

21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require replacement of the elevator servo-controls with new servo-controls when the servo-controls have reached their operational life limit.

Difference Between French Airworthiness Directive and Proposed AD

The compliance times in French airworthiness directive 2001-545(B) are based on the mode in which the elevator servo-controls are operated—active or damping mode. The FAA finds that, as all elevator servo-controls have the same part number and are interchangeable, it is not possible to readily trace the mode of operation of an elevator servo-control. Therefore, the compliance times in this proposed AD are based on the servo-control part number and the number of flight hours or flight cycles, as applicable, since the servo-control was new or overhauled, regardless of the mode of operation of the elevator servo-control. We have informed the DGAC of the compliance times we intend to use in this proposed AD.

Cost Impact

We estimate that 9 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 7 work hours per airplane, per replacement cycle, to

accomplish the proposed actions, and that the average labor rate is \$65 per work hour. Required parts would be provided at no charge to operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,095, or \$455 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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.

Regulatory Impact

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 proposal would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under the 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 is contained 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, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Airbus: Docket 2002-NM-09-AD.

Applicability: All Model A330 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent hydraulic leakage and internal damage of the elevator servo-controls due to cracks in the end caps and along the barrel, which could result in a reduction in the elevator's protection against vibration or loss of the hydraulic circuit, and consequent reduced controllability of the airplane, accomplish the following:

Repetitive Replacement

(a) Replace each elevator servo-control having a part number listed in the “Part Numbers” column of Table 1 of this AD with a new servo-control having the same part number. Do the initial replacement prior to the accumulation of the number of total flight hours or flight cycles on the servo-control, as applicable, specified in the “Life Limit” column of Table 1 of this AD, or within 60 days after the effective date of this AD, whichever is later. Thereafter, repeat the replacement at intervals not to exceed the number of total flight hours or flight cycles, as applicable, specified in the “Life Limit” column of Table 1 of this AD.

TABLE 1.—PART NUMBERS AND REPLACEMENT LIFE LIMITS

Airplane model	Part numbers	Life limit
A330-301, -321, and -322 airplanes, on which Airbus Modification 43148 (Service Bulletin A330-27-3026) has not been accomplished.	SC4800-2, SC4800-3, SC4800-4; any Amendment level.	4,000 total flight hours since the servo-control was new.
A330 series airplanes other than those identified above in this table.	SC4800-2; SC4800-2, Amendment A	3,500 total flight cycles since the servo-control was new or overhauled to like-new condition.
A330 series airplanes other than those identified above in this table.	SC4800-2, Amendment B or C; SC4800-3; SC4800-6.	7,700 total flight cycles since the servo-control was new or overhauled to like-new condition.