

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent deformation of the attachment clips on the wing-to-fuselage fairings and on the upper cowlings of the engine nacelle, which could result in the fairings and cowlings detaching from the airplane during flight and subsequently causing damage to the empennage or posing a hazard to persons or property on the ground, accomplish the following:

(a) For Model ATR42 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR42-53-0063) has been installed: Within 9 months after the effective date of this AD, replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR42-53-0081, Revision 1, dated December 9, 1994.

(b) For Model ATR42 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR42-53-0063) has not been installed: Within 9 months after the effective date of this AD, install cup washers (NAS1169C10) on the wing-to-fuselage fairing panels and replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR42-53-0082, dated June 6, 1994.

(c) For Model ATR72 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR72-53-1008) has been installed: Within 9 months after the effective date of this AD, replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR72-53-1043, Revision 1, dated December 9, 1994.

(d) For Model 72 series airplanes on which Modification 2601 (Aerospatiale Service Bulletin ATR72-53-1008) has not been installed: Within 9 months after the effective date of this AD, install cup washers (NAS1169C10) on the wing-to-fuselage fairing panels and replace the existing attachment clips at the wing-to-fuselage fairings and the engine nacelle upper

cowlings with new attachment clips, in accordance with Aerospatiale Service Bulletin ATR72-53-1044, dated June 6, 1994.

(e) As of the effective date of this AD, no person shall install an attachment clip, part number S539101000000 or part number S5391009400000, on any airplane.

(f) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(g) Special flight permits may be issued in accordance with sections 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.

Issued in Renton, Washington, on January 4, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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#### 14 CFR Part 39

[Docket No. 95-NM-275-AD]

#### Airworthiness Directives; Airbus Model A310 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Airbus Model A310 series airplanes. This proposal would require various inspections to detect fatigue cracks at certain locations on the fuselage, horizontal stabilizer, and wings and tail, and repair or modification, if necessary; and installation of doublers. This proposal is prompted by results of full-scale fatigue testing of a Model A310 series airplane, which revealed fatigue cracks at those locations. The actions specified by the proposed AD are intended to prevent reduced structural integrity of the fuselage, horizontal stabilizer, and wings.

**DATES:** Comments must be received by February 20, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation

Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-275-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Philip Forde, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2146; fax (206) 227-1149.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-275-AD." The postcard will be date stamped and returned to the commenter.

##### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No.

95-NM-275-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has notified the FAA that an unsafe condition may exist on all Airbus Model A310 series airplanes. The DGAC advises that results of full-scale fatigue testing of an Airbus Model A310 series airplane have revealed fatigue cracks in various locations on the fuselage, horizontal stabilizer, and wings. Fatigue cracks in those locations, if not detected and corrected in a timely manner, could result in reduced structural integrity of the fuselage, horizontal stabilizer, and wings.

#### Explanation of Service Information

Airbus has issued 16 service bulletins that describe procedures for various inspections to detect fatigue cracks at certain locations on the fuselage, horizontal stabilizer, and wings, and repair or modification, if necessary; and installation of doublers. Five of these service bulletins address fatigue cracking of the fuselage, and are described as follows:

1. Airbus Service Bulletin A310-53-2014, Revision 5, dated June 9, 1992, that describes procedures for an eddy current inspection to detect cracks in certain holes on the doublers at frame 40, and repair, reinspection, or installation of new doublers to reinforce the bottom joint angle fitting at frame 40.

2. Airbus Service Bulletin A310-53-2016, Revision 5, dated December 7, 1992, that describes procedures for defectoscope or rototest inspection to detect cracks in the holes aft of frame 47 at the level of stringer 43; repair, if necessary; and installation of new doublers for local reinforcement. The service bulletin also describes procedures for reducing the thickness of the outer lateral skin panel and the height of the vertical stiffeners. In addition, the service bulletin describes procedures for a defectoscope or rototest inspection to detect cracks in the holes and fillets forward of frame 54 between stringers 33 and 37; repair, if necessary; and installation of new structural doublers. The service bulletin also describes procedures for an X-ray inspection to detect cracks in the holes forward of frame 54, and installation of new doublers, spacers, and stringer splice, if necessary. Accomplishment of certain procedures described in this service bulletin will improve the distribution of stresses due to deformations that cause structural

damage by reinforcing the areas described and by reducing certain thicknesses and lengths of lower skin lateral panel vertical stiffeners.

3. Airbus Service Bulletin A310-53-2054, Revision 2, dated May 22, 1990, that describes procedures for repetitive visual inspections to detect cracks on frame 46 between the left- and right-hand sides of stringers 21 and 22 on the forward and aft faces, and repair, if necessary. The actions described in this service bulletin are required currently by AD 91-13-01, amendment 39-7032 (56 FR 26602, June 10, 1991). The FAA plans to rescind that AD once this proposed rule becomes effective.

4. Airbus Service Bulletin A310-53-2057, Revision 1, dated April 30, 1992, that describes procedures for repetitive visual inspections to detect cracks on stringer 25 at the T-section connecting frame 50A to the beam between the left- and right-hand sides of frames 50 and 51. For airplanes on which any crack is found during the inspection, the service bulletin specifies that Airbus Modification numbers 4853 and 5273 (reference Airbus Service Bulletin A310-53-2011) must be accomplished. Accomplishment of these modifications terminates the repetitive inspections described previously.

5. Airbus Service Bulletin A310-53-2059, dated October 4, 1991, that describes procedures for repetitive visual inspections to detect cracks in the lower milled side panel at the lap joint with the upper side panel on the left- and right-hand sides of stringer 22 at frame 47, and repair, if necessary. Accomplishment of the repair described in this service bulletin or accomplishment of Airbus Modification number 5997 (reference Airbus Service Bulletin A310-53-2058) constitutes terminating action for the repetitive inspections.

Two of the Airbus service bulletins relate to fatigue cracking of the horizontal stabilizer, and are described as follows:

6. Airbus Service Bulletin A310-55-2002, Revision 4, dated April 28, 1989, that describes procedures for an eddy current inspection to detect cracks on the upper integral part adjacent to the rear attach fittings on the horizontal stabilizer, and modification of the horizontal stabilizer, if necessary. The modification involves reinforcing the horizontal stabilizer upper skin with a steel plate and installing modified joining parts.

7. Airbus Service Bulletin A310-55-2004, Revision 2, dated February 7, 1991, that describes procedures for repetitive high frequency eddy current rototest inspections to detect cracks in

specified fastener holes in the top skin chordwise splice along the contour of the steel doubler between ribs 3 and 4 on the left- and right-hand center and side boxes on the horizontal stabilizer.

Nine of the Airbus service bulletins deal with fatigue cracking in the wings and tail, and are described as follows:

8. Airbus Service Bulletin A310-57-2002, Revision 1, dated July 2, 1992, that describes procedures for repetitive detailed visual inspections to detect cracks in the external surface of the wing lower skin around the leading edge landing access panel holes. For certain airplanes, the service bulletin also describes procedures for an eddy current inspection around the affected bolt position to determine crack length and direction.

9. Airbus Service Bulletin A310-57-2006, Revision 2, dated March 28, 1995, that describes procedures for repetitive eddy current inspections to detect cracks in the holes around the overwing refueling aperture at ribs 13 and 14, and repair, if necessary.

10. Airbus Service Bulletin A310-57-2032, Revision 2, dated April 23, 1993, that describes procedures for repetitive detailed visual inspections to detect cracks around the bolts in the upper surface of the wing top skin of the front spar between ribs 7 and 28; and repetitive high frequency eddy current inspections, if necessary.

11. Airbus Service Bulletin A310-57-2037, Revision 2, dated April 23, 1993, that describes procedures for repetitive high frequency eddy current inspections to detect cracks around the attachment bolt heads for the shroud panel landing on the bottom skin aft of the rear spar forward of access door 575CB/675CB.

12. Airbus Service Bulletin A310-57-2039, dated September 24, 1990, that describes procedures for repetitive visual or eddy current inspections to detect cracks on the left and right vertical posts, numbers 1 through 5, in the wing center box at frame 40/41; and accomplishment of the modification specified in Airbus Service Bulletin A310-57-2041, dated September 24, 1990, and subsequent reinspection, if necessary.

13. Airbus Service Bulletin A310-57-2046, Revision 3, dated October 17, 1995, including Appendix 1, that describes procedures for repetitive high frequency eddy current rototest inspections to detect cracks in certain bolt holes where the main landing gear forward pick-up fittings are attached to the rear spar, and repair, if necessary. The actions described in this service bulletin are required currently by AD 91-06-18, amendment 39-6940 (56 FR 10796, March 14, 1991). The FAA plans

to rescind AD 91-06-18 once the final rule for this proposed rule becomes effective.

14. Airbus Service Bulletin A310-57-2047, dated February 26, 1991, that describes procedures for repetitive rotating probe inspections to detect cracks in the fastener holes on the left- and right-hand sides of the rear spar internal angle and tee fitting, and repair, if necessary.

15. Airbus Service Bulletin A310-57-2050, dated April 23, 1990, that describes procedures for a visual or rototest inspection to detect cracks in the drain holes on the lower skin panel in the center wing box between frames 42 and 46, and repetitive inspections or repair, if necessary. (The service bulletin specifies that cold expansion of the holes, as described in Airbus Service Bulletin A310-57-2048, may be accomplished as terminating action for the repetitive inspections.)

16. Airbus Service Bulletin A310-53-2074, Revision 1, dated February 20, 1995, which describes procedures for various types of repetitive inspections to detect cracks, corrosion, and other damage in three main areas of the airplane: the flange of the lower corner fitting and the edge of the outer skin (Area 1); the edges of the longeron, the skin strap, and the outer skin at the runout of the corner fitting above the last eight fasteners (Area 2); and the assembly of the lower corner fitting, the longeron, the skin strap and the skin (Area 3). The service bulletin also specifies procedures for accomplishing certain repairs, if necessary.

The DGAC classified these service bulletins as mandatory and issued Airworthiness Directive 92-106-132(B)R3, dated June 7, 1995, in order to assure the continued airworthiness of these airplanes in France.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of Section 21.29 of the Federal Aviation Regulations and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require various inspections to detect fatigue cracks at certain locations on the fuselage, horizontal stabilizer, and wings and tail, and repair or modification, if necessary; and installation of doublers. Certain actions would be required to be accomplished in accordance with the service bulletins described previously.

Operators should note that although the French AD specifies that the airplane may be operated for 500 landings prior to repair of any crack that extends rearward, paragraph (h)(2)(iii) of this proposed AD would require that such cracking be repaired prior to further flight. The FAA finds that a crack of any length that extends rearward is more critical than a crack that extends forward. (The French AD specifies that a crack that extends forward to the panel edge must be repaired prior to further flight.) The FAA bases its finding on the fact that

cracks extending forward approach an access panel cutout, while cracks that extend rearward approach the front spar of the wing, where the fuel cell is located.

Additionally, operators should note that paragraphs (l)(1) and (l)(2) of this proposed AD would require an eddy current inspection to detect cracking as small as 0.078 inch in the left and right vertical posts in the wing center box at frame 40/41, while the French AD allows a choice of inspection method (visual or eddy current). The FAA finds that there is little likelihood of detecting a crack of that size using a visual inspection technique. The FAA finds that accomplishment of the inspection using an eddy current inspection technique is more likely to ensure that cracking of this size is detected.

Operators also should note that paragraph (p) of this proposed AD would require a rototest inspection to detect cracks as small as 0.0275 inch in the drain holes on the lower skin panel in the center wing box between frames 42 and 46. However, the French AD allows operators to perform the inspection using either a visual or rototest inspection method. In this case, the FAA has determined that there is little probability of detecting a crack of that size using a visual inspection technique. The FAA finds that accomplishment of the inspection using a rototest inspection method is more likely to ensure that cracking of this size is detected.

Cost Estimate

The FAA estimates that 29 airplanes of U.S. registry would be affected by this proposed AD. Approximate work hours to accomplish the proposed actions and costs for required parts are listed in the following table. The average labor rate is \$60 per work hour.

A310 service bulletin No.	Work hours	Parts cost/airplane	Cost/airplane	No. of U.S. airplanes	No. modified
53-2014 .....	78	\$12,121	\$16,801	7	5
53-2016 .....	317	14,282	33,302	12	5
53-2054 .....	11	N/A	660	8	0
53-2057 .....	12	N/A	720	13	0
53-2059 .....	13	N/A	780	17	0
53-2074 .....	268	N/A	16,080	17	0
55-2002 .....	715	34,100	77,000	7	6
55-2004 .....	16	N/A	960	11	0
57-2002 .....	8	N/A	480	6	0
57-2006 .....	52	N/A	3,120	2	0
57-2032 .....	5	N/A	300	6	0
57-2037 .....	2	N/A	120	6	0
57-2039 .....	3	N/A	180	15	0
57-2046 .....	180	N/A	10,800	33	0
57-2047 .....	82	N/A	4,920	24	0
57-2050 .....	24	N/A	1,440	20	0

Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$1,885,671. However, the FAA has been advised that a certain number of U.S.-registered airplanes already have been modified in accordance with the proposed requirements of this AD. (The numbers of U.S.-registered airplanes that have already been modified are listed under the heading, "Number Modified," in the table above.) Therefore, the future economic cost impact of this rule on U.S. operators is now only \$1,173,156.

The FAA recognizes that the obligation to maintain aircraft in an airworthy condition is vital, but sometimes expensive. Because AD's require specific actions to address specific unsafe conditions, they appear to impose costs that would not otherwise be borne by operators. However, because of the general obligation of operators to maintain aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining safe aircraft, prudent operators would accomplish the required actions even if they were not required to do so by the AD.

A full cost-benefit analysis has not been accomplished for this proposed AD. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA, as in this proposed AD, makes a finding of an unsafe condition, this means that the original cost-beneficial level of safety is no longer being achieved and that the proposed actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost-beneficial, a full cost-benefit analysis for this proposed AD would be redundant and unnecessary.

#### Regulatory Impact

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient

federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that 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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption

#### ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Airbus Industrie: Docket 95-NM-275-AD.

*Applicability:* All Model A310 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (r) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the fuselage, horizontal stabilizer, and wings, accomplish the following:

(a) For airplanes listed in Airbus Service Bulletin A310-53-2014, Revision 5, dated June 9, 1992: Within 36 months after the effective date of this AD, perform an eddy current inspection to detect cracks in holes K, M, N, O, P, Q, and R on the doublers at frame 40 in accordance with Airbus Service Bulletin A310-53-2014, Revision 5, dated June 9, 1992.

(1) If no crack is found in any doubler, prior to further flight, install new doublers in accordance with the service bulletin.

(2) If any crack is found in any doubler, prior to further flight, inspect to detect cracks in holes M, N, O, P, Q, R, and K in the fuselage or wing lower surface panel using a rotative probe, in accordance with the service bulletin.

(i) If no crack is found in a hole or on the lower surface panel of the wing, prior to further flight, install new doublers in accordance with the service bulletin.

(ii) If any crack is found in a hole or on the lower surface panel of the wing, prior to further flight, repair and reinspect using a rototest or defectoscope rotative probe in accordance with the service bulletin.

(A) If any crack is found during the reinspection, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(B) If no crack is found during the reinspection, prior to further flight, install new doublers in accordance with the service bulletin.

(b) For airplanes listed in Airbus Service Bulletin A310-53-2016, Revision 5, dated December 7, 1992: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, accomplish the requirements of paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD in accordance with Airbus Service Bulletin A310-53-2016, Revision 5, dated December 7, 1992.

(1) Perform a defectoscope or rototest inspection to detect cracks in the holes aft of frame 47 at the level of stringer 43, in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Airbus Service Bulletin A310-53-2016, Revision 5, dated December 7, 1992.

(i) If no crack is found, prior to further flight, install new doublers for local reinforcement, in accordance with the service bulletin.

(ii) If any crack is found that is less than or equal to 0.2 mm (0.007 inch), prior to further flight, repair the cracked hole and install new doublers for local reinforcement, in accordance with the service bulletin.

(iii) If any crack is found that is greater than 0.2 mm (0.007 inch), but less than 0.4 mm (0.015 inch), prior to further flight, repair the cracked hole and install new doublers for local reinforcement, in accordance with the service bulletin.

(iv) If any crack is found that is equal to or greater than 0.4 mm (0.015 inch), prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(2) Reduce the thickness of the outer lateral skin panel and the height of the vertical stiffeners in accordance with paragraph 2.B.(3) of the Accomplishment Instructions of the service bulletin.

(3) Perform a defectoscope or rototest inspection to detect cracks in the holes and fillets forward of frame 54 between stringers 33 and 37, in accordance with paragraph 2.B.(4) of the service bulletin.

(i) If no crack is found, prior to further flight, install new doublers for local reinforcement, in accordance with the service bulletin.

(ii) If any crack is found that is less than or equal to 0.2 mm (0.007 inch), prior to further flight, repair the cracked hole and install new doublers for local reinforcement, in accordance with the service bulletin.

(iii) If any crack is found that is greater than 0.2 mm (0.007 inch), but less than 0.4 mm (0.015 inch), prior to further flight, repair the cracked hole and install new doublers for local reinforcement, in accordance with the service bulletin.

(iv) If any crack is found that is equal to or greater than 0.4 mm (0.015 inch), prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(4) Perform an X-ray inspection to detect cracks in the holes forward of frame 54, in accordance with paragraph 2.B.(4) of the service bulletin.

(i) If no crack is found, prior to further flight, install new doublers, spacers, and stringer splice in accordance with the service bulletin.

(ii) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(c) For airplanes listed in Airbus Service Bulletin A310-53-2054, Revision 2, dated May 22, 1990: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform a visual inspection to detect cracks on frame 46 between the left- and right-hand sides of stringers 21 and 22 on the forward and aft faces in accordance with Airbus Service Bulletin A310-53-2054, Revision 2, dated May 22, 1990.

(1) If any crack is found, prior to further flight, repair in accordance with the service bulletin. Accomplishment of the repair terminates the inspection requirements of paragraph (c) of this AD.

(2) If no crack is found, repeat the inspection required by paragraph (c) of this AD thereafter at intervals not to exceed 3,000 landings.

(3) Modification of the reinforcement angle runoff in accordance with Airbus Service Bulletin A310-53-2019, Revision 2, dated May 22, 1990, constitutes terminating action for the repetitive inspections required by paragraph (c)(2) of this AD.

(4) Accomplishment of paragraph (c) of this AD terminates the requirements of AD 91-13-01, amendment 39-7032.

(d) For airplanes listed in Airbus Service Bulletin A310-53-2057, Revision 1, dated April 30, 1992: Perform a visual inspection to detect cracks at the T-section connecting

frame 50A to the beam between the left- and right-hand sides of frames 50 and 51, in accordance with Airbus Service Bulletin A310-53-2057, Revision 1, dated April 30, 1992. Perform the inspection at the time specified in paragraph (d)(1) or (d)(2) of this AD, as applicable. If any crack is found, prior to further flight, accomplish Airbus Modification No. 4853 and No. 5273 in accordance with Airbus Service Bulletin A310-53-2057, Revision 1, dated April 30, 1992. Accomplishment of these modifications terminates the requirements of this paragraph.

(1) For airplane having manufacturer's serial number (MSN) 191: Prior to the accumulation of 24,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 6,000 landings.

(2) For airplanes other than the airplane identified in paragraph (d)(1) of this AD: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 6,000 landings.

(e) For airplanes listed in Airbus Service Bulletin A310-53-2059, dated October 4, 1991: Prior to the accumulation of 18,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform a visual inspection to detect cracks in the lower milled side panel at the lap joint with the upper side panel on the left- and right-hand sides of stringer 22 at frame 47 in accordance with Airbus Service Bulletin A310-53-2059, dated October 4, 1991.

(1) If no crack is found, repeat the inspection required by paragraph (d) of this AD thereafter at intervals not to exceed 9,000 landings.

(2) If any crack is found that is less than or equal to 15 mm (0.591 inch), accomplish either paragraph (e)(2)(i) or (e)(2)(ii) of this AD.

(i) Perform the repetitive inspections required by paragraph (e)(1) of this AD at intervals not to exceed 4,000 landings. Or

(ii) Prior to further flight, repair in accordance with the service bulletin. No further action is required by paragraph (e) of this AD.

(3) If any crack is found that is greater than 15 mm (0.591 inch), but less than or equal to 20 mm (0.790 inch), accomplish either paragraph (e)(3)(i) or (e)(3)(ii) of this AD.

(i) Perform the repetitive inspections required by paragraph (e)(1) of this AD at intervals not to exceed 2,000 landings. Or

(ii) Prior to further flight, repair in accordance with the service bulletin. No further action is required by paragraph (e) of this AD.

(4) If any crack is found that is greater than 20 mm (0.790 inch), but less than or equal to 50 mm (1.968 inch), prior to further flight, repair in accordance with the service bulletin. No further action is required by paragraph (e) of this AD.

(5) If any crack is found that is greater than 50 mm (1.968 inch), prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch,

ANM-113. No further action is required by paragraph (e) of this AD.

(6) Accomplishment of Modification 5997 in accordance with Airbus Service Bulletin A310-53-2058, Revision 1, dated December 6, 1990, constitutes terminating action for the repetitive inspections required by paragraph (e)(1) of this AD.

(f) For airplanes listed in Airbus Service Bulletin A310-55-2002, Revision 4, dated April 28, 1989: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect cracks on the upper integral part adjacent to the rear attach fittings on the horizontal stabilizer, in accordance with Airbus Service Bulletin A310-55-2002, Revision 4, dated April 28, 1989.

(1) If no crack is found, prior to further flight, modify the horizontal stabilizer in accordance with the service bulletin.

(2) If any crack is found, prior to further flight, accomplish paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable.

(i) If the total length of the crack is less than 30 mm (1.181 inch), and if the length of the part of the crack from the center of the fastener hole toward the rear edge of the skin plate is less than 10 mm (0.394 inch): Modify the horizontal stabilizer in accordance with the service bulletin.

(ii) If the total length of the crack is greater than or equal to 30 mm (1.181 inch), and if the length of the part of the crack from the center of the fastener hole toward the rear edge of the skin plate is greater than or equal to 10 mm (0.394 inch): Repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(g) For airplanes listed in Airbus Service Bulletin A310-55-2004, Revision 2, dated February 7, 1991: Perform a high frequency eddy current rototest inspection to detect cracks in specified fastener holes in the top skin chordwise splice along the contour of the steel doubler between ribs 3 and 4 on the left- and right-hand center and side boxes on the horizontal stabilizer in accordance with Airbus Service Bulletin A310-55-2004, Revision 2, dated February 7, 1991, in accordance with the times specified in paragraphs (g)(1), (g)(2), or (g)(3) of this AD, as applicable. If any crack is found during any inspection required by this paragraph, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(1) For airplanes on which Airbus Modification A310-4933 (Airbus Service Bulletin A310-55-2002) was accomplished prior to the accumulation of 6,000 total landings on the airplane: Prior to the accumulation of 18,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 12,000 landings.

(2) For airplanes on which Airbus Modification A310-4933 (Airbus Service Bulletin A310-55-2002) was accomplished after the accumulation of 6,000 total landings, but prior to the accumulation of 12,000 total landings on the airplane: Prior to the accumulation of 12,000 total landings, or

within 1,000 landings after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 12,000 landings.

(3) For airplanes having manufacturer's serial numbers (MSN) 311 through 414 inclusive on which Airbus Modification A310-4933 was accomplished during production: Prior to the accumulation of 18,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 12,000 landings.

(h) For airplanes listed in Airbus Service Bulletin A310-57-2002, Revision 1, dated July 2, 1992: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks in the external surface of the wing lower skin around the leading edge landing access panel holes, in accordance with Airbus Service Bulletin A310-57-2002, Revision 1, dated July 2, 1992.

(1) If no crack is found, repeat this inspection thereafter at intervals not to exceed 3,000 landings.

(2) If any crack is found, accomplish paragraphs (h)(2)(i), (h)(2)(ii), and (h)(2)(iii) of this AD at the times specified in those paragraphs.

(i) If the crack extends from a bolt hole toward the skin edge in a forward direction: Repeat the inspection required by paragraph (h) of this AD thereafter at intervals not to exceed 500 landings.

(ii) If the crack extends in a forward direction and reaches the skin edge: Prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(iii) If the crack extends in a rearward direction: Prior to further flight, accomplish paragraphs (h)(2)(iii)(A) and (h)(2)(iii)(B) of this AD.

(A) Perform a high frequency eddy current inspection around the affected bolt position to determine crack length and direction, in accordance with the service bulletin. And

(B) Repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(iv) Accomplishment of Airbus Modification 5101 (Airbus Service Bulletin A310-57-2003) terminates the requirements of paragraph (h) of this AD.

(i) For airplanes listed in Airbus Service Bulletin A310-57-2006, Revision 2, dated March 28, 1995: Prior to the accumulation of 6,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 3,000 landings; 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 2, dated March 28, 1995.

(1) If any crack is found that is confined to the inside edge of the bolt hole (extending from the bolt hole toward the cap aperture): Prior to the accumulation of 250 additional landings after finding the crack, accomplish the requirements of paragraphs (i)(1)(i) and (i)(1)(ii) of this AD.

(i) Perform a non-destructive testing (NDT) inspection to ensure that cracking has not initiated from the other side of the bolt holes extending away from the direction of the aperture, in accordance with the service bulletin. If any such crack has initiated, prior to further flight, repair in accordance with paragraph (i)(2) of this AD.

(ii) Accomplish Airbus Modification 5891H5128 (reference Airbus Service Bulletin A310-57-2020) in accordance with Airbus Service Bulletin A310-57-2006, Revision 2, dated March 28, 1995.

(2) If any crack is found in a bolt hole, and that crack extends away from the direction of the aperture: Prior to further flight, accomplish paragraph (i)(2)(i) or (i)(2)(ii) of this AD, as applicable.

(i) If the crack extends 1 mm (0.04 inch) or less into the material beyond the bolt hole, blend in accordance with the service bulletin.

(A) If the crack can still be detected following initial blending, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(B) If the crack is completely removed following initial blending, prior to further flight, accomplish Airbus Modification 5891H5128 (reference Airbus Service Bulletin A310-57-2020) in accordance with Airbus Service Bulletin A310-57-2006, Revision 2, dated March 28, 1995.

(ii) If the crack extends more than 1 mm (0.04 inch) into the material beyond the bolt hole, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(j) For airplanes listed in Airbus Service Bulletin A310-57-2032, Revision 2, dated April 23, 1993: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, 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 Airbus Service Bulletin A310-57-2032, Revision 2, dated April 23, 1993.

(1) If no crack is found, repeat this inspection thereafter at intervals not to exceed 4,500 landings.

(2) If any crack is found: Accomplish paragraph (j)(2)(i), (j)(2)(ii), or (j)(2)(iii) of this AD, as applicable, at the times specified in those paragraphs.

(i) If the crack extends from a bolt hole toward the skin edge in a forward direction: Within 250 landings after finding the crack, perform a high frequency eddy current inspection to detect cracks, in accordance with the service bulletin; and repeat that inspection thereafter at intervals not to exceed 250 landings.

(ii) If the crack extends in a forward direction and reaches the skin edge: Within 250 landings after finding the crack, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(iii) If the crack extends in a rearward direction: Prior to further flight, perform a high frequency eddy current inspection to determine the length of the crack, in accordance with the service bulletin.

(A) If the crack measures 10 mm (0.394 inch) or less in length, within 50 landings after finding the crack, repeat the high frequency eddy current inspection required by paragraph (j)(2)(iii) of this AD. Repeat that eddy current inspection thereafter at intervals not to exceed 50 landings. Prior to the accumulation of 250 landings, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(B) If the crack measures more than 10 mm (0.394 inch) in length, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(iv) Accomplishment of Airbus Modification 5026H0878 (Airbus Service Bulletin A310-57-2005) terminates the requirements of paragraph (j) of this AD.

(k) For airplanes listed in Airbus Service Bulletin A310-57-2037, Revision 2, dated April 23, 1993: Prior to the accumulation of 12,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform a high frequency eddy current inspection to detect cracks around the attachment bolt heads for the shroud panel landing on the bottom skin aft of the rear spar, forward of access door 575CB/675CB, in accordance with Airbus Service Bulletin A310-57-2037, Revision 2, dated April 23, 1993.

(1) If no crack is found, repeat this inspection thereafter at intervals not to exceed 3,000 landings.

(2) If any crack is found that extends from a bolt hole toward the skin edge in a rearward direction: Within 250 landings after finding the crack, repeat the inspection required by paragraph (k) of this AD. Repeat that inspection thereafter at intervals not to exceed 250 landings.

(3) If any crack is found that extends in a rearward direction and reaches the skin edge: Within 250 landings after finding the crack, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(4) If any crack is found that extends in a forward direction toward the rear spar, prior to further flight, perform a high frequency eddy current inspection to determine the length of the crack, in accordance with the service bulletin.

(i) If the crack measures 10 mm (0.394 inch) or less in length, within 50 landings after finding the crack, repeat the high frequency eddy current inspection required by paragraph (k)(3) of this AD. Repeat that eddy current inspection thereafter at intervals not to exceed 50 landings. Prior to the accumulation of 250 landings, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(ii) If the crack measures more than 10 mm (0.394 inch) in length, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(l) For airplanes listed in Airbus Service Bulletin A310-57-2039, dated September 24, 1990: Accomplish paragraph (l)(1) or (l)(2) of this AD, as applicable, in accordance with Airbus Service Bulletin A310-57-2039, dated September 24, 1990.

(l) For airplanes on which Airbus Modification 7541/S7973 (reference Airbus

Service Bulletin A310-57-2041) has not been accomplished: Prior to the accumulation of 21,000 total landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect cracks on the left and right vertical posts, numbers 1 through 5 inclusive, in the wing center box at frame 40/41, in accordance with the service bulletin.

(i) If no crack is found, repeat the inspection thereafter at intervals not to exceed 7,500 landings.

(ii) If any crack is found that is 2 mm (0.078 inch) or less in length, prior to further flight, accomplish the modification specified in Airbus Service Bulletin A310-57-2041, dated September 24, 1990, in accordance with Airbus Service Bulletin A310-57-2039, dated September 24, 1990; and perform the repetitive inspections required by paragraph (l)(1)(i) of this AD.

(iii) If any crack is found that is more than 2 mm (0.078 inch) in length, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(2) For airplanes on which Airbus Modification 7541/S7973 (reference Airbus Service Bulletin A310-57-2041) has been accomplished: Perform an eddy current inspection to detect cracks on the left and right vertical posts, numbers 1 through 5 inclusive, in the wing center box at frame 40/41, in accordance with Airbus Service Bulletin A310-57-2039, dated September 24, 1990, at the times specified in the graph contained in NOTE 1 of paragraph 1.A.(2) of that service bulletin, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(i) If no crack is found, repeat the inspection thereafter at intervals not to exceed 8,600 landings.

(ii) If any crack is found that is 2 mm (0.078 inch) or less in length, prior to further flight, accomplish the modification specified in Airbus Service Bulletin A310-57-2041, dated September 24, 1990, in accordance with Airbus Service Bulletin A310-57-2039, dated September 24, 1990; and perform the repetitive inspections required by paragraph (l)(2)(i) of this AD.

(iii) If any crack is found that is more than 2 mm (0.078 inch) in length, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(m) For Model A310-200 series airplanes on which Airbus Modification 7925H1113 has not been accomplished: Prior to the accumulation of 12,000 landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform a high frequency eddy current rototest inspection to detect cracks in certain bolt holes where the main landing gear forward pick-up fitting is attached to the rear spar, in accordance with Airbus Service Bulletin A310-57-2046, Revision 3, dated October 17, 1995, including Appendix 1. Accomplishment of paragraph (m) of this AD terminates the requirements of AD 91-06-18, amendment 39-6940.

(1) If no crack is found, accomplish either paragraph (m)(1)(i) or (m)(1)(ii) of this AD in accordance with the service bulletin at the time specified in that paragraph.

(i) Repeat the inspection of the bolt/stud holes only thereafter at intervals not to exceed 5,000 landings. Or

(ii) Within 18,000 landings after accomplishing the inspection required by paragraph (m) of this AD, reinspect and cold-expand the bolt/stud holes, and accomplish Airbus Modification 7925H1113. Thereafter, repeat the inspection at intervals not to exceed 12,000 landings.

Note 2: Airbus Service Bulletin A310-57-2046, Revision 3, dated October 17, 1995, including Appendix 1, references Airbus Service Bulletin A310-57-2049 or Repair Instruction R571-49305 for additional information concerning accomplishment of Airbus Modification 7925H1113.

(2) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(n) For Model A310-300 series airplanes on which Airbus Modification 7925H1113 has not been accomplished: Prior to the accumulation of 9,000 landings, or within 1,000 landings after the effective date of this AD, whichever occurs later, perform a high frequency eddy current rototest inspection to detect cracks in certain bolt holes where the main landing gear forward pick-up fitting is attached to the rear spar, in accordance with Airbus Service Bulletin A310-57-2046, Revision 3, dated October 17, 1995, including Appendix 1. Accomplishment of paragraph (n) of this AD terminates the requirements of AD 91-06-18, amendment 39-6940.

(1) If no crack is found, accomplish either paragraph (n)(1)(i) or (n)(1)(ii) of this AD in accordance with the service bulletin at the time specified in that paragraph.

(i) Repeat the inspection of the bolt/stud holes only thereafter at intervals not to exceed 4,300 landings. Or

(ii) Within 15,000 landings after accomplishing the inspection required by paragraph (n) of this AD, reinspect and cold-expand the bolt/stud holes, and accomplish Airbus Modification 7925H1113. Thereafter, repeat the inspection at intervals not to exceed 9,500 landings.

Note 3: Airbus Service Bulletin A310-57-2046, Revision 3, dated October 17, 1995, including Appendix 1, references Airbus Service Bulletin A310-57-2049 or Repair Instruction R571-49305 for additional information concerning accomplishment of Airbus Modification 7925H1113.

(2) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(o) For airplanes listed in Airbus Service Bulletin A310-57-2047, dated February 26, 1991: Perform a rotating probe inspection to detect cracks in the fastener holes on the left- and right-hand sides of the rear spar internal angle and tee fitting, in accordance with Airbus Service Bulletin A310-57-2047, dated February 26, 1991, at the time specified in NOTE 2 of paragraph 1.A.(2) of the service bulletin, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(1) If no crack is found, repeat this inspection thereafter at the intervals

specified in NOTE 2 of paragraph 1.A.(2) of the service bulletin.

(2) If any crack is found and a repair for a crack of that length is specified in the service bulletin, prior to further flight, repair in accordance with the service bulletin.

(3) If any crack is found, and no repair for a crack of that length is specified in the service bulletin, or if the crack is of a length for which the service bulletin specifies that the operator should contact Airbus before the next flight: Prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113. Where differences between the service bulletin and this AD exist, the AD prevails.

(p) For airplanes listed in Airbus Service Bulletin A310-57-2050, dated April 23, 1990: Perform a rototest inspection to detect cracks in the drain holes on the lower skin panel in the center wing box between frames 42 and 46, in accordance with Airbus Service Bulletin A310-57-2050, dated April 23, 1990, at the time specified in NOTE 1 of paragraph 1.A.(2) of the service bulletin, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(1) If no crack is found, repeat this inspection thereafter at intervals not to exceed those specified in NOTE 1 of paragraph 1.A.(2) of the service bulletin, as applicable.

(2) If any crack is found and a repair for a crack of that length and type is specified in the service bulletin, prior to further flight, repair in accordance with the service bulletin.

(3) If any crack is found, and no repair for a crack of that length and type is specified in the service bulletin, or if the service bulletin specifies that the operator should contact Airbus before the next flight, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113. Where differences between the service bulletin and this AD exist, the AD prevails.

(4) Accomplishment of cold expansion of the drain holes, in accordance with the procedures described in Airbus Service Bulletin A310-57-2048, dated April 23, 1990, as revised by Change Notice O.A., dated June 29, 1990, and Change Notice O.C., dated May 31, 1991, constitutes terminating action for the repetitive inspections required by paragraph (o)(1) of this AD.

(q) For airplanes listed in Airbus Service Bulletin A310-53-2074, Revision 1, dated February 20, 1995: Accomplish the requirements of paragraphs (q)(1), (q)(2), (q)(3), and (q)(4) of this AD in accordance with Airbus Service Bulletin A310-57-2074, Revision 1, dated February 20, 1995. Accomplish these requirements at the time specified in Table 2 of paragraph 1.C.(4) of the service bulletin, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(1) Perform a visual inspection to detect damaged sealant between frames 87 and 89 and between stringers 24 and 27 (left- and right-hand). If any damaged sealant is found, prior to further flight, repair in accordance with the service bulletin.

(2) Perform a visual inspection to detect cracks and corrosion in the lower horizontal

stabilizer cutout longeron, the corner fitting, the skin strap, and the outer skin between frames 87 and 89 and between stringers 24 and 27 (left- and right-hand).

(i) If no crack or corrosion is found, repeat the visual inspection thereafter at intervals not to exceed those specified in Table 2 of paragraph 1.C.(4) of the service bulletin, as applicable.

(ii) If any corrosion is found, prior to further flight, treat the affected area in accordance with the service bulletin.

(iii) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(3) Perform an eddy current inspection to detect cracks in the flanges of the lower corner fitting and the edges of the outer skin (left- and right-hand).

(i) If no crack is found, repeat the eddy current inspection thereafter at intervals not to exceed those specified in Table 2 of paragraph 1.C.(4) of the service bulletin, as applicable.

(ii) If any crack is found and a repair for a crack of that length or type is specified in the service bulletin, prior to further flight, repair in accordance with the service bulletin.

(iii) If any crack is found, and no repair for a crack of that length or type is specified in the service bulletin, or if the crack is of a length or type for which the service bulletin specifies that the operator should contact Airbus before the next flight, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113. Where differences between the service bulletin and this AD exist, the AD prevails.

(4) Perform an eddy current inspection to detect cracks in the edges of the longeron, the

skin strap, and the outer skin at the runout of the corner fitting above the last eight fasteners (left- and right-hand).

(i) If no crack is found, repeat the eddy current inspection thereafter at intervals not to exceed those specified in Table 2 of paragraph 1.C.(4) of the service bulletin, as applicable.

(ii) If any crack is found, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(5) Remove the fasteners from the assembly of the lower corner fitting, the longeron, the skin strap, and the skin (left- and right-hand); perform a rotating probe inspection of the fastener holes.

(i) If no crack is found, cold work the fastener holes together with countersinks, ream the holes, and install the fasteners in accordance with the service bulletin.

(A) For inspection Area 3, as specified in the service bulletin: If the cold work procedure is not performed prior to the threshold specified in Table 2 of paragraph 1.C.(4) of the service bulletin, as applicable, no further inspection is required by this paragraph.

(B) For inspection Area 3, as specified in the service bulletin: If the cold work procedure is performed prior to the threshold specified in Table 2 of paragraph 1.C.(4) of the service bulletin, as applicable, reinspect at the times specified by and in accordance with a method approved by the Manager, Standardization Branch, ANM-113.

(ii) If any crack is found and a repair for a crack of that length or type is specified in the service bulletin, prior to further flight, repair in accordance with the service bulletin.

(iii) If any crack is found, and no repair for a crack of that length or type is specified in

the service bulletin, or if the crack is of a length or type for which the service bulletin specifies that the operator should contact Airbus before the next flight, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113. Where differences between the service bulletin and this AD exist, the AD prevails.

(r) 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, Manager, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(s) Special flight permits may be issued in accordance with Federal Aviation Regulations (FAR) 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on January 4, 1996.

Darrell M. Pederson,

*Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.*

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