

additional opportunity for public comment.

Cost Impact

We estimate that 559 Model A300 B2 and B4 series airplanes; Model A300 B4–600, A300 B4–600R, and A300 F4–

600R series airplanes (collectively called A300–600); Model A310 series airplanes; Model A319, A320, and A321 series airplanes; Model A330–301, –321, –322, –341, and –342 series airplanes of U.S. registry would be affected by this

proposed AD. The “Table—Cost Figures” shows the estimated cost impact for certain airplanes affected by this proposed AD. The average labor rate is \$60 per work hour. “Table—Cost Figures” is as follows:

TABLE—COST FIGURES

Model	U.S.-registered airplanes	Work hours (estimated)	Parts cost (estimated)	Total cost (estimated)
A300 B2 and A300 B4	24	Between 3 and 631 ...	Between \$120 and \$56,669 per airplane (depending on airplane configuration).	Between \$300 and \$94,529 per airplane (depending on airplane configuration).
A300 B4–600, A300 B4–600R, and A300 F4–600R (collectively called A300–600).	83	3	\$5,700	\$488,040, or \$5,880 per airplane.
A310	46	3	\$5,700 or \$5,856 (depending on airplane configuration)..	Between \$270,480 and \$277,656; or \$5,880 and \$6,036 per airplane (depending on airplane configuration).
A319, A320, and A321	397	3	\$6,000	\$2,453,460, or \$6,180 per airplane.
A330–301, –321, –322, –341, and –342.	9	3	\$6,000 or \$11,100 (depending on airplane configuration).	Between \$55,620 and 101,520; or \$6,180 and \$11,280 per airplane (depending on airplane configuration).

The cost impact figures in the table 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 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.

Currently, there are no Airbus Model A340 series airplanes on the U.S. Register. However, should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 3 work hours to accomplish the required actions, at an average labor rate of \$60 per work hour. The cost of required parts would be \$6,000 or \$11,100 (depending on airplane configuration). Based on these figures, the cost impact of this AD

would be \$6,180 or \$11,280 per airplane (depending on airplane configuration).

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–302–AD.

Applicability: The series airplanes, certificated in any category, listed in Table—Applicability:

TABLE—APPLICABILITY

Model and series	Excluding airplanes modified per—	Excluding airplanes equipped with—
A300 B2 and A300 B4	Airbus Modification No. 12236 in service (reference Airbus Service Bulletin A300–34–0166, dated March 30, 2001, in service).	None.