

via fax or the Internet must contain "Docket No. 2001–NM–314–AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

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: Dan Rodina, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2125; fax (425) 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 action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (e.g., reasons or data) for each request.

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 action must submit a self-addressed, stamped postcard on which the following

statement is made: "Comments to Docket Number 2001–NM–314–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–114, Attention: Rules Docket No. 2001–NM–314–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, notified the FAA that an unsafe condition may exist on certain Airbus Model A300 B4–600, B4–600R, and F4–600R (collectively called A300–600) series airplanes, and Airbus Model A310 series airplanes, equipped with certain Honeywell Inertial Reference Units (IRU). The DGAC advises that an operator reported the loss of positioning data and the display of incorrect attitude data shortly after take-off because the airplane was moved on the ground before the IRU alignment procedure had been completed. This condition, if not corrected, could result in loss of positioning data and a display of incorrect attitude data, which could compromise the ability of the flightcrew to maintain the safe flight and landing of the airplane.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A300–34–6135, Revision 01 (for Model A300–600 series airplanes); and Service Bulletin A310–34–2158, Revision 01 (for Model A310 series airplanes); both dated September 10, 2001. These service bulletins describe procedures for replacement of Honeywell IRUs with new or modified Honeywell IRUs.

The service bulletins reference Honeywell Service Bulletin HG1050BD–34–0009, dated April 17, 2001; and Honeywell Service Bulletin HG1050BD–34–0010, Revision 001, dated April 16, 2001; as additional sources of service information for accomplishing the replacement of Honeywell IRUs required by this AD.

For certain Model A300–600 series airplanes, Airbus Service Bulletin A300–34–6135 recommends prior or concurrent accomplishment of Airbus Service Bulletin A300–34–6082, Revision 05, dated February 13, 1998. Service Bulletin A300–34–6082 describes procedures for replacing Litton IRUs, mode selector units (MSU), and inertial sensor display unit (ISDU)

with new Honeywell IRUs, MSUs, and a new ISDU.

For a certain Model A310 series airplane, Airbus Service Bulletin A310–34–2158 recommends prior or concurrent accomplishment of Airbus Service Bulletin A310–34–2104, dated May 12, 1995. Service Bulletin A310–34–2104 describes procedures for replacing Litton IRUs, MSUs, and the ISDU unit with new Honeywell IRUs, MSUs, and a new ISDU.

Accomplishment of the actions specified in the Airbus service bulletins is intended to adequately address the identified unsafe condition. The DGAC classified the Airbus service bulletins as mandatory and issued French airworthiness directive 2001–303(B), dated July 25, 2001, in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) 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 Requirements of Proposed Rule

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 accomplishment of the actions specified in the service bulletins described previously.

Cost Impact

The FAA estimates that 89 Airbus Model A300–600 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 3 work hours per airplane to accomplish the proposed replacement of Honeywell IRUs with new or modified Honeywell IRUs, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,000 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$105,020, or \$1,180 per airplane.