

left and right sides of the airplane, a one-time detailed inspection for proper installation and routing of the associated electrical harnesses; and corrective actions if necessary.

Corrective actions for the parachute pins include adjustment of the speed lacing for the soft cover of the escape slides/rafts to prevent the parachute pins from moving from their original position. This action eliminates the need for the repetitive inspections of the parachute pins. Corrective actions for the electrical harnesses include relocating the quick-disconnect connectors.

Accomplishment of the actions specified in the AOTs is intended to adequately address the identified unsafe condition. The DGAC classified these AOTs as mandatory and issued French airworthiness directives 2001–359(B) R3, dated October 30, 2002, and 2001–360(B) R1, dated February 6, 2002, to ensure the continued airworthiness of these airplanes in France.

Both AOTs reference Goodrich Aircraft Evacuation Systems Alert Service Bulletin 7A1509–25A324, dated July 16, 2001, as an additional source of service information for adjusting the speed lacing.

#### 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 Rule

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 applicable Airbus AOT described previously, except as discussed below.

#### Difference Between Proposed Rule and Referenced AOTs

Operators should note that, although the referenced AOTs describe procedures for reporting inspection results to Airbus, this proposed AD would not require those actions. The

FAA does not need this information from operators.

#### Cost Impact

The FAA estimates that 14 Model A330 series airplanes of U.S. registry would be affected by this proposed AD, and that it would take approximately 1 work hour per airplane to accomplish the proposed inspections at the average labor rate of \$65 per work hour. Based on these figures, the cost impact of the proposed inspections on U.S. operators is estimated to be \$910, or \$65 per airplane.

It would take approximately 3 work hours per airplane to adjust the speed lacing for the escape slide/raft soft cover at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of the proposed adjustment of the speed lacing for the escape slide/raft soft cover on U.S. operators is estimated to be \$2,730, or \$195 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.

Currently, there are no Model A340 series airplanes on the U.S. Register. However, should an affected airplane be imported and placed on the U.S. Register in the future, it would require 1 work hour per airplane to accomplish the proposed inspections and 3 work hours per airplane to accomplish the proposed adjustment of the speed lacing for the escape slide/raft soft cover, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of the proposed AD for Model A340 operators would be \$260 per airplane.

#### 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 2001–NM–284–AD.

**Applicability:** Model A330 and A340–200 and –300 series airplanes equipped with an escape slide/raft having any part number (P/N) 7A1509–101 through 7A1509–117 inclusive, and any serial number AD001 through AD0855 inclusive, at door 3 Type I emergency exits; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the escape slides/rafts to deploy correctly at door 3 Type I emergency exits, which could result in the escape slides/rafts being unusable during an emergency evacuation, and consequent injury to passengers or crew members, accomplish the following:

#### Inspections

(a) Within 550 flight hours after the effective date of this AD: Do a detailed inspection of the escape slides/rafts located at door 3 Type I emergency exits, on the left and right sides of the airplane, for correct installation of the parachute pins, and a one-time detailed inspection of the associated electrical harnesses for correct installation of the quick-disconnect connector, in accordance with paragraphs 4.1 and 4.2 of Airbus All Operator Telex (AOT) A330–25A3154 (for Model A330 series airplanes) or A340–25A4172 (for Model A340–200 and –300 series airplanes), dated July 26, 2001; as