AFM by doing the actions specified in paragraphs (b)(2)(i), (b)(2)(ii), (b)(2)(iii), and (b)(2)(iv) of this AD. (i) Delete the procedure “WARNING HORNR—CABIN ALTITUDE OR
CONFIGURATION” added by AD 2006–13–13, Amendment 39–14666. If the title of this procedure has been changed according to FAA alternative method of compliance (AMOC) letter 1305–09–134a, dated April 28, 2009, delete the procedure that was approved according to this AMOC letter. (ii) Delete the procedure entitled “CABIN ALTITUDE WARNING OR
RAPID DEPRESSURIZATION” added by AD 2003–14–08, Amendment 39–13227. (iii) If the procedure entitled “CABIN ALTITUDE (Airplanes with the CABIN ALTITUDE lights installed)” is currently contained in the applicable Boeing 737
AFM, delete the procedure entitled “CABIN ALTITUDE (Airplanes with the CABIN ALTITUDE lights installed)”.
(iv) Add the following statement. This may be done by inserting a copy of this AD into the applicable AFM.

**CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION**

**Condition:** The CABIN ALTITUDE warning light illuminates or the intermittent warning horn sounds in flight above 10,000 ft MSL.

**RECALL**

Oxygen Mask(s) ................................................................. ON, 100%.
Crew Communications ...................................................... ESTABLISH.

**REFERENCE**

Pressurization Mode Selector ........................... MANUAL.
Outflow Valve Switch ......................................... CLOSE.
Emergency Descent (If Required) .................. INITIATE.
Passenger Oxygen Switch ............................... ON.
Thrust Levers .......................................................... CLOSE.
Speed Brakes .......................................................... FLIGHT DETENT.
Target Speed .......................................................... VMO/MMO.

(3) Revise the Normal Procedures
Section of the applicable Boeing 737
AFM by doing the actions specified in paragraphs (b)(3)(i) and (b)(3)(ii) of this AD.

(i) Delete the “CABIN ALTITUDE WARNING TAKEOFF BRIEFING”
procedure added by AD 2008–23–07.

(ii) Add the following statement. This may be done by inserting a copy of this AD into the applicable AFM.

“For normal operations, the pressurization
mode selector should be in AUTO prior to
takeoff.”

**Note 1:** When statements identical to those
specified in paragraphs (b)(2)(iv) and
(b)(3)(ii) of this AD have been included in the
general revisions of the AFM, the general
revisions may be inserted into the AFM, and
the copies of this AD may be removed from
the AFM.

**Terminating Action for Affected ADs**

(i) Accomplishment of the
requirements of this AD terminates the
requirements of the ADs identified in
paragraphs (i)(1), (i)(2), and (i)(3) of this
AD for only the airplanes identified in
paragraph (c) of this AD.

(1) AD 2003–14–08: The requirements
specified in Table 1 and Figure 1 of that
AD.

(2) AD 2008–23–07: All requirements
of that AD.

(3) AD 2006–13–13: All requirements
of that AD.

**Special Flight Permit**

(j) Special flight permits, as described
in Section 21.197 and Section 21.199 of
the Federal Aviation Regulations (14
CFR 21.197 and 21.199), are not allowed.

**Alternative Methods of Compliance (AMOCs)**

(k)(1) The Manager, Seattle 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-AFCO-
AMOC-Requests@faa.gov.

(2) Before using any approved AMOC,
notify your appropriate principal
inspector, or lacking a principal
inspector, the manager of the local flight
standards district office/certificate
holding district office.

**Related Information**

(l) For more information about this
AD, contact Jeffrey W. Palmer,
Aerospace Engineer, Systems and
Equipment Branch, ANM–1305, FAA,
Seattle Aircraft Certification Office,
1601 Lind Avenue, SW., Renton,
Washington 98057–3356; phone: (425)
917–6472; fax: (425) 917–6590; e-mail:
jeffrey.w.palmer@faa.gov.

(m) For service information identified in
this AD, contact Boeing Commercial
Airlines, 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.boecon@boe.com; Internet
may review copies of the referenced
service information at the FAA,
Transport Airplane Directorate, the
FAA, 1601 Lind Avenue, SW., Renton,
Washington. For information on the
availability of this material at the FAA,

Issued in Renton, Washington, on March
14, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 2011–6931 Filed 3–23–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus Model
A318, A319, A320, and A321 Series
Aircrafts

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 an existing AD. 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:


The airworthiness limitations applicable to the Damage Tolerant Airworthiness Limitation Items (DT ALI) are currently given in Airbus A318/A319/A320/A321 ALI Document reference AI/SE–M4/95A.0252/96 and Airbus A319 Corporate Jet ALI Document reference AI/SE–M2/95A.1038/99, which are approved by the European Aviation Safety Agency (EASA) and referenced in Airbus Airworthiness Limitations Section (ALS) Part 2.

The issue 10 of Airbus A318/A319/A320/A321 ALI Document and issue 2 of Airbus A319 Corporate Jet ALI Document introduce more restrictive maintenance requirements/airworthiness limitations. Failure to comply with this issue 10 constitutes an unsafe condition.

The unsafe condition states:* * * * * The unsafe condition is fatigue cracking, accidental damage, or corrosion in principal structural elements and possible failure of certain life limited parts, which could result in reduced structural integrity of the airplane. The proposed AD will require actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** We must receive comments on this proposed AD by May 9, 2011.

**ADDRESSES:** You may send comments by any of the following methods:

- Fax: (202) 493–2251.
- Hand Delivery: U.S. Department of Transportation, Docket Operations, M–30, 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, Airworthiness Office—EAS, 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.

**Exchanging 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 the 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:** Tim Dulín, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2141; fax (425) 227–1149; tim.dul IN@faa.gov.

**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–2011–0257; Directorate Identifier FAA–2011–0257; Docket No. 2011–NM–122–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**


Airbus has issued A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 10, dated October 2009; and A319 Corporate Jet Airworthiness Limitation Items, Document reference AI/SE–M2/95A.1038/99, Issue 02, dated March 2009. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010–0071R1, dated May 28, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

The airworthiness limitations are currently included in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS). The airworthiness limitations applicable to the Damage Tolerant Airworthiness Limitation Items (DT ALI) are currently given in Airbus A318/A319/A320/A321 ALI Document reference AI/SE–M4/95A.0252/96 and Airbus A319 Corporate Jet ALI Document reference AI/SE–M2/95A.1038/99, which are approved by the European Aviation Safety Agency (EASA) and referenced in Airbus Airworthiness Limitations Section (ALS) Part 2.

The issue 10 of Airbus A318/A319/A320/A321 ALI Document and issue 2 of Airbus A319 Corporate Jet ALI Document introduce more restrictive maintenance requirements/airworthiness limitations. Failure to comply with this issue 10 constitutes an unsafe condition.

EASA AD 2010–0071 retains the requirements of EASA AD 2006–0165, which is superseded, and requires the implementation of more restrictive maintenance requirements/airworthiness limitations as specified in Airbus A318/A319/A320/A321 ALI Document reference AI/SE–M4/95A.0252/96 issue 10 and Airbus A319 Corporate Jet ALI Document reference AI/SE–M2/95A.1038/99. This AD has been revised to clarify the special compliance times defined in Table 1 of this AD.

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

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 MCAs 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 MCAs or Service Information

We have reviewed the MCAs 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 MCAs 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 MCAs and related service information.

We might also have proposed different actions in this AD from those in the MCAs 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 729 products of U.S. registry.

The actions that are required by AD 2007–20–05 and retained in this proposed AD take about 1 work-hour per product, at an average labor rate of $85 per work-hour. Based on these figures, we estimate the cost of the currently required actions is $85 per product.

We estimate that it would take about 1 work-hour per product to comply with the new 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 $61,965, or $85 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 (49 FR 11034, February 26, 1979),
3. Will not affect intrastate aviation in Alaska, and
4. 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.

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 removing Amendment 39–15215 (72 FR 56262, October 3, 2007) and adding the following new AD:

Airbus: Docket No. FAA–2011–0257;
Directorate Identifier 2010–NM–122–AD.

Comments Due Date

(a) We must receive comments by May 9, 2011.

Affected ADs

(b) This AD supersedes AD 2007–20–05, Amendment 39–15215.

Applicability


Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (n) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25.1529–1.

Subject

(d) Air Transport Association (ATA) of America Code 05: Wings.

Reason

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


The unsafe condition is fatigue cracking, accidental damage, or corrosion in principal structural elements and possible failure of certain life limited parts, which could result in reduced structural integrity of the airplane.

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 Requirements of AD 2007–20–05

Revise Airworthiness Limitations Section (ALS) To Incorporate Safe Life ALIs


Revise ALS To Incorporate Damage-Tolerant ALIs


Grace Period for New or More Restrictive Actions


Special Compliance Times for Certain Tasks

(j) For new and more restrictive tasks introduced with Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 10, dated October 2009, as specified in Table 1 of this AD. The initial compliance time for doing the tasks is specified in Table 1 of this AD.

Table 1—Compliance Times for New Tasks

<table>
<thead>
<tr>
<th>Task</th>
<th>Applicability (as specified in the applicability column of the task)</th>
<th>Compliance time, whichever occurs later</th>
</tr>
</thead>
<tbody>
<tr>
<td>545102–01–6</td>
<td>Group 19–1A CFM, Group 19–1B CFM, and A320–200 CFM/IAE.</td>
<td>The threshold as defined in Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 10, dated October 2009. Within 2,000 flight cycles or 5,000 flight hours, after the effective date of this AD, whichever occurs first.</td>
</tr>
<tr>
<td>545102–01–7</td>
<td>A320–100</td>
<td>The threshold as defined in Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 10, dated October 2009. Within 2,000 flight cycles or 2,000 flight hours, after the effective date of this AD, whichever occurs first.</td>
</tr>
<tr>
<td>572050–01–1 or alternative task 572050–02–1</td>
<td>Group 19–1A and Group 19–1B ..</td>
<td>At the time of the next due accomplishment of any one of the tasks 572004, 572020, or 572053 as currently described in the Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 7, dated December 2005; Issue 08, dated March 2006; or Issue 09, dated November 2006. Within 6 months after the effective date of this AD.</td>
</tr>
</tbody>
</table>
### TABLE 1—COMPLIANCE TIMES FOR NEW TASKS—Continued

<table>
<thead>
<tr>
<th>Task Key</th>
<th>Task Description</th>
<th>Compliance Time</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>572050–01–4 or alternative task 572050–02–4.</td>
<td>A320–200</td>
<td>At the time of the next due accomplishment of any one of the tasks 572004, 572020, or 572053 as currently described in the Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 7, dated December 2005; Issue 08, dated March 2006; or Issue 09, dated November 2006.</td>
<td>Within 6 months after the effective date of this AD.</td>
</tr>
<tr>
<td>572050–01–5 or alternative task 572050–02–5.</td>
<td>Group 21–1A</td>
<td>At the time of the next due accomplishment of any one of the tasks 572004, 572020, or 572053 as currently described in the Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 7, dated December 2005; Issue 08, dated March 2006; or Issue 09, dated November 2006.</td>
<td>Within 6 months after the effective date of this AD.</td>
</tr>
<tr>
<td>572050–01–7 or alternative task 572050–02–7.</td>
<td>A320–100</td>
<td>At the time of the next due accomplishment of any one of the tasks 572004, 572020, or 572053 as currently described in the Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 7, dated December 2005; Issue 08, dated March 2006; or Issue 09, dated November 2006.</td>
<td>Within 100 days after the effective date of this AD.</td>
</tr>
<tr>
<td>531118–01–1</td>
<td>A318–121 and –122</td>
<td>The threshold/interval as defined in Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 10, dated October 2009.</td>
<td>Within 100 days after the effective date of this AD.</td>
</tr>
</tbody>
</table>

**Note 2:** New ALI Task 572050 refers to the outer wing dry bay and is comprised of extracts from three ALI Tasks: 572004, 572020 and 572053. The threshold of ALI Task 572050 for the whole dry bay area is that of the lowest threshold of the source ALI tasks, i.e., that of ALI Task 572053.

**No Alternative Life Limits, Inspections, or Inspection Intervals**

(i) After the actions specified in paragraphs (g) and (h) of this AD have been accomplished, no alternative life limits, inspections, or inspection intervals may be used, except as provided by paragraphs (i) and (m) of this AD, and except as required by paragraph (j) of this AD.

(m) After the actions specified in paragraph (j) of this AD have been accomplished, no alternative life limits, inspections, or inspection intervals may be used.

**FAA AD Differences**

**Note 3:** This AD differs from the MCAI and/or service information as follows: EASA AD requires operators to comply with the limitations specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE–M4/95A.0252/96, Issue 10, dated October 2009; or Airbus A319 Corporate Jet Airworthiness Limitation Items, Document AI/SE–M2/95A.1038/09, Issue 02, dated March 2009; as applicable. However,

Other FAA AD Provisions

(n) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch/ACO, send it to Attn: Tim Dulun, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2141; fax (425) 227–1140. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

Related Information


Issued in Renton, Washington, on March 15, 2011.

Kalene C. Yanamura.
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.