

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 service bulletin described previously, except as discussed below under the heading "Difference Between Proposed AD and Certain Service Bulletins."

Consistent with the findings of the DGAC, the proposed AD would allow repetitive inspections per Airbus Service Bulletin A300-76-6003, Revision 04, or A310-76-2006, Revision 03, as applicable, to continue in lieu of

accomplishing the terminating action per Airbus Service Bulletin A300-76-6004, Revision 01, or A310-76-2007, Revision 02, as applicable. In making this determination, we considered that long-term continued operational safety in this case will be ensured adequately by repetitive inspections to detect any discrepancy of the throttle control cable before it represents a hazard to the airplane.

#### **Difference Between Proposed AD and Certain Service Bulletins**

Although Airbus Service Bulletins A300-76-6003, Revision 04, and A310-

76-2006, Revision 03, specify to report the results of the backlash check to the Airbus technical representative, this proposed AD would not require such reporting.

#### **Cost Impact**

The table below contains the FAA's estimates of the cost impact on U.S. operators of the actions that would be required by the proposed AD, at an average labor rate of \$65 per work hour.

#### **COST IMPACT: U.S.-REGISTERED AIRPLANES**

Actions in Airbus service bulletin	Work hours	Parts cost	Estimated number of airplanes of U.S. registry	Estimated cost per airplane	Estimated fleet cost
A300-76-0007, Revision 06 .....	30	\$0	36	\$1,950	\$70,200
A300-76-0015, Revision 02 .....	11	1,726	36	2,441	87,876
A300-76-0016, Revision 03 .....	1	193	24	258	6,192
A300-76-6002, Revision 02 .....	1	80	83	145	12,035
A300-76-6007, Revision 01 .....	8	None	71	520	36,920
A300-76-6009, Revision 02 .....	6	28	67	418	28,006
A310-76-2001, Revision 01 .....	11	4,469	33	5,184	171,072
A310-76-2004, Revision 03 .....	25	26	25	1,651	41,275
A310-76-2005, Revision 01 .....	1	153	46	218	10,028
A310-76-2006, Revision 03 .....	2	None	16	130	2,080
A310-76-2012, Revision 02 .....	6	28	25	418	10,450

Currently, there are no airplanes on the U.S. Register that would be affected by Airbus Service Bulletin A300-76-6003, Revision 04, or A310-76-2010,

Revision 03. However, if an affected airplane is imported and placed on the U.S. Register in the future, the table below shows the estimated cost of the

actions that would be required by the proposed AD for an affected airplane, at an average labor rate of \$65 per work hour.

#### **POTENTIAL COST IMPACT: AIRPLANE ADDED TO U.S. REGISTER IN THE FUTURE**

Airplanes subject to the actions in Airbus service bulletin	Work hours	Parts cost	Estimated cost per airplane
A300-76-6003, Revision 04 .....	2	\$0	\$130
A310-76-2010, Revision 03 .....	8	0	520

If an operator chooses to do the optional terminating action in Airbus Service Bulletin A300-76-6004, Revision 01, or A310-76-2007, Revision 02; rather than continue the repetitive inspections in Airbus Service Bulletin A300-76-6003, Revision 04, or A310-76-2006, Revision 03, respectively; it would take about 20 work hours per airplane to accomplish the optional terminating action, at an average labor rate of \$65 per work hour. Required parts would cost about \$18,800 per airplane. Based on these figures, we estimate the cost of this optional terminating action to be \$20,100 per airplane.

The cost impact figures discussed above are 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