corrosion of the girt bar support fitting at the left and right MED 2, 4, and 5, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(f) If no cracks or corrosion is found during the inspection required by paragraph (e) of this AD, prior to further flight, accomplish either paragraph (f)(1) or (f)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Reinstall the serrated plate assembly and the girt bar floor fitting with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (e) of this AD thereafter at intervals not to exceed 6 years. Or

(2) Remove the inspected fitting and reinstall it with a new coat of primer, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (f) of this AD.

(g) If any crack is found during the inspection required by paragraph (e) of this AD, prior to further flight, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by this paragraph of this AD.

(h) If any corrosion is found during the inspection required by paragraph (e) of this AD, prior to further flight, accomplish either paragraph (h)(1) or (h)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install repaired fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (h) of this AD.

(i) For airplanes equipped with Main Entry Door (MED) 3: Prior to the accumulation of 16 years of service since date of manufacture of the airplane, or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or corrosion of the girt bar support fitting at the left and right MED 3, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(j) If no cracks or corrosion is found during the inspection required by paragraph (i) of this AD, prior to further flight, accomplish either paragraph (j)(1) or (j)(2) of this AD in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Remove inspected angles and reinstall it with a new coat of primer, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by this paragraph (j) of this AD. Or

(2) Reinstall the corner scuff plate and the threshold apron with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (i) of this AD thereafter at intervals not to exceed 6 years.

(k) If any crack is found during the inspection required by paragraph (i) of this AD, prior to further flight, install the new angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by this paragraph of this AD.

(l) If any corrosion is found during the inspection required by paragraph (i) of this AD, prior to further flight, accomplish either paragraph (l)(1) or (l)(2) of this AD, in accordance with Boeing Service Bulletin 747–53A2378, Revision 1, dated March 10, 1994.

(1) Install the new angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD. Or

(2) Blend out corrosion in accordance with the service bulletin.

(i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install the new angles with new fasteners, and reinstall threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD.

(ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install the repaired angles with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (l) of this AD.

(m) 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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(n) 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 February 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 94–NM–222–AD]

Airworthiness Directives; Airbus Model A310 and A300–600 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 certain Airbus Model A310 and A300–600 series airplanes. This proposal would require repetitive Tap Test inspections to detect debonding of the elevator skins, and corrective actions, if necessary. This proposal is prompted by a report that a debonded area of the upper skin of an elevator had been discovered during a visual inspection. The actions specified by the proposed AD are intended to prevent the presence of water in the elevator, which could cause debonding of the elevator skins and, consequently, adversely affect the structural integrity of the elevator.

DATES: Comments must be received by March 22, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–222–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.