

*"Operator's Equivalent Procedure"*

(m) Though Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002, specifies that an "operator's equivalent procedure" may be used for all actions for which the Boeing 767 Airplane Maintenance Manual (AMM) is specified as the appropriate source of service information: Engine removal and support, when any fuse pin is removed from a strut, must be done according to the applicable section of the Boeing 767 Airplane Maintenance Manual, as specified in the service bulletin.

*Actions Done per Previously Issued Service Information*

(n) Inspections and replacements done before the effective date of this AD per Boeing Alert Service Bulletin 767-54A0062, Revision 1, dated May 11, 1994; Revision 2, dated December 21, 1994; Revision 3, dated June 15, 1995; or Revision 4, dated May 7, 1998; are acceptable for compliance with the applicable actions specified in this AD.

*Alternative Methods of Compliance*

(o)(1) 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 ACO. 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.

(2) Alternative methods of compliance, approved previously in accordance with AD 94-11-02, amendment 39-8918, are approved as alternative methods of compliance with the applicable actions specified in this AD.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

*Special Flight Permits*

(p) 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.

*Incorporation by Reference*

(q) Unless otherwise provided in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 767-54A0062, dated April 14, 1994; and Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002.

(1) The incorporation by reference of Boeing Alert Service Bulletin 767-54A0062, Revision 5, dated November 11, 2002, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 767-54A0062,

dated April 14, 1994, was approved previously by the Director of the Federal Register as of June 10, 1994 (59 FR 27229, May 26, 1994).

(3) Copies may be obtained from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

*Effective Date*

(r) This amendment becomes effective on February 13, 2003.

Issued in Renton, Washington, on January 22, 2003.

**Vi L. Lipski,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. 2001-NM-340-AD; Amendment 39-13030; AD 2003-03-06]**

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A330 and A340 series airplanes, that currently requires a one-time inspection of the rail release pins and parachute pins of the escape slide/raft pack assembly for correct installation, and corrective actions, if necessary. This amendment adds a requirement to modify the escape slides/slide rafts on the passenger, crew, and emergency exit doors. The actions specified by this AD are intended to prevent improper deployment of the escape slide/raft and blockage of the door in the event of an emergency evacuation. This action is intended to address the identified unsafe condition.

**DATES:** Effective March 5, 2003.

The incorporation by reference of Airbus Service Bulletin A330-25-3126, dated August 7, 2001; and Airbus

Service Bulletin A340-25-4152, dated August 7, 2001; as listed in the regulations, is approved by the Director of the Federal Register as of March 5, 2003.

The incorporation by reference of Airbus Industrie Service Bulletin A330-25-3086, including Appendix 01, Revision 01, dated June 11, 1999; and Airbus Industrie Service Bulletin A340-25-4115, including Appendix 01, Revision 01, dated June 11, 1999; as listed in the regulations, was approved previously by the Director of the Federal Register as of November 26, 1999 (64 FR 56963, October 22, 1999).

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**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:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 99-22-07, amendment 39-11385 (64 FR 56963, October 22, 1999), which is applicable to certain Airbus Model A330 and A340 series airplanes, was published in the **Federal Register** on September 13, 2002 (67 FR 57982). The action proposed to continue to require a one-time inspection of the rail release pins and parachute pins of the escape slide/raft pack assembly for correct installation, and corrective actions, if necessary. The action also proposed to require modification of the escape slides/slide rafts on the passenger, crew, and emergency exit doors.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.