

The FAA estimates that 47 Airbus Model A310 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 \$55,460, or \$1,180 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this proposed AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up,

planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations proposed herein 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. Therefore, it is determined that this proposal would not have federalism implications under Executive Order 13132.

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 part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding the following new airworthiness directive:

Airbus: Docket 2001–NM–314–AD.

Applicability: The series airplanes, certificated in any category, listed in the following table:

TABLE—APPLICABILITY

Model—	Equipped with Honeywell inertial reference units having part number—	Excluding airplanes modified in accordance with—
A300 B4–600, A300 B4–600R, and A300 F4–600R (collectively called A300–600); and A310.	HG1050BD02 or HG1050BD05	Airbus Modification 12304 in production; or Airbus Service Bulletin A300–34–6135, Revision 01, dated September 10, 2001 (for Model A300–600 series airplanes) or Airbus Service Bulletin A310–34–2158, Revision 01, dated September 10, 2001 (for Model A310 series airplanes); as applicable.

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 request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of positioning data and a display of incorrect attitude data to the flightcrew, which could compromise the ability of the flightcrew to maintain the safe flight and landing of the airplane, accomplish the following:

Replacement of Inertial Reference Units (IRU)

(a) Within 35 months after the effective date of this AD: Replace the existing Honeywell IRUs with new or modified Honeywell IRUs, per the Accomplishment Instructions specified in Airbus Service Bulletin A300–34–6135, Revision 01 (for Model A300 B4–600, A300 B4–600R, and A300 F4–600R (collectively called A300–600 series airplanes)); or Service Bulletin A310–34–2158, Revision 01 (for Model A310 series airplanes); both dated September 10, 2001; as applicable.

(b) Accomplishment of the replacement specified in Airbus Service Bulletin A300–34–6135 (for Model A300–600 series airplanes); or Service Bulletin A310–34–2158 (for Model A310 series airplanes); both dated March 9, 2001; as applicable; is acceptable for compliance with the replacement requirement of paragraph (a) of this AD.

Note 2: Airbus Service Bulletin A300–34–6135, Revision 01; and Airbus Service Bulletin A310–34–2158, Revision 01; both dated September 10, 2001; 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 replacements required by this AD.

For Model A300–600 Series Airplanes: Before or Concurrent Requirements

(c) For Model A300–600 series airplanes with manufacturer's serial numbers 0284, 0294, 0301, 0307, 0312, 0317, 0321, 0336, 0341, 0348, 0351, 0555, 0559, 0625, 0677, 0743, 0744, and 0749: Before or concurrently with the requirements of paragraph (a) of this AD, replace the Litton IRUs, mode selector units (MSU), and inertial sensor display unit (ISDU) with new Honeywell IRUs, MSUs, and a new ISDU, per Airbus Service Bulletin A300–34–6082, Revision 05, dated February 13, 1998. If this service bulletin is being performed concurrently with the requirements of paragraph (a) of this AD, the new or modified Honeywell IRUs required by paragraph (a) of this AD should be installed in lieu of the Honeywell part numbers listed in Revision 05 of Airbus Service Bulletin A300–34–6082.