

procedures for performing a detailed inspection of the rudder travel limitation unit (RTL) for proper adjustment, and measuring desynchronization of the rudder servo-controls. The inspection of the RTL includes installing rigging pins on the bellcrank and right and left input levers and, if necessary, adjusting the length of the applicable adjustable rod. Measurement of the rudder servo-controls for desynchronization includes disconnecting the control rod from the bellcrank; installing a rigging pin on the bellcrank assembly of the lower servo-controls; pressurizing and depressurizing the blue, yellow, and green hydraulic systems at the appropriate times; recording the results; if desynchronization is found, determining if the value is within the acceptable limits specified in the service bulletins; replacing or adjusting the actuating spring rods and affected rudder servo-controls; and returning replaced rudder servo-controls with the highest load factors to the manufacturer; as applicable.

For airplanes on which any rudder servo-control has been replaced per Service Bulletin A330-27-3084 or Service Bulletin A340-27-4088, Airbus has also issued Service Bulletin A330-55-3028 (for Model A330 series airplanes); and Service Bulletin A340-55-4026 (for Model A340 series airplanes); including Appendix 01; dated May 28, 2001. These service bulletins describe procedures for a detailed or high frequency eddy current inspection of the attachment fittings of desynchronized rudder servo-controls for cracks. The service bulletins describe procedures for follow-on actions (including additional detailed inspections in the area of the fasteners and attachment fittings; additional high frequency eddy current inspections; cold expansion of specific fastener holes; drilling/reaming and cleaning of specific fastener holes; rotating probe inspections; and wet installation of pins, collars, and oversize fasteners) depending on airplane configuration; as applicable; and repetitive inspections. The service bulletins also state that if any crack is found, operators should contact Airbus for repair instructions.

For certain Model A330 series airplanes, Airbus Service Bulletin A330-27-3084 recommends concurrent accomplishment of Airbus Service Bulletin A330-27-3082, dated March 28, 2001. Service Bulletin A330-27-3082 describes procedures for installing rigging placards for the rudder servo-controls (including bonding placards to the appropriate areas and coating them with lacquer).

For certain Model A340 series airplanes, Airbus Service Bulletin A340-27-4088 recommends concurrent accomplishment of Airbus Service Bulletin A340-27-4086, dated March 28, 2001. Service Bulletin A340-27-4086 describes procedures for installing rigging placards for the rudder servo-controls (including bonding placards to the appropriate areas and coating them with lacquer).

Accomplishment of the actions specified in these service bulletins is intended to adequately address the identified unsafe condition. The DGAC classified these service bulletins as mandatory and issued French airworthiness directives 2001-156(B) and 2001-157(B), both dated May 2, 2001, in order to assure 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 the applicable service bulletins described previously, except as discussed below.

Differences Between Foreign Airworthiness Directives, Service Bulletins, and Proposed AD

Operators should note that although French airworthiness directives 2001-156(B) and 2001-157(B); and Airbus Service Bulletins A330-55-3028 (for Model A330 series airplanes) and A340-55-4026 (for Model A340 series airplanes); include instructions for reporting inspection results and returning desynchronized rudder servo-controls with the highest load factors to Airbus, this proposed AD would not require those actions.

Operators should also note that, although Airbus Service Bulletins A330-55-3028 and A340-55-4026 specify that the manufacturer may be contacted for certain repair instructions, this proposal would require the repair be accomplished in accordance with a method approved by either the FAA, or the DGAC (or its delegated agent). In light of the type of repair that would be required to address the identified unsafe condition, and in consonance with existing bilateral airworthiness agreements, the FAA has determined that, for this proposed AD, a repair approved by either the FAA or the DGAC (or its delegated agent) would be acceptable for compliance with this proposed AD.

Cost Impact

The FAA estimates that 9 Model A330 series airplanes of U.S. registry would be affected by this proposed AD, that it would take 6 work hours per airplane to accomplish the proposed inspection and measurement, and 1 work hour per airplane to accomplish the proposed installation of the rigging placards, and that the average labor rate is \$60 per work hour. Required rigging placards would be provided to the operators at no cost. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$3,780, or \$420 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 proposed 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 Airbus 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 6 work hours per airplane to accomplish the proposed inspection and measurement, and 1 work hour per airplane to accomplish the proposed installation of the rigging placards, at an average labor rate of \$60 per work hour. Required placards would be provided to the operators at no cost. Based on these figures, the cost impact of the proposed AD for Model A340 operators would be \$420 per airplane.