

Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Stephen Slotte, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A330 and A340 series airplanes. The DGAC advises that, during a test of the evacuation slide/raft system on a Model A340 series airplane, one operator noticed that the slide/raft emergency lights were inoperative. Examination revealed that the electrical wiring connecting the slide/raft to the door was holding the full weight of the slide pack. This resulted in the deformation of the electrical connector. Additionally, further investigation revealed that the electrical cable wiring was incorrectly routed through the transportation handles of the slide/raft pack. This same operator found a similar incorrect installation during a maintenance check of another airplane.

During the slide deployment process, the slide pack has to release fully from the airplane in order to allow the gas reservoir to be actuated. If the electrical cable wiring is incorrectly routed through the transportation handles of the slide/raft pack, it can restrain the slide pack and prevent proper deployment of the slide. This condition, if not corrected, could impede the successful egress of passengers from the airplane during an emergency evacuation.

Since the evacuation slide systems on both the Model A330 and the Model A340 are similar, both airplane models are subject to the identified unsafe condition.

Airbus Industrie has issued All Operators Telex (AOT) 25-08, dated April 25, 1994, which describes procedures for performing a one-time inspection to ensure the correct installation of the evacuation slide/raft electrical cable wiring on the passenger/crew doors. The DGAC classified this service bulletin as mandatory and issued French Airworthiness Directives (CN) 94-141-002(B) (applicable to Model A330's) and 94-142-008(B) (applicable to Model A340's), both dated June 22, 1994, in order to assure

the continued airworthiness of these airplanes in France.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) 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.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to ensure the correct installation of the slide/raft electrical wiring on the passenger/crew doors. This AD requires a one-time inspection to determine if this wiring is correctly installed, and correction of any discrepancies identified. The actions are required to be accomplished in accordance with the Airbus AOT described previously.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this AD to clarify this long-standing requirement.

There currently are no affected Model A330 or A340 series airplanes on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require

approximately 2 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Based on these figures, the total cost impact of this AD would be \$120 per airplane. Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-64-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does