

The cost impact figure discussed above is 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. The manufacturer may cover the cost of replacement parts associated with this AD, subject to warranty conditions. As a result, the costs attributable to the AD may be less than stated above.

#### 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:

**2003-17-14 Airbus:** Amendment 39-13289. Docket 2002-NM-50-AD.

*Applicability:* Airplanes listed in Table 1 of this AD, certificated in any category, as follows:

TABLE 1.—APPLICABILITY

| Model  | Equipped with PPG aerospace windshields having—                     |  |  |
|--|---|--|--|
|  | Part number (P/N)   | And serial numbers (S/N) as listed in  |  |
| A300 B2 and B4 series airplanes .....  | NP-175201-1, NP-175201-2, or NP-175201-4.                           | Airbus All Operators Telex A300-56A0011, dated October 2, 2001.              |  |
| A300 B4-600, A300 B4-600R, and A300 F4-600R (collectively called A300-600) series airplanes. | NP-175201-1, NP-175201-2, or NP-175201-4.                           | Airbus All Operators Telex A300-600-56A6004, dated October 2, 2001.          |  |
| A310 series airplanes .....  | NP-175201-1, NP-175201-2, or NP-175201-4.                           | Airbus All Operators Telex A310-56A2005, dated October 2, 2001.              |  |
| A319, A320, and A321 series airplanes .....  | NP-165311-2, NP-165311-3, NP-165311-4, NP-165311-5, or NP-165311-6. | Airbus All Operators Telex A320-56A1010, Revision 01, dated October 1, 2001. |  |
| A330 series airplanes .....  | NP-175201-1, NP-175201-2, or NP-175201-4.                           | Airbus All Operators Telex A330-56A3005, dated October 2, 2001.              |  |
| A340 series airplanes .....  | NP-175201-1, NP-175201-2, or NP-175201-4.                           | Airbus All Operators Telex A340-56A4005, dated October 2, 2001.              |  |

**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 (c) 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 failure of both structural plies of the windshield caused by overheating of the power lead wire, which could cause reduced structural integrity of the windshield

assembly, and consequent loss of the windshield during flight, accomplish the following:

#### Windshield Replacement

(a) Within 6 months after the effective date of this AD, replace windshields manufactured by PPG Aerospace having certain P/Ns and S/Ns listed in the applicable Airbus all operators telex (AOT) listed in Table 1 of this AD with new windshields, per the applicable Airbus AOT listed in Table 1 of this AD.

**Note 2:** The Airbus AOTs reference PPG Aerospace Service Bulletin NP-175201-56-001, dated September 26, 2001, as an additional source of service information for accomplishing the replacement required by this AD.

#### Part Installation

(b) As of the effective date of this AD, no person shall install on any airplane a

windshield manufactured by PPG Aerospace having a certain P/N and S/N listed in the applicable AOT listed in Table 1 of this AD.

#### Alternative Methods of Compliance

(c) 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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.