TABLE 2—CREDIT SERVICE INFORMATION

Airbus AOT—	Revision—	Dated—
A300–55A6047	Original	May 11, 2009.
A300–55A6047	01	July 8, 2009.
A310–55A2048	Original	May 11, 2009.
A310–55A2048	01	July 8, 2009.

(k) For rudders on which temporary restoration with resin or permanent vacuum loss hole restoration has been done in accordance with the applicable service bulletin in Table 2 of this AD, as required in paragraph (g)(9) or (h)(9) of this AD, before the effective date of this AD: Within 4,500 flight cycles from the restoration date, do an ultrasonic inspection for defects, including debonding of the reinforced area, in accordance with Airbus AOT A310–55A2048 or AOT A300–55A6047, both Revision 02, both dated October 12, 2009, as applicable. If any defect is found, before further flight, contact Airbus for repair instructions and do the repair.

(l) After the effective date of this AD, no person may install any rudder listed in Table 1 of this AD on any airplane, unless the rudder has been inspected and all applicable corrective actions have been done in accordance with paragraph (g) or (h) of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, 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.

(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

(n) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010–0002, dated January 5, 2010; and Airbus AOT A310–55A2048, Revision 02, dated October 12, 2009, or Airbus AOT A300–55A6047, Revision 02, dated October 12, 2009; for related information.

Issued in Renton, Washington, on March 25, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–7459 Filed 4–1–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–0279; Directorate Identifier 2009–NM–148–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A318, A319, A320, and A321 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: Surface defects were visually detected on the rudder of one A319 and one A321 in-service aeroplane. Investigation has determined that the defects reported on both rudders corresponded to areas that had been reworked in production. The investigation confirmed that the defects were a result of de-bonding between the skin and honeycomb core. An extended de-bonding, if not detected and corrected, may degrade the structural integrity of the rudder. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aeroplane.

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 May 17, 2010.

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, Airworthiness Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; 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 or 425–227–1152.

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: Tim Dulin, 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.

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–2010–0279; Directorate Identifier 2009–NM–148–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 have lengthened the 30-day comment period for proposed ADs that address MCAI originated by aviation authorities of other countries to provide adequate time for interested parties to submit comments. The comment period for these proposed ADs is now typically 45 days, which is consistent with the comment period for domestic transport ADs.

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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2009–0141, dated July 2, 2009 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

> Surface defects were visually detected on the rudder of one A319 and one A321 in-service aeroplane.
>
> Investigation has determined that the defects reported on both rudders corresponded to areas that had been reworked in production. The investigation confirmed that the defects were a result of de-bonding between the skin and honeycomb core.
>
> An extended de-bonding, if not detected and corrected, may degrade the structural integrity of the rudder. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aeroplane.
>
> This AD requires inspections of specific areas and, when necessary, the application of corrective actions for those rudders where production reworks have been identified.
>
> Inspections include vacuum loss inspections for de-bonding of the rudders in reinforced areas and other areas (splice/lower rib/upper edge/leading edge/other specified locations), and elasticity laminate checks for de-bonding of the rudders in the trailing edge area and other areas (splice/lower rib/upper edge/leading edge/other specified locations). Corrective actions include contacting Airbus for further instruction and doing the repair. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Airbus has issued All Operators Telex A320–55A1038, Revision 02, dated September 28, 2009. 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 155 products of U.S. registry. We also estimate that it would take about 11 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 $144,925, or $935 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–2010–0279; Directorate Identifier 2009–NM–148–AD.

Comments Due Date

(a) We must receive comments by May 17, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A318–111, –112, –121, and –122 airplanes; Model A319–111, –112, –113, –114, –115, –131, –132, and –133 airplanes; Model A320–111, –211, –212, –214, –231, –232, and –233 airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, and –232 airplanes; certificated in any category, all manufacturer serial numbers (S/Ns), if equipped with carbon fiber reinforced plastic rudders having part numbers (P/Ns) and S/Ns as listed in Table 1 of this AD.

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Table 1 – Rudder Part Number and Affected Rudder Serial Number

Rudder P/N	Affected rudder S/N
D554 71000 010 00	TS-1069
D554 71000 010 00	TS-1090
D554 71000 012 00	TS-1227
D554 71000 014 00	TS-1350
D554 71000 014 00	TS-1366
D554 71000 014 00	TS-1371
D554 71000 014 00	TS-1383
D554 71000 014 00	TS-1387
D554 71000 016 00	TS-1412
D554 71000 018 00	TS-1443
D554 71000 018 00	TS-1444
D554 71000 018 00	TS-1468
D554 71000 020 00	TS-1480
D554 71000 020 00	TS-1491
D554 71000 020 00	TS-1495
D554 71000 020 00	TS-1498
D554 71000 020 00	TS-1499
D554 71000 020 00	TS-1500
D554 71000 020 00	TS-1505
D554 71000 020 00	TS-1506
D554 71000 020 00	TS-1507
D554 71000 020 00	TS-1509
D554 71000 020 00	TS-1515
D554 71000 020 00	TS-1528
D554 71000 020 00	TS-1530
D554 71000 020 00	TS-1532
D554 71000 020 00	TS-1535
D554 71000 020 00	TS-1536
D554 71000 020 00	TS-1538
D554 71001 000 00	TS-1537
D554 71001 000 00	TS-1540
D554 71001 000 00	TS-1541
D554 71001 000 00	TS-1543
D554 71001 000 00	TS-1548
D554 71001 000 00	TS-1549
D554 71001 000 00	TS-1551
D554 71001 000 00	TS-1554
D554 71001 000 00	TS-1555
D554 71001 000 00	TS-1556
D554 71001 000 00	TS-1557
D554 71001 000 00	TS-1559
D554 71001 000 00	TS-1562
D554 71001 000 00	TS-1563
D554 71001 000 00	TS-1564
D554 71001 000 00	TS-1565
D554 71001 000 00	TS-1566

Rudder P/N	Affected rudder S/N
D554 71001 000 00	TS-1567
D554 71001 000 00	TS-1568
D554 71001 000 00	TS-1569
D554 71001 000 00	TS-1570
D554 71001 000 00	TS-1573
D554 71001 000 00	TS-1575
D554 71001 000 00	TS-1578
D554 71001 000 00	TS-1579
D554 71001 000 00	TS-1580
D554 71001 000 00	TS-1581
D554 71001 000 00	TS-1582
D554 71001 000 00	TS-1584
D554 71001 000 00	TS-1593
D554 71001 000 00	TS-1594
D554 71001 000 00	TS-1596
D554 71001 000 00	TS-1599
D554 71001 000 00	TS-1603
D554 71001 000 00	TS-1609
D554 71001 000 00	TS-1621
D554 71001 000 00	TS-1626
D554 71001 000 00	TS-1627
D554 71001 000 00	TS-1635
D554 71001 000 00	TS-1637
D554 71002 000 00	TS-2306
D554 71002 000 00 0001	TS-2003
D554 71002 000 00 0001	TS-2005
D554 71002 000 00 0001	TS-2013
D554 71002 000 00 0001	TS-2016
D554 71002 000 00 0001	TS-2019
D554 71002 000 00 0001	TS-2020
D554 71002 000 00 0001	TS-2022
D554 71002 000 00 0001	TS-2024
D554 71002 000 00 0001	TS-2026
D554 71002 000 00 0001	TS-2031
D554 71002 000 00 0001	TS-2033
D554 71002 000 00 0001	TS-2043
D554 71002 000 00 0001	TS-2047
D554 71002 000 00 0001	TS-2048
D554 71002 000 00 0001	TS-2054
D554 71002 000 00 0001	TS-2058
D554 71002 000 00 0001	TS-2059
D554 71002 000 00 0001	TS-2064
D554 71002 000 00 0001	TS-2072
D554 71002 000 00 0001	TS-2075
D554 71002 000 00 0001	TS-2076
D554 71002 000 00 0001	TS-2079
D554 71002 000 00 0001	TS-2083

Rudder P/N	Affected rudder S/N
D554 71002 000 00 0001	TS-2089
D554 71002 000 00 0002	TS-2090
D554 71002 000 00 0002	TS-2095
D554 71002 000 00 0002	TS-2103
D554 71002 000 00 0002	TS-2116
D554 71002 000 00 0002	TS-2122
D554 71002 000 00 0002	TS-2133
D554 71002 000 00 0002	TS-2142
D554 71002 000 00 0002	TS-2147
D554 71002 000 00 0002	TS-2157
D554 71002 000 00 0002	TS-2158
D554 71002 000 00 0002	TS-2162
D554 71002 000 00 0002	TS-2167
D554 71002 000 00 0002	TS-2174
D554 71002 000 00 0002	TS-2176
D554 71002 000 00 0002	TS-2181
D554 71002 000 00 0002	TS-2189
D554 71002 000 00 0002	TS-2191
D554 71002 000 00 0002	TS-2203
D554 71002 000 00 0002	TS-2205
D554 71002 000 00 0002	TS-2207
D554 71002 000 00 0002	TS-2224
D554 71002 000 00 0002	TS-2229
D554 71002 000 00 0002	TS-2233
D554 71002 000 00 0002	TS-2241
D554 71002 000 00 0002	TS-2246
D554 71002 000 00 0002	TS-2249
D554 71002 000 00 0002	TS-2270
D554 71002 000 00 0002	TS-2275
D554 71002 000 00 0002	TS-2289
D554 71002 000 00 0002	TS-2290
D554 71002 000 00 0002	TS-2294
D554 71002 000 00 0002	TS-2309
D554 71002 000 00 0002	TS-2347
D554 71002 000 00 0002	TS-2348
D554 71002 000 00 0002	TS-2349
D554 71002 000 00 0002	TS-2357
D554 71002 000 00 0002	TS-2361
D554 71002 000 00 0002	TS-2380
D554 71002 000 00 0002	TS-2383
D554 71002 000 00 0002	TS-2390
D554 71002 000 00 0002	TS-2394
D554 71002 000 00 0002	TS-2396
D554 71002 000 00 0002	TS-2401
D554 71002 000 00 0002	TS-2406
D554 71002 000 00 0002	TS-2461
D554 71002 000 00 0002	TS-2468

Rudder P/N	Affected rudder S/N
D554 71002 000 00 0002	TS-2516
D554 71002 000 00 0002	TS-2537
D554 71002 000 00 0002	TS-2543
D554 71002 000 00 0002	TS-2546
D554 71002 000 00 0002	TS-2619
D554 71002 000 00 0002	TS-2684
D554 71002 000 00 0003	TS-2752
D554 71002 000 00 0003	TS-2869
D554 71002 000 00 0003	TS-2876
D554 71002 000 00 0003	TS-2970
D554 71002 000 00 0003	TS-2971
D554 71002 000 00 0003	TS-2987
D554 71004 000 00 0000	TS-3083
D554 71004 000 00 0000	TS-3197

BILLING CODE 4910–13–C

Note 1: Only rudder P/N D554 71000 010 00 having affected rudder S/Ns TS–1069 and TS–1090 and rudder P/N D554 71000 012 00 having affected rudder S/N TS–1227, have a core density of 24 kilogram (kg)/meters cubed (m^3).

Subject

(d) Air Transport Association (ATA) of America Code 55: Stabilizers.

Reason

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

Surface defects were visually detected on the rudder of one A319 and one A321 in-service aeroplane.

Investigation has determined that the defects reported on both rudders corresponded to areas that had been reworked in production. The investigation confirmed that the defects were a result of de-bonding between the skin and honeycomb core.

An extended de-bonding, if not detected and corrected, may degrade the structural integrity of the rudder. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aeroplane.

This AD requires inspections of specific areas and, when necessary, the application of corrective actions for those rudders where production reworks have been identified.

Inspections include vacuum loss inspections for de-bonding of the rudders in reinforced areas and other areas (splice/lower rib/upper edge/leading edge/other specified locations), and elasticity laminate checks for de-bonding of the rudders in the trailing edge area and other areas (splice/lower rib/upper edge/leading edge/other specified locations). Corrective actions include contacting Airbus for further instruction and doing the repair.

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.

Actions

(g) For rudders with a honeycomb core density of 24 kg/m^3 (rudder P/N D554 71000 010 00 having affected rudder S/Ns TS–1069 and TS–1090 and rudder P/N D554 71000 012 00 having affected rudder S/N TS–1227), do the actions specified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, in accordance with Airbus All Operators Telex (AOT) A320–55A1038, Revision 02, dated September 28, 2009, for the locations defined in the AOT.

(1) Within 200 days after the effective date of this AD, perform a vacuum loss inspection on the rudder reinforced area.

(2) Within 20 months after the effective date of this AD, perform an elasticity laminate checker inspection on the rudder trailing edge area. Repeat the inspection two times, at intervals not to exceed 4,500 flight cycles but not sooner than 4,000 flight cycles after the last inspection.

(3) Within 200 days after the effective date of this AD, perform an elasticity laminate checker inspection of the other areas (splice/lower rib/upper edge/leading edge/and other specified locations). Repeat the inspection at intervals not to exceed 1,500 flight cycles or 200 days, whichever comes first.

(4) Within 20 months after the effective date of this AD, perform a vacuum loss inspection of the other areas (splice/lower rib/upper edge/leading edge/other specified locations). Accomplishment of the action specified in paragraph (g)(4) of this AD terminates the requirements of paragraph (g)(3) of this AD.

(h) For rudders that do not have a honeycomb core density of 24 kg/m^3 (all rudders identified in Table 1 of this AD, except: Rudder P/N D554 71000 010 00 having affected rudder S/Ns TS–1069 and TS–1090 and rudder P/N D554 71000 012 00 having affected rudder S/N TS–1227), do the actions specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD, in accordance with Airbus AOT A320–55A1038, Revision 02, dated September 28, 2009, for the locations defined in the AOT. For this AD, "reference date" is defined as the effective date of this AD or the date when the rudder will accumulate 20,000 total flight cycles from its first installation on an airplane, whichever occurs later.

(1) Within 200 days after the reference date, perform a vacuum loss inspection on the rudder reinforced area.

(2) Within 20 months after the reference date, perform an elasticity laminate checker inspection on the rudder trailing edge area. Repeat the inspection two times at intervals not to exceed 4,500 flight cycles but not sooner than 4,000 flight cycles after the last inspection.

(3) Within 200 days after the reference date, perform an elasticity laminate checker inspection of the other areas (splice/lower rib/upper edge/leading edge/other specified locations). Repeat the inspection at intervals not to exceed 1,500 flight cycles or 200 days, whichever comes first.

(4) Within 20 months after the reference date, perform a vacuum loss inspection of the other areas (splice/lower rib/upper edge/leading edge/other specified locations). Accomplishment of the actions specified in this paragraph terminates the requirements of paragraph (h)(3) of this AD.

(i) In case of de-bonding found during any inspection required by paragraph (g) or (h) of this AD, before further flight, contact Airbus for further instructions and apply the associated instructions and corrective actions in accordance with the approved data provided.

(j) At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD, submit a report of the findings (both positive and negative), of each inspection required by paragraphs (g) and (h) of this AD. The report must include the inspection results, as specified in Airbus Technical Disposition TD/K4/S2/27086/2009, Issue E, dated September 17, 2009. For positive findings, submit the report to the Manager, Seer1/

Seer2/Seer3 Customer Services; fax +33 (0)5 61 93 28 73; e-mail *region1.structurerepairsupport@airbus.com, region2.structurerepairsupport@airbus.com,* or *region3.structurerepairsupport@airbus.com.* For negative findings, submit the report to Nicolas Seynaeve, Sees1, Customer Services; telephone +33 (0)5 61 93 34 38; fax +33 (0)5 61 93 36 14; e-mail *nicolas.seynaeve@airbus.com.*

(1) For any inspection done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) For any inspection done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(k) All rudders that have passed the inspection specified in paragraphs (g)(1), (g)(2), (g)(3), (g)(4), (h)(1), (h)(2), (h)(3), and (h)(4) of this AD, before the effective date of this AD in accordance with Airbus AOT A320–55A1038, dated April 22, 2009; AOT A320–55A1038, Revision 01, dated June 10, 2009; or Airbus Technical Disposition TD/K4/S2/27051/2009, Issue B, dated February 25, 2009; are compliant with this AD for the areas inspected; except additional areas requiring inspection, as defined in Section 0, "Reason for Revision," of Airbus AOT A320–55A1038, Revision 02, dated September 28, 2009, must be inspected as specified in paragraph (g) or (h) of this AD. For all areas, the repetitive inspections required by paragraph (g) or (h) of this AD remain applicable.

(l) After the effective date of this AD, no rudder listed in Table 1 of this AD may be installed on any airplane, unless the rudder is in compliance with the requirements of this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(m) 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: Tim Dulin, 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. 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.

(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

(n) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009–0141, dated July 2, 2009; Airbus All Operators Telex A320–55A1038, Revision 02, dated September 28, 2009; and Airbus Technical Disposition TD/K4/S2/27086/2009, Issue E, dated September 17, 2009; for related information.

Issued in Renton, Washington, on March 25, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–7461 Filed 4–1–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–0278; Directorate Identifier 2009–NM–255–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A330–223, –321, –322, and –323 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: During accomplishment of Damage Tolerant—Airworthiness Limitation Item task 712106–01–01 from A330 ALS Part 2, an A330 operator found a Fluorescent Penetrant Inspection (FPI) indication in the head of the shank filet radius in one of the Pratt & Whitney (PW) forward (FWD) engine mount pylon bolts. Dual-bolt fractures could lead to inability for mount assembly to sustain loads which may lead to an engine mount failure and consequently to engine separation from the aeroplane during flight, which would constitute an unsafe condition.

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 May 17, 2010.

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—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; e-mail *airworthiness.A330–A340@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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1138; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about