

TABLE.—SERVICE INFORMATION—Continued

Airbus service information	Revision level	Excluding	Date
Service Bulletin A310–52–2058	02	Service Bulletin Acceptance/Rejection Sheet.	October 25, 1999.
Service Bulletin A310–52–2065	01	not applicable	September 7, 2000.
Service Bulletin A320–52–1094	02	not applicable	April 7, 1999.
Service Bulletin A330–52–3038	01	not applicable	December 2, 1996.
Service Bulletin A330–52–3048	01	not applicable	December 2, 1998.
Service Bulletin A340–52–4048	03	not applicable	June 10, 1997.
Service Bulletin A340–52–4059	01	not applicable	December 2, 1998.

(1) This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

Note 5: The subject of this AD is addressed in French airworthiness directives 1998–482–122(B) R1, dated April 21, 1999; 1999–410–294(B) R1, dated November 17, 1999; and 98–507–085(B) and 98–508–106(B), both dated December 16, 1998.

Effective Date

(l) This amendment becomes effective on March 7, 2003.

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

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03–1831 Filed 1–30–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002–NM–43–AD; Amendment 39–13039; AD 2003–03–15]

RIN 2120–AA64

Airworthiness Directives; Various Boeing and McDonnell Douglas Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to various Boeing and McDonnell Douglas transport category airplanes. This AD requires revising the Airplane Flight Manual (AFM) to advise the flightcrew to don oxygen masks as a first and immediate step when the

cabin altitude warning horn sounds. This action is necessary to prevent incapacitation of the flightcrew due to lack of oxygen, which could result in loss of control of the airplane. This action is intended to address the identified unsafe condition.

DATES: Effective March 7, 2003.

ADDRESSES: Information pertaining to this AD may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT:

Boeing Airplane Models: Don Eiford, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2788; fax (425) 227–1181.

McDonnell Douglas Airplane Models: Joe Hashemi, Aerospace Engineer, Flight Test Branch, ANM–160L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5380; fax (562) 627–5210.

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 various Boeing and McDonnell Douglas transport category airplanes was published in the **Federal Register** on June 26, 2002 (67 FR 43058). That action proposed to require revising the Airplane Flight Manual (AFM) to advise the flightcrew to don oxygen masks as a first and immediate step when the cabin altitude warning horn sounds.

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.

Support for the Proposed AD

One commenter supports the proposed AD, and another commenter states that it has surveyed its fleet and is already in compliance with the proposed AD.

Request To Expand Applicability of Proposed AD

One commenter notes an inconsistency in the proposed AD. In the preamble of the proposed AD, the FAA states that appropriate instructions for donning emergency oxygen masks are already contained in the AFM for Boeing Model 737–600, –700, –800, and “900 series airplanes. Thus, those airplanes are not included in the applicability of the proposed AD. The commenter points out, however, that the AFM for Boeing Model 737–600, –700, –800, and –900 series airplanes contains wording similar to that in the AFM for Boeing Model 737–300, –400, and –500 series airplanes, which are included in the applicability of the proposed AD. The commenter also notes that the AFM for Boeing Model 757–300 series airplanes does not address the donning of crew oxygen masks during rapid depressurization, although the proposed AD states that the AFMs for 757 series airplanes contain appropriate instructions for donning oxygen masks. The commenter asks that we review all AFMs again to ensure that the AFM contains appropriate instructions.

We partially concur with the commenter's request. Where we state in the proposed AD that the AFMs for certain models already contain appropriate instructions for the donning of oxygen masks, we should have stated that either the AFM or the airplane operations manual (AOM) contains appropriate instructions for the donning of oxygen masks. For the models identified by the commenter, the AOM contains appropriate instructions for donning oxygen masks. For this reason, those airplanes were not included in the applicability of the proposed AD.

We acknowledge the commenter's concerns. Thus, we have repeated the