

- Repair defective safety belts and restraint systems that have not reached service life limits; and
- Replace safety belts and restraint systems that have reached service life limits.

We agree, and therefore, are withdrawing that NPRM.

What Are the Consequences if the Condition Is Not corrected?

These defective safety belts and restraint systems could result in failure of the safety belts and restraint systems. Such failure could lead to lack of occupant restraint during normal or crash loads.

Is There Service Information That Applies to This Subject?

ANJOU has issued this service information:

- Service Bulletin No. 343–25–02, Issue 1, dated October 23, 2001; and
- Service Bulletin No. 343–1–25–01, Issue 1, dated October 23, 2001.

What Are the Provisions of This Service Information?

The service bulletins include procedures for:

- Inspecting the buckles of the safety belts and restraint systems for defects;

- Replacing defective buckle springs; and
- Replacing safety belts and restraint systems when the service life limit is reached.

The FAA’s Determination and an Explanation of the Provisions of This Proposed AD

What Has FAA Decided?

After examining the circumstances and reviewing all available information related to the incidents described above, we have determined that:

- The unsafe condition referenced in this document exists or could develop on type design aircraft that incorporate ANJOU safety belts and restraint systems, types 343 and 343–1;
- The ANJOU safety belts and restraint systems, types 343 and 343–1, should be immediately inspected for correct installation and eventually replaced; and
- AD action should be taken in order to correct this unsafe condition.

What Would This Proposed AD Require?

This proposed AD would require you to incorporate the actions in the previously-referenced service bulletins.

How Does the Revision to 14 CFR Part 39 Affect This Proposed AD?

On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA’s AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Cost Impact

How Many Aircraft Would This Proposed AD Impact?

We estimate that at least 617 aircraft in the U.S. registry could have the affected ANJOU safety belts and restraint systems installed. Some aircraft have more than one unit installed.

What Would Be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish this proposed inspection and repair:

Labor cost	Parts cost	Total cost per 6 safety belts and restraint systems
1 workhour per 6 safety belts and restraint systems × \$65 per hour = \$65	No cost	\$65.

The number of installed safety belts and restraint systems may vary by individual aircraft configuration. Therefore, we have no way of determining the replacement cost for this proposed AD.

Compliance Time of This Proposed AD

What Would Be the Compliance Time of This Proposed AD?

The compliance time of this proposed AD is within 50 hours time-in-service or 4 calendar months after the effective date of this AD, whichever occurs first.

Why Is The Compliance Time of This Proposed AD Presented in Both Hours TIS and Calendar Time?

Defective safety belts and restraint systems are a direct result of use of the safety belts and restraint systems. However, defective safety belts and restraint systems are not necessarily a result of repetitive airplane operation. For example, defective safety belts and restraint systems could occur on an affected airplane within a short period of airplane operation while you could

operate another affected airplane for a considerable amount of time without experiencing defective safety belts and restraint systems. Therefore, to assure that any defective safety belt and restraint system is detected and corrected in a timely manner without inadvertently grounding any of the affected airplanes, we are utilizing a compliance time based upon both hours TIS and calendar time.

Regulatory Impact

Would This Proposed AD Impact Various Entities?

The regulations proposed herein would 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 proposed rule would not have federalism implications under Executive Order 13132.

Would This Proposed AD Involve a Significant Rule or Regulatory Action?

For the reasons discussed above, I certify that this proposed 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator,