

estimated to be \$68,580, or \$540 per airplane, per inspection cycle.

It will take approximately 60 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Parts cost per airplane will be minimal. Based on these figures, the cost impact of the modification on U.S. operators is estimated to be \$457,200, or \$3,600 per airplane.

The FAA estimates that 47 Model A310 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 6 work hours per airplane to accomplish the required inspections, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspections on U.S. operators is estimated to be \$16,920, or \$360 per airplane, per inspection cycle.

For these airplanes, it will take approximately 20 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Parts cost per airplane will be minimal. Based on these figures, the cost impact of the modification on U.S. operators is estimated to be \$56,400, or \$1,200 per airplane.

The FAA estimates that 887 Model A319, A320, and A330 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators of these airplanes is estimated to be \$212,880, or \$240 per airplane, per inspection cycle.

For these airplanes, it will take approximately 80 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Parts cost per airplane will be minimal. Based on these figures, the cost impact of the modification on U.S. operators is estimated to be \$4,257,600, or \$4,800 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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.

There are currently no affected Model A321 or A340 series airplanes on the U.S. Register. All of these airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers it necessary to include these airplanes in the applicability of this rule in order to ensure that the unsafe condition is addressed in the event that any of the subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected Model A321 series airplane be imported and placed on the U.S. Register in the future, it will take approximately 8 work hours per airplane to accomplish the required inspections. Based on an average labor rate of \$60 per work hour, the cost impact of the inspections would be \$480 per airplane, per inspection cycle.

It will take approximately 20 work hours per airplane to accomplish the required modification on a Model A321 series airplane. Parts cost per airplane will be minimal. Based on an average labor rate of \$60 per work hour, the cost impact of the modification will be \$1,200 per airplane.

Should an affected Model A340 series airplane be imported and placed on the U.S. Register in the future, it will take approximately 32 work hours per airplane to accomplish the required inspections. Based on an average labor rate of \$60 per work hour, the cost impact of the inspections would be \$1,920 per airplane, per inspection cycle.

It will take approximately 80 work hours per airplane to accomplish the required modification on a Model A340 series airplane. Parts cost per airplane will be minimal. Based on an average labor rate of \$60 per work hour, the cost impact of the modification would be \$4,800 per airplane.

#### Regulatory Impact

The regulations adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3)

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

**2003-03-04 AIRBUS:** Amendment 39-13028. Docket 96-NM-179-AD.

**Applicability:** All 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; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 (i) 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 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, accomplish the following: