on December 17, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–33002 Filed 12–30–10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–1275; Directorate Identifier 2010–NM–091–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A310 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:

“DGAC [Direction Générale de l’Aviation Civile] France Airworthiness Directive (AD) 1992–106–132(B) * * * was issued to require a set of inspection- and modification tasks which addressed JAR/FAR [Joint Aviation Regulation/Federal Aviation Regulation] 25–571 requirements related to damage-tolerance and fatigue evaluation of structure. * * *.”

* * * * *

The unsafe condition is reduced structural integrity of the wings. 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 February 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—EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; 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-2010-1275; Directorate Identifier 2010-NM-091-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

On December 8, 1998, we issued AD 98-26-01, Amendment 39-10942 (63 FR 69179, December 16, 1998). That AD required actions intended to address an unsafe condition on the products listed above.

Since we issued AD 98-26-01, we have determined that certain compliance times need to be reduced in order to adequately address the identified unsafe condition. Therefore, certain requirements of paragraphs (h), (i), (j), (m), (n), and (s) of that AD are included in this NPRM. The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2007-0242, dated September 4, 2007 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

DGAC [Direction Générale de l'Aviation Civile] France Airworthiness Directive (AD) 1992-106-132(B) original issue up to

revision 7 was issued to require a set of inspection- and modification tasks which addressed JAR/FAR [Joint Aviation Regulation/Federal Aviation Regulation] 25-571 requirements related to damage-tolerance and fatigue evaluation of structure [FAA AD 98-26-01 corresponds to DGAC AD 1992-106-132(B)R4, dated June 5, 1996].

Following the Extended Design Service Goal activities as part of the Structure Task Group for the Airbus A310 program, EASA issued AD 2007-0053 which replaced DGAC France AD F-1992-106-132R7. Since the issuance of that AD, the thresholds and the intervals of some Airbus Service Bulletins (SBs which address structure fatigue related areas on the wing parts), until now part of the requirements of AD 2007-0053, have been updated.

For the reasons stated above, this new [EASA] AD requires the accomplishment of the structural fatigue-related corrective actions in accordance with the latest revision of these SBs which have been reviewed in the context of the A310 Extended Service Goal activities. Consequently, this new AD supersedes the requirements of paragraphs 1.8, 1.9, 1.10, 1.13, 1.18 of EASA AD 2007-0053, which has been revised accordingly.

The unsafe condition is reduced structural integrity of the wings. The required actions are as follows, depending on airplane configuration:

- For certain Model A310-203 and A310-222 airplanes: Repetitive detailed inspections for cracking of the leading edge access panels around the bolt holes, and repair if necessary.

- For certain Model A310-203, A310-204, A310-222, A310-304, A310-322, A310-324, and A310-325 airplanes: Repetitive eddy current inspections to detect cracks in the holes around the overwing refueling aperture at ribs 13-14, and repair if necessary.

- For certain Model A310-203, A310-204, A310-222, A310-304, A310-322, A310-324, and A310-325 airplanes: Repetitive external detailed inspections for cracking of the top skin at ribs 13-14, repetitive internal detailed inspections for cracking of stringer 7 and stringer 8 of the overwing refuel aperture, and repair if necessary.

- For certain Model A310-203 and A310-222 airplanes: Repetitive detailed inspections for cracking around the bolts in the wing top skin upper surface of the front spar between rib 7 and rib 28, and repair if necessary.

- For certain Model A310-203 and A310-222 airplanes: Repetitive high frequency eddy current (HFEC) or X-ray inspections to detect cracking of the stringer runouts inboard and outboard of rib 14 at stringers 6, 7, 8, and 9, and repair if necessary.

- For certain Model A310-203, A310-204, A310-222, A310-304, A310A-322, and A310-324 airplanes: Repetitive ultrasonic inspections for cracking in certain bolt holes where the main landing gear forward pick-up fitting is attached to the rear spar, and repair if necessary.

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

Other Relevant Rulemaking

On September 5, 1990, we issued AD 90-19-07, Amendment 39-6731 (55 FR 37455), for certain Airbus Model A310-200 series airplanes, to require repetitive X-ray inspections of stringers 6, 7, 8, and 9 run-outs inboard and outboard of rib 14, and repair if necessary. Accomplishing an inspection in accordance with paragraph (l) of this AD would terminate the requirements of paragraph (a) of AD 90-19-07.

On March 6, 1991, we issued AD 91-06-18, amendment 39-6940 (56 FR 10796), for all Airbus Model A310-200 series airplanes, to require repetitive high frequency eddy current (HFEC) rototest inspections to detect cracks in the wing rear spar at certain bolt holes where the main landing gear (MLG) forward pick-up fittings are attached to the rear spar, and repair, if necessary. Accomplishing an inspection in accordance with paragraph (q) of this AD would terminate the requirements of AD 91-06-18, amendment 39-6940.

We are also considering issuing three other NPRMs related to this NPRM:

- *Directorate Identifier 2010-NM-092-AD.* That NPRM proposes to supersede AD 98-26-01, amendment 39-10942 (63 FR 69179, December 16, 1998), to continue to require certain actions specified in that AD. However, that NPRM does not restate paragraphs (h), (i), (j), (m), (n), and (s) of AD 98-26-01. Instead, certain requirements of paragraphs (h), (i), (j), (m), (n), and (s) of that AD are included in this NPRM, Directorate Identifier 2010-NM-091-AD.

- *Directorate Identifiers 2010-NM-089-AD and 2010-NM-090-AD.* Both of these NPRMs include the requirements of certain other paragraphs of AD 98-26-01.

Relevant Service Information

Airbus has issued the service bulletins listed in the table below.

TABLE—SERVICE INFORMATION

Service Bulletin	Revision	Date
Airbus Mandatory Service Bulletin A310–57–2002	03	November 28, 2006.
Airbus Mandatory Service Bulletin A310–57–2006	04	May 21, 2007.
Airbus Mandatory Service Bulletin A310–57–2032	04	December 1, 2006.
Airbus Mandatory Service Bulletin A310–57–2038	04	October 19, 2006.
Airbus Mandatory Service Bulletin A310–57–2046	08	December 1, 2006.

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 44 products of U.S. registry. We also estimate that it would take about 97 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 \$362,780, or \$8,245 per product.

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–2010–1275;
Directorate Identifier 2010–NM–091–AD.

Comments Due Date

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

Affected ADs

- (b) This AD affects AD 90–19–07, Amendment 39–6731; and AD 91–06–18, Amendment 39–6940.

Applicability

- (c) This AD applies to Airbus Model A310–203, –204, –221, –222, –304, –322, –324, and –325 airplanes, certificated in any category, all certified models, all serial numbers.

Subject

- (d) Air Transport Association (ATA) of America Code 57: Wings.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

DGAC [Direction Générale de l'Aviation Civile] France Airworthiness Directive (AD) 1992–106–132(B) * * * was issued to require a set of inspection- and modification tasks which addressed JAR/FAR [Joint Aviation Regulation/Federal Aviation Regulation] 25–571 requirements related to damage-tolerance and fatigue evaluation of structure. * * *.

* * * * *

The unsafe condition is reduced structural integrity of the wings.

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.

Restatement of Certain Requirements of AD 98-26-01, Amendment 39-10942, With Reduced Compliance Times

Leading Edge Access Panels Landing—Lower Skin—Inspection for Cracks at Bolt Holes

(g) For Model A310-203 and A310-222 airplanes listed in Airbus Service Bulletin A310-57-2002, Revision 2, dated January 4, 1996, except airplanes on which Airbus modification No. 05101 has been embodied in production, or on which Airbus Service Bulletin A310-57-2003 has been embodied in service before the accumulation of 9,400 total flight cycles and 18,800 total flight hours: At the times specified in paragraph (h) of this AD, perform a detailed visual inspection to detect cracks in the external surface of the wing lower skin around the landing access panel holes of the leading edge, in accordance with the Airbus Service Bulletin A310-57-2002, Revision 1, dated July 2, 1992; Airbus Service Bulletin A310-57-2002, Revision 2, dated January 4, 1996; or Airbus Mandatory Service Bulletin A310-57-2002, Revision 03, dated November 28, 2006. If any discrepancy is found, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent) or EASA (or its delegated agent). Except as required by paragraph (n) of this AD, repeat the detailed inspection specified in this paragraph at the earlier of the times specified in paragraphs (g)(1) and (g)(2) of this AD; and thereafter at intervals not to exceed 2,300 flight cycles or 4,700 flight hours, whichever occurs first. As of the effective date of this AD, use only Airbus Mandatory Service Bulletin A310-57-2002, Revision 03, dated November 28, 2006. Accomplishment of Airbus Modification 05101 (Airbus Service Bulletin A310-57-2003) before the effective date of this AD terminates the repetitive inspection requirements of this paragraph; however, airplanes identified in paragraph (n) of this AD are applicable to the new inspections required by paragraph (n) of this AD. As of the effective date of this AD: Accomplishment of Airbus Modification 05101 (Airbus Service Bulletin A310-57-2003) before the accumulation of 9,400 total flight cycles and 18,800 total flight hours terminates the repetitive inspection requirements of this paragraph.

Note 1: As of the effective date of this AD, if Airbus Service Bulletin A310-57-2003 is done on or after the accumulation of 9,400 total flight cycles or on or after the accumulation of 18,800 total flight hours, the actions specified in paragraph (g) of this AD are still required.

(1) Within 3,000 flight cycles after doing the detailed inspection specified in paragraph (g) of this AD.

(2) At the later of the times specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) Within 2,300 flight cycles or 4,700 flight hours, whichever occurs first, after doing the detailed inspection required by paragraph (g) of this AD.

(ii) Within 1,500 flight cycles or 3,000 flight hours, whichever occurs first, after the effective date of this AD.

(h) For Model A310-203 and A310-222 airplanes listed in Airbus Service Bulletin A310-57-2002, Revision 2, dated January 4, 1996, except airplanes on which Airbus modification No. 05101 has been embodied in production, or on which Airbus Service Bulletin A310-57-2003 has been embodied in service before the accumulation of 9,400 total flight cycles and 18,800 total flight hours: At the earlier of the times specified in paragraphs (h)(1) and (h)(2) of this AD, do the detailed inspection required by paragraph (g) of this AD.

(1) Prior to the accumulation of 12,000 total flight cycles, or within 1,000 flight cycles after January 20, 1999 (the effective date of AD 98-26-01, amendment 39-10942), whichever occurs later.

(2) At the later of the times specified in paragraph (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Prior to the accumulation of 9,400 total flight cycles or 18,800 total flight hours, whichever occurs first.

(ii) Within 1,500 flight cycles or 3,000 flight hours, whichever occurs first, after the effective date of this AD.

Inspect Area Around Overwing Refuelling Aperture at Ribs 13-14

(i) For Model A310-203, A310-204, A310-222, A310-304, A310-322, A310-324, and A310-325 airplanes that are listed in Airbus Service Bulletin A310-57-2006, Revision 3, dated May 2, 1996, and are identified as Configuration 1 in Airbus Mandatory Service Bulletin A310-57-2006, Revision 04, dated May 21, 2007: Prior to the accumulation of 6,000 total flight cycles, or within 1,000 flight cycles after January 20, 1999, whichever occurs later, perform an eddy current inspection to detect cracks in the holes around the overwing refueling aperture at ribs 13-14, in accordance with Airbus Service Bulletin A310-57-2006, Revision 3, dated May 2, 1996; or Airbus Mandatory Service Bulletin A310-57-2006, Revision 04, dated May 21, 2007. If any discrepancy is found, prior to further flight, perform follow-on corrective actions, as applicable, in accordance with Airbus Service Bulletin A310-57-2006, Revision 3, dated May 2, 1996; or Airbus Mandatory Service Bulletin A310-57-2006, Revision 04, dated May 21, 2007; except where the service bulletin specifies to contact Airbus for repair, before further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the DGAC (or its delegated agent) or EASA (or its delegated agent). Repeat the inspection specified in this paragraph at the earlier of the times specified in paragraphs (i)(1) and (i)(2) of this AD, and thereafter at intervals not to exceed 2,300 flight cycles or 4,600 flight hours, whichever occurs first. As of the effective date of this AD, use only Airbus Mandatory Service Bulletin A310-57-2006, Revision 04, dated May 21, 2007. Accomplishment of Airbus Modification 5891H5128 (Airbus Service Bulletin A310-57-2020) terminates the repetitive inspections required by this paragraph.

(1) Within 3,000 flight cycles after doing the last inspection required by paragraph (i) of this AD.

(2) At the later of the times specified in paragraphs (i)(2)(i) and (i)(2)(ii) of this AD.

(i) Within 2,300 flight cycles or 4,600 flight hours, whichever occurs first, after doing the most recent inspection required by paragraph (i) of this AD.

(ii) Within 380 flight cycles or 770 flight hours, whichever occurs first, after the effective date of this AD.

Upper Skin Forward of Front Spar—Inspection for Cracks

(j) For Model A310-203 and A310-222 airplanes listed in Airbus Service Bulletin A310-57-2032, Revision 3, dated January 4, 1996, except airplanes on which Airbus modification 05026 has been embodied in production, or on which Airbus Service Bulletin A310-57-2005 has been done in service before the accumulation of 10,500 total flight cycles and 21,000 total flight hours: At the times specified in paragraph (k) of this AD, perform a detailed visual inspection to detect cracks around the bolts in the wing top skin upper surface of the front spar between rib 7 and rib 28, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-57-2032, Revision 3, dated January 4, 1996; or Airbus Mandatory Service Bulletin A310-57-2032, Revision 04, dated December 1, 2006. If any discrepancy is found, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or DGAC (or its delegated agent) or EASA (or its delegated agent). Except as required by paragraph (p) of this AD, repeat the detailed inspection specified in this paragraph at the earlier of the times specified in paragraphs (j)(1) and (j)(2) of this AD, and thereafter at intervals not to exceed 3,900 flight cycles or 7,900 flight hours, whichever occurs first. As of the effective date of this AD, use only Airbus Mandatory Service Bulletin A310-57-2032, Revision 04, dated December 1, 2006. Accomplishment of Airbus Modification 5026H0878 (Airbus Service Bulletin A310-57-2005) before the effective date of this AD terminates the repetitive inspection requirements of this paragraph; however, airplanes identified in paragraph (p) of this AD are applicable to the new inspections required by paragraph (p) of this AD. As of the effective date of this AD: Accomplishment of Airbus Modification 5026H0878 (Airbus Service Bulletin A310-57-2005) before the accumulation of 10,500 total flight cycles and 21,000 total flight hours terminates the repetitive inspection requirements of this paragraph.

(1) Within 4,500 flight cycles after doing the last inspection required by paragraph (j) of this AD.

(2) At the later of the times specified in paragraphs (j)(2)(i) and (j)(2)(ii) of this AD.

(i) Within 3,900 flight cycles or 7,900 flight hours, whichever occurs first, after doing the most recent inspection required by paragraph (j) of this AD.

(ii) Within 850 flight cycles or 1,700 flight hours, whichever occurs first, after the effective date of this AD.

Note 2: As of the effective date of this AD, if Airbus Service Bulletin A310-57-2005 is

done on or after the accumulation of 10,500 total flight cycles or on or after the accumulation of 21,000 total flight hours, the actions specified in paragraph (j) of this AD are still required.

(k) For Model A310–203 and A310–222 airplanes listed in Airbus Service Bulletin A310–57–2032, Revision 3, dated January 4, 1996, except airplanes on which Airbus modification 05026 has been embodied in production, or on which Airbus Service Bulletin A310–57–2005 has been done in service before the accumulation of 10,500 total flight cycles and 21,000 total flight hours: At the earlier of the times specified in paragraphs (k)(1) and (k)(2) of this AD, do the detailed inspection required by paragraph (j) of this AD.

(1) Prior to the accumulation of 12,000 total flight cycles, or within 1,000 flight cycles after January 20, 1999, whichever occurs later.

(2) At the later of the times specified in paragraphs (k)(2)(i) and (k)(2)(ii) of this AD.

(i) Prior to the accumulation of 10,500 total flight cycles or 21,000 total flight hours, whichever occurs first.

(ii) Within 850 flight cycles or 1,700 flight hours, whichever occurs first, after the effective date of this AD.

Stringer Flanges at Rib 14 Wing Bottom Skin—Inspection for Cracks

(l) For Model A310–203 and A310–222 airplanes listed in Airbus Service Bulletin A310–57–2038, Revision 2, dated January 4, 1996, except airplanes on which Airbus modification 04987 has been done in production: At the compliance time specified in paragraph (m) of this AD, perform a high frequency eddy current (HFEC) or X-ray inspection to detect cracking of the stringer runouts inboard and outboard of rib 14 at stringers 6, 7, 8, and 9, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310–57–2038, Revision 2, dated January 4, 1996; or Airbus Mandatory Service Bulletin A310–57–2038, Revision 04, dated October 19, 2006. Do the next inspection at the earlier of the times specified in paragraph (l)(1) and (l)(2) of this AD, and repeat the inspection thereafter at intervals not to exceed the applicable times specified in Table 1 of this AD. If any crack is detected, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, or DGAC (or its delegated agent) or EASA (or its delegated agent). As of the effective date of this AD, use only Airbus Mandatory Service Bulletin A310–57–2038, Revision 04, dated October 19, 2006.

(1) Within the applicable interval specified in paragraph 1.B.(5) of Airbus Service Bulletin A310–57–2038, Revision 2, dated January 4, 1996.

(2) At the later of the times specified in paragraph (l)(2)(i) and (l)(2)(ii) of this AD.

(i) Within the applicable interval specified in Table 1 of this AD after doing the most recent inspection specified in paragraph (l) of this AD.

(ii) Within 1,100 flight cycles or 2,300 flight hours, whichever occurs first, after the effective date of this AD.

TABLE 1—REPETITIVE INTERVALS, DEPENDING ON INSPECTION TYPE

Type of inspection	Repetitive interval (not to exceed)
X-Ray	7,200 flight cycles or 14,500 flight hours, whichever occurs first.
HFEC	9,400 flight cycles or 18,800 flight hours, whichever occurs first.

(m) For Model A310–203 and A310–222 airplanes listed in Airbus Service Bulletin A310–57–2038, Revision 2, dated January 4, 1996, except airplanes on which Airbus modification 04987 has been done in production: At the earlier of the times specified in paragraphs (m)(1) and (m)(2) of this AD, perform an inspection required by paragraph (l) of this AD.

(1) Prior to the accumulation of 12,000 total flight cycles, or within 1,500 flight cycles after January 20, 1999, whichever occurs later.

(2) At the later of the times specified in paragraphs (m)(2)(i) and (m)(2)(ii) of this AD.

(i) Prior to the accumulation of 12,000 total flight cycles or 24,000 total flight hours, whichever occurs first.

(ii) Within 1,100 flight cycles or 2,300 flight hours after the effective date of this AD, whichever occurs first.

New Requirements of This AD

Leading Edge Access Panels Landing—Lower Skin—Inspection for Cracks at Bolt Holes—Additional Inspections for Certain Airplanes

(n) For Model A310–203 and A310–222 airplanes, on which Airbus Service Bulletin A310–57–2003 has been done in service on or after the accumulation of 9,400 total flight cycles or on or after the accumulation of 18,800 total flight hours: Do the inspection required by paragraph (g) of this AD at the later of the times specified in paragraphs (n)(1) and (n)(2) of this AD. Repeat the inspection required by paragraph (g) of this AD thereafter at intervals not to exceed 2,300 flight cycles or 4,700 flight hours, whichever occurs first.

(1) Within 2,300 flight cycles or 4,700 flight hours, whichever occurs first, after doing the most recent detailed inspection required by paragraph (g) of this AD.

(2) Within 1,500 flight cycles or 3,000 flight hours, whichever occurs first, after the effective date of this AD.

Inspect Area Around Overwing Refuelling Aperture at Ribs 13–14 for Additional Airplanes

(o) For Model A310–203, A310–204, A310–222, A310–304, A310–322, A310–324, and A310–325 airplanes, except for airplanes identified in paragraph (i) of this AD on which Airbus Modification 05891H5128 (Airbus Service Bulletin A310–57–2020) has not been done: At the applicable compliance time specified in Table 2 of this AD, do the applicable actions specified in paragraph (o)(1) or (o)(2) of this AD, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310–57–2006, Revision 04, dated May 21, 2007. If any cracking is found, before further flight, repair in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310–57–2006, Revision 04, dated May 21, 2007; except where this service bulletin specifies to contact Airbus for repair, before further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, or EASA (or its delegated agent). Repeat the inspections thereafter at the applicable interval specified in Table 2 of this AD. Certain compliance times specified in Table 2 of this AD are applicable to short range use, average flight time (AFT) equal to or less than 4.0 hours, or long range use, AFT exceeding 4.0 hours. For airplanes identified as Configuration 01 in Airbus Mandatory Service Bulletin A310–57–2006, Revision 04, dated May 21, 2007, accomplishment of Airbus Modification 05891H5128 (Airbus Service Bulletin A310–57–2020) terminates the repetitive inspections required by this paragraph for Configuration 01 airplanes; thereafter do the applicable actions specified in paragraph (o)(2) of this AD at the times specified in Table 2 of this AD.

(1) For Configuration 01 airplanes, as identified in Airbus Mandatory Service Bulletin A310–57–2006, Revision 04, dated May 21, 2007: Do a rotating probe eddy current inspection for cracking in the holes around the overwing refueling aperture at ribs 13–14.

(2) For Configuration 02 through 06 airplanes, as identified in Airbus Mandatory Service Bulletin A310–57–2006, Revision 04, dated May 21, 2007: Do an external detailed inspection for cracking of the top skin at ribs 13–14, and an internal detailed inspection for cracking of string 7 and string 8 of the overwing refuel aperture.

TABLE 2—COMPLIANCE TIMES FOR CONFIGURATION 01 THROUGH 06 AIRPLANES

Airplanes as Identified in Airbus Mandatory Service Bulletin A310-57-2006, Revision 04, dated May 21, 2007	Compliance time (whichever occurs later)		Repetitive interval (not to exceed)
Configuration 01 airplanes	Prior to the accumulation of 6,000 total flight cycles.	Within 380 flight cycles or 770 flight hours, whichever occurs first, after the effective date of this AD.	2,300 flight cycles or 4,600 flight hours, whichever occurs first.
Configuration 02 airplanes	Within 30,900 flight cycles or 61,900 flight hours, whichever occurs first, after accomplishing Airbus Service Bulletin A310-57-2020.	Within 1,500 flight cycles or 18 months, whichever occurs first, after the effective date of this AD.	11,300 flight cycles or 22,600 flight hours, whichever occurs first.
Configuration 03 airplanes	Within 30,900 flight cycles or 61,900 flight hours, whichever occurs first, after Airbus Modification 05891H5128 is done or Airbus Service Bulletin A310-57-2020 is accomplished.	Within 1,500 flight cycles or 18 months, whichever occurs first, after the effective date of this AD.	12,000 flight cycles or 24,000 flight hours, whichever occurs first.
Configuration 04 and 05 short range airplanes.	Before the accumulation of 25,900 total flight cycles or 72,500 total flight hours, whichever occurs first.	Within 1,500 flight cycles or 18 months, whichever occurs first, after the effective date of this AD.	12,000 flight cycles or 33,600 flight hours, whichever occurs first.
Configuration 04 and 05 long range airplanes.	Before the accumulation of 18,800 total flight cycles or 94,200 total flight hours, whichever occurs first.	Within 1,500 flight cycles or 18 months, whichever occurs first, after the effective date of this AD.	9,400 flight cycles or 47,200 flight hours, whichever occurs first.
Configuration 06	Before the accumulation of 30,900 total flight cycles or 61,900 total flight hours, whichever occurs first.	Within 1,500 flight cycles or 18 months, whichever occurs first, after the effective date of this AD.	12,000 flight cycles or 24,000 flight hours, whichever occurs first.

Upper Skin Forward of Front Spar—Inspection for Cracks—Additional Inspections for Certain Airplanes

(p) For Model A310-203 and A310-222 airplanes on which Airbus Service Bulletin A310-57-2005 has been done in service on or after the accumulation of 10,500 total flight cycles or on or after 21,000 total flight hours: Do the inspection required by paragraph (j) of this AD at the later of the times specified in paragraphs (p)(1) and (p)(2) of this AD. Repeat the inspection specified in paragraph (j) of this AD thereafter at intervals not to exceed 3,900 flight cycles or 7,900 flight hours, whichever occurs first.

(1) Within 3,900 flight cycles or 7,900 flight hours, whichever occurs first, after doing the most recent inspection required by paragraph (j) of this AD.

(2) Within 850 flight cycles or 1,700 flight hours, whichever occurs first, after the effective date of this AD.

Inspection of Rear Spar at Selected Bolt Locations for Attachment of Main Landing Gear Forward Pick-Up Fitting

(q) For Model A310-203, A310-204, A310-222, A310-304, A310A-322, and A310-324 airplanes, except airplanes on which Airbus modification 07601 has been done in production: Do the applicable actions specified in paragraphs (q)(1), (q)(2), and (q)(3) of this AD. If any cracking is found during any inspection, before further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or EASA (or its delegated agent).

Note 3: For Model A310-304, A310A-322, and A310-324 airplanes on which Airbus modification 07601 has been done, guidance for post-modification inspections can be found in Structure Significant Item (SSI) 57.21.16 of the Maintenance Review Board Document (MRBD).

(1) For airplanes on which Airbus Modification 07925H1113 (Airbus Service Bulletin A310-57-2049) and Modification 11578H5436 (Airbus Service Bulletin A310-

57-2074) have not been done: At the applicable time specified in Table 3 of this AD, perform an ultrasonic inspection for cracking in certain bolt holes where the main landing gear forward pick-up fitting is attached to the rear spar, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-57-2046, Revision 08, dated December 1, 2006. Repeat the inspection thereafter at the applicable interval specified in Table 3 of this AD until Airbus Modification 07925H1113 (Airbus Service Bulletin A310-57-2049) or 11578H5436 (Airbus Service Bulletin A310-57-2074) has been done. After doing Airbus Modification 07925H1113 (Airbus Service Bulletin A310-57-2049) or 11578H5436 (Airbus Service Bulletin A310-57-2074) do the applicable actions specified in paragraph (q)(2) or (q)(3) of this AD at the times specified in paragraph (q)(2) or (q)(3) of this AD, as applicable. Certain compliance times specified in Table 3 of this AD are applicable to short range use, average flight time (AFT) equal to or less than 4.0 hours, or long range use, AFT exceeding 4.0 hours.

TABLE 3—COMPLIANCE TIMES FOR AIRPLANES PRE-MOD 07925 AND PRE-MOD 11578

Airplanes	Compliance time (whichever occurs later)		Repetitive interval (not to exceed)
Model A310-203, A310-204, and A310-222 airplanes.	Prior to the accumulation of 9,800 total flight cycles or 19,600 total flight hours, whichever occurs first.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	2,800 flight cycles or 5,700 flight hours, whichever occurs first.

TABLE 3—COMPLIANCE TIMES FOR AIRPLANES PRE-MOD 07925 AND PRE-MOD 11578—Continued

Model A310–304, A310A–322, and A310–324 short range airplanes.	Prior to the accumulation of 7,100 total flight cycles or 20,100 total flight hours, whichever occurs first.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	2,400 flight cycles or 6,900 flight hours, whichever occurs first.
Model A310–304, A310A–322, and A310–324 long range airplanes.	Prior to the accumulation of 5,700 total flight cycles or 28,600 total flight hours, whichever occurs first.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	1,900 flight cycles or 9,800 flight hours, whichever occurs first.

(2) For airplanes on which Airbus Modification 07925H1113 (Airbus Service Bulletin A310–57–2049) has been done: At the applicable time specified in Table 4 of this AD, perform an ultrasonic inspection for cracking in certain bolt holes where the main

landing gear forward pick-up fitting is attached to the rear spar, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310–57–2046, Revision 08, dated December 1, 2006. Repeat the inspection thereafter at the applicable

interval specified in Table 4 of this AD. Certain compliance times specified in Table 4 of this AD are applicable to short range use, AFT equal to or less than 4.0 hours, or long range use, AFT exceeding 4.0 hours.

TABLE 4—COMPLIANCE TIMES FOR AIRPLANES POST-MOD 07925

Airplanes	Compliance time (whichever occurs later)		Repetitive interval (not to exceed)
Model A310–203, A310–204, and A310–222 airplanes.	Prior to the accumulation of 14,700 total flight cycles or 29,400 total flight hours, whichever occurs first.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	9,400 flight cycles or 18,900 flight hours, whichever occurs first.
Model A310–304, A310A–322, and A310–324 short range airplanes.	Prior to the accumulation of 11,900 total flight cycles or 33,500 total flight hours, whichever occurs first.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	5,000 flight cycles or 14,000 flight hours, whichever occurs first.
Model A310–304, A310A–322, and A310–324 long range airplanes.	Prior to the accumulation of 9,500 total flight cycles or 47,700 total flight hours, whichever occurs first.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	4,000 flight cycles or 20,000 flight hours, whichever occurs first.

(3) For airplanes on which Airbus Modification 11578H5436 (Airbus Service Bulletin A310–57–2074) has been done: At the applicable time specified in Table 5 of this AD, perform an ultrasonic inspection for cracking in certain bolt holes where the main

landing gear forward pick-up fitting is attached to the rear spar, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310–57–2046, Revision 08, dated December 1, 2006. Repeat the inspection thereafter at the applicable

interval specified in Table 5 of this AD. Certain compliance times specified in Table 5 of this AD are applicable to short range use, average flight time (AFT) equal to or less than 4.0 hours, or long range use, AFT exceeding 4.0 hours.

TABLE 5—COMPLIANCE TIMES FOR AIRPLANES POST-MOD 11578

Airplanes	Compliance time (whichever occurs later)		Repetitive interval (not to exceed)
Model A310–203, A310–204, and A310–222 airplanes.	Within 29,600 flight cycles or 59,200 flight hours, whichever occurs first, after Airbus Modification 11578H5436 (Airbus Service Bulletin A310–57–2074) has been done.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	9,400 flight cycles or 18,900 flight hours, whichever occurs first.
Model A310–304, A310A–322, and A310–324 short range airplanes.	Within 24,200 flight cycles or 67,900 flight hours, whichever occurs first, after Airbus Modification 11578H5436 (Airbus Service Bulletin A310–57–2074) has been done.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	5,000 flight cycles or 14,000 flight hours, whichever occurs first.
Model A310–304, A310A–322, and A310–324 long range airplanes.	Within 19,300 flight cycles or 96,800 flight hours, whichever occurs first, after Airbus Modification 11578H5436 (Airbus Service Bulletin A310–57–2074) has been done.	Within 750 flight cycles or 1,500 flight hours, whichever occurs first, after the effective date of this AD.	4,000 flight cycles or 20,000 flight hours, whichever occurs first.

Credit for Actions Accomplished in Accordance With Previous Service Information

(r) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A310–57–2038, Revision 03, dated September 4, 1998, are acceptable for compliance with the corresponding actions specified in paragraph (l) of this AD.

(s) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A310–57–2046, Revision 07, dated April 2, 1999, are acceptable for compliance with the corresponding actions specified in paragraph (q) of this AD.

Terminating Action for Paragraph (a) of AD 90–19–07, Amendment 39–6731

(t) Accomplishing an inspection in accordance with Airbus Service Bulletin A310–57–2038, Revision 2, dated January 4, 1996, or Revision 03, dated September 4, 1998; or Airbus Mandatory Service Bulletin A310–57–2038, Revision 04, dated October 19, 2006; terminates the requirements of paragraph (a) of AD 90–19–07, Amendment 39–6731.

Note 4: Airbus Service Bulletin A310–57–2038, Revision 2, dated January 4, 1996; and Airbus Mandatory Service Bulletin A310–57–2038, Revision 04, dated October 19, 2006; are referred to in paragraph (l) of this AD. Airbus Service Bulletin A310–57–2038, Revision 03, dated September 4, 1998, is referred to in paragraph (r) of this AD.

Terminating Action for AD 91–06–18, Amendment 39–6940

(u) Accomplishing an inspection in accordance with Airbus Service Bulletin

A310–57–2046, Revision 4, dated October 16, 1996, as revised by Airbus Service Bulletin Change Notice 4A, dated October 16, 1996; Airbus Service Bulletin A310–57–2046, Revision 07, dated April 2, 1999; or Airbus Mandatory Service Bulletin A310–57–2046, Revision 08, dated December 1, 2006; terminates the requirements of AD 91–06–18, amendment 39–6940.

Note 5: Airbus Mandatory Service Bulletin A310–57–2046, Revision 08, dated December 1, 2006, is referred to in paragraph (q) of this AD. Airbus Service Bulletin A310–57–2046, Revision 07, dated April 2, 1999, is referred to in paragraph (s) of this AD. Airbus Service Bulletin A310–57–2046, Revision 4, dated October 16, 1996, as revised by Airbus Service Bulletin Change Notice 4A, dated October 16, 1996, is referred to in paragraph (n) of AD 98–26–01.

FAA AD Differences

Note 6: This AD differs from the MCAI and/or service information as follows:

Although the MCAI or service information allows further flight after cracks are found during compliance with the required action, paragraph (j) of this AD requires that you repair the crack(s) before further flight.

Other FAA AD Provisions

(v) 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. Send information to ATTN: Dan Rodina,

Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2125; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD. AMOCs approved previously in accordance with AD 98–26–01, amendment 39–10942, are approved as AMOCs for the corresponding provisions of 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:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

Related Information

(w) Refer to MCAI EASA Airworthiness Directive 2007–0242, dated September 4, 2007; and Airbus service bulletins listed in Table 6 of this AD; for related information.

TABLE 6—RELATED SERVICE INFORMATION

Service Bulletin	Revision	Date
Airbus Mandatory Service Bulletin A310–57–2002	03	November 28, 2006.
Airbus Mandatory Service Bulletin A310–57–2006	04	May 21, 2007.
Airbus Mandatory Service Bulletin A310–57–2032	04	December 1, 2006.
Airbus Mandatory Service Bulletin A310–57–2038	04	October 19, 2006.
Airbus Mandatory Service Bulletin A310–57–2046	08	December 1, 2006.
Airbus Service Bulletin A310–57–2038	2	January 4, 1996.
Airbus Service Bulletin A310–57–2038	03	September 4, 1998.
Airbus Service Bulletin A310–57–2032	3	January 4, 1996.
Airbus Service Bulletin A310–57–2002	2	January 4, 1996.
Airbus Service Bulletin A310–57–2006	3	May 2, 1996.
Airbus Service Bulletin A310–57–2046	4	October 16, 1996.
Airbus Service Bulletin A310–57–2046	07	April 2, 1999.
Airbus Service Bulletin A310–57–2046, Change Notice 4A	Original	October 16, 1996.

Issued in Renton, Washington, on December 17, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-32989 Filed 12-30-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-1276; Directorate Identifier 2010-NM-092-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 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 that would supersede two existing ADs. 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:

DGAC [Direction Générale de l'Aviation Civile] France AD 1992-106-132(B) * * * has been issued in order to mandate a set of inspections/modifications which address JAR/FAR [Joint Aviation Regulation/Federal Aviation Regulation] 25-571 requirements related to damage-tolerance and fatigue evaluation of structure.

* * * * *

The unsafe condition is reduced structural integrity of the wings, fuselage, and stabilizers. 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 February 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-EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; 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-2010-1276; Directorate Identifier 2010-NM-092-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

On December 8, 1998, we issued AD 98-26-01, Amendment 39-10942 (63 FR 69179, December 16, 1998); and on May 30, 1991, we issued AD 91-13-01, Amendment 39-7032 (56 FR 26602, June 10, 1991). Those ADs required actions intended to address an unsafe condition on the products listed above.

Since we issued ADs 98-26-01 and 91-13-01, we have determined that certain compliance times need to be reduced in order to adequately address the identified unsafe condition. The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2007-0053R3, dated December 17, 2009 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

DGAC [Direction Générale de l'Aviation Civile] France AD 1992-106-132(B) original issue up to revision 7 has been issued in order to mandate a set of inspections/modifications which address JAR/FAR [Joint Aviation Regulation/Federal Aviation Regulation] 25-571 requirements related to damage-tolerance and fatigue evaluation of structure [FAA AD 98-26-01 corresponds to DGAC AD 1992-106-132(B)R4, dated June 5, 1996].

Following the Extended Design Service Goal activities part of the Structure Task Group for the A310 program, EASA AD 2007-0053 superseded DGAC France AD F-1992-106-132R7 in order to take into account the publication of Airbus Service Bulletins (SB) A310-55-2004 at Revision 5 and Airbus SB A310-53-2074 at Revision 3, whose inspection thresholds and/or intervals had been reduced.

Revision 1 of this AD was issued to remove the mandatory requirements related to the wings (*i.e.* § 1.8, 1.9, 1.10, 1.13, and 1.18) from the Compliance section, which have been transferred to EASA AD 2007-0242.

Revision 2 of this AD has been issued to remove the mandatory requirements of paragraph 1.15, 1.16 and 1.17 which have now been transferred to EASA AD 2009-0057 (§ 1.15 and 1.17) and 2009-0058 (§ 1.16) respectively.

Revision 3 of this AD is issued to add a Note to the Applicability and amend the Required Action(s) and Compliance Time(s) section of this AD to clarify the allowed use of the referenced SBs by operators. In addition, a note has been added to paragraph 1.7 and the notes associated to paragraphs 1.1, 1.2, 1.3, 1.4, 1.5 and 1.12 have been clarified.

The unsafe condition is reduced structural integrity of the wings, fuselage, and stabilizers. This NPRM proposes to continue to require certain actions specified in AD 98-26-01. This proposed AD also expands the inspection area of the high frequency eddy current rototest inspection