

The DGAC classified the Airbus service bulletin as mandatory and issued French airworthiness directive 2001–361(B) R1, dated September 3, 2003, to ensure the continued airworthiness of these airplanes in France.

FAA's Conclusions

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 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 accomplishment of the actions specified in the Airbus service bulletin described previously, except as discussed below.

Differences Between the Proposed AD and the French Airworthiness Directive

Operators should note that the parallel French airworthiness directive requires replacement of certain actuators within either 250 airplane flight cycles or 500 airplane flight cycles after the part number identification, depending on whether the actuator has accumulated more than 20,000 total flight cycles or fewer than 20,000 total flight cycles, respectively. However, after consultation with Airbus and the DGAC, the FAA has determined that these actuators can be safely operated up to 20,000 total flight cycles. Therefore, we find that accomplishment of the actuator replacement prior to the accumulation of 20,000 flight cycles, or within 250 flight cycles after identification of the part number, whichever occurs later, represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety. The DGAC has been notified of this difference.

Also, the French airworthiness directive specifies the replacement times for the actuators in terms of actuator flight cycles. Operators might not track actuator flight cycles;

therefore, for the purposes of this proposed AD, if operators do not have a means of obtaining information regarding actuator flight cycles, engine flight cycles must be used.

Clarification of Applicability

Because operators can remove and install thrust reversers and engines on various airplanes in their fleet, this proposed AD would require either a review of airplane maintenance or delivery records, or a detailed inspection of the hydraulic actuators located in the pivot doors of the thrust reversers on all Airbus Model A319–113 and 114; and A320–111, -211, and -212 series airplanes, to ensure that all actuators are identified.

Cost Impact

The FAA estimates that 108 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed inspection (1 hour per actuator \times 4 actuators per thrust reverser \times 2 thrust reversers per airplane), and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$56,160, or \$520 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–61–AD.

Applicability: All Model A319–113 and –114; and A320–111, –211, and –212 series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent jamming of the thrust reverser door during operation or inadvertent deployment of a thrust reverser door in-flight, which could result in reduced controllability of the airplane, accomplish the following:

Inspection and Follow-on Actions

(a) Within 500 airplane flight cycles after the effective date of this AD: Do a detailed inspection of the eight hydraulic actuators located in the pivot doors of the thrust reversers (one actuator per pivot door, four pivot doors per thrust reverser, two thrust reversers per airplane) to identify the part number (P/N) of each actuator, in accordance with Airbus Service Bulletin A320–78–1020, excluding Appendix 01, dated March 28, 2001. Instead of a detailed inspection of the hydraulic actuators, a review of airplane maintenance and delivery records is acceptable if the P/N of each actuator installed on the airplane can be positively determined from that review.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good