

selector valve; replacing discrepant valves with new valves having a specified part number; and performing repetitive operational test maintenance tasks (for airplanes not modified per Airbus Modification 3083), or performing repetitive operational tests of the selector valves and replacing failed valves with new valves (for modified airplanes).

Service Bulletins A300–32–6082 and A310–32–2118 describe procedures for repetitive operational tests of the selector valve, and for replacing failed valves with new valves.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition. The DGAC classified these service bulletins as mandatory and issued French airworthiness directive 2001–603(B), dated December 12, 2001, 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 section 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 and in accordance with the applicable service bulletins described previously, except as discussed below.

Difference Between Proposed AD and the Service Bulletins

Although the service bulletins describe procedures for reporting inspection results, this proposed AD would not require those actions.

Cost Impact

The following table provides the estimated costs to do the actions specified in this proposed AD.

Model	Action	Work hours	Average hourly labor rate (dollars)	Cost per airplane (dollars)	Number of U.S. airplanes	Fleet cost (dollars)
A300 B2	Part number identification	1	65	65	32	2,080
A300 B4	MPD task	1	65	65, per task cycle	32	2,080, per task cycle
.....	Operational test	1	65	65, per test cycle	32	2,080, per test cycle
A300–600	Operational test	1	65	65, per test cycle	89	5,785, per test cycle
A300 C4–605R Variant F	Operational test	1	65	65, per test cycle	47	3,055, per test cycle

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 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–04–AD.

Applicability: All Model A300 B2 and A300 B4 series airplanes; A300 B4–600, B4–600R, and F4–600R (collectively called A300–600) series airplanes; A300 C4–605R Variant F airplanes; and A310 series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the landing gear selector valves, which could result in residual pressure on the retraction chamber side of the electro-hydraulic selector, and consequent uncommanded retraction of the landing gear when the airplane is on the ground, accomplish the following:

Part Number Identification

(a) For Model A300 B2 and A300 B4 series airplanes: Before the accumulation of 32,000 total flight cycles on the landing gear selector valves, or within 600 flight hours after the effective date of this AD, whichever occurs later, do the actions required by paragraphs (a)(1) and (a)(2) of this AD.

(1) Inspect to determine whether any selector valve having part number (P/N) A25199–0–2 is installed.

(2) Replace any selector valve having P/N A25199–0–2 with a new selector valve having P/N A25199–0–3, in accordance with