

Rules and Regulations

Federal Register

Vol. 68, No. 21

Friday, January 31, 2003

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each week.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–179–AD; Amendment 39–13028; AD 2003–03–04]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300 B2 and B4; A300 B4–600, B4–600R, and F4–600R (Collectively Called A300–600); A310; A319; A320; A321; A330; and A340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A300 B2 and B4; A300 B4–600, B4–600R, and F4–600R (collectively called A300–600); A310; and certain Airbus Model A319; A320; A321; A330; and A340 series airplanes, that requires repetitive visual inspections of the striker and guide valve of the passenger door actuators and certain emergency door actuators for corrosion, and corrective action, if necessary. This AD also requires modification of the striker mechanism of the emergency and passenger door actuators, which terminates the repetitive inspections. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent corrosion of the emergency actuator mechanism, which could cause failure of the emergency actuator striker mechanism on the passenger or emergency doors, and lead to difficulty in opening the passenger or emergency doors during an emergency evacuation.

DATES: Effective March 7, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 7, 2003.

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, FAA, Transport Airplane Directorate, International Branch, ANM–116, 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) to include an airworthiness directive (AD) that is applicable to all Airbus Model A300 B2 and B4; A300 B4–600, B4–600R, and F4–600R (collectively called A300–600); A310; and certain Airbus Model A319; A320; A321; A330; and A340 series airplanes was published in the **Federal Register** on May 17, 2002 (67 FR 35059). That action proposed to require repetitive visual inspections of the striker and guide valve of the passenger door actuators and certain emergency door actuators for corrosion, and corrective action, if necessary. That action also proposed to require modification of the striker mechanism of the emergency and passenger door actuators, which would terminate the repetitive inspections.

Comments

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

Request To Allow Credit for Accomplishment of Earlier Service Bulletin

One commenter requests that the FAA allow credit for accomplishment of Airbus Service Bulletin A320–52–1094, Revision 1, dated June 17, 1998, as terminating action for the repetitive

inspections. We agree. We find that the procedures specified in that service bulletin revision are essentially identical to those specified in Revision 02 of the service bulletin (which was referenced in the notice of proposed rulemaking (NPRM) as an appropriate source of service information for accomplishment of the terminating action). Therefore, we have revised the final rule to include a new paragraph (g) to specify that modification of the striker mechanism before the effective date of this AD per Revision 1 of Airbus Service Bulletin A320–52–1094 is considered acceptable for compliance with the requirements of paragraph (f) of this AD (designated as paragraph (d) in the NPRM).

Explanation of Editorial Changes

Since the language in Notes 4 and 5 of the proposed AD is regulatory in nature, those notes have been redesignated as paragraphs (d) and (e) of this final rule, respectively (subsequent paragraphs and notes also have been redesignated).

We have changed certain service bulletin citations throughout this final rule to exclude the Service Bulletin Acceptance/Rejection Sheet. The sheet is intended to be completed by operators and submitted to the airplane manufacturer to provide inspection reports to Airbus; however, this AD does not include such a requirement.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 127 Model A300 B2 and B4 and A300–600 series airplanes of U.S. registry will be affected by this AD.

For these airplanes, it will take approximately 9 work hours per airplane to accomplish the required inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspections on U.S. operators is