

indicated airspeed, if not corrected, could result in inadvertent excursions outside the normal flight envelope.

Actions Since Issuance of Previous Proposal

Since the issuance of the original NPRM, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has issued a new revision to French airworthiness directive 2001-265(B) R1, dated December 12, 2001, which was one of the French airworthiness directives cited in the original NPRM. This new revision, French airworthiness directive 2001-265(B) R2, dated November 13, 2002, among other things, specifies enlarging the holes for the pitot probes and clarifies the name of a parts manufacturer.

New revisions to two of the service bulletins that were cited in the original NPRM were issued to revise certain procedures to specify the need to enlarge certain holes when replacing the pitot probes. The various revisions to the two service bulletins are described as follows:

- A310-34-2154, Revision 01, dated April 19, 2000, was cited in the original NPRM as an appropriate source of service information. The manufacturer later issued Revision 02, dated November 5, 2001; Revision 03, dated January 25, 2002; Revision 04, dated April 30, 2002; Revision 05, dated July 9, 2002; and Revision 06, dated August 6, 2002. All of these revisions add airplanes in the effectivity of the service bulletin. However, Revision 04 of the service bulletin also includes procedures for enlarging the holes for installing the pitot probes. Revision 07, dated October 8, 2002, which is cited in this supplemental NPRM as the appropriate source of information for Model A310 series airplanes, also adds airplanes to the effectivity of the service bulletin.

- A300-34-6141, dated December 3, 2001, was cited in the original NPRM as an appropriate source of service information. The manufacturer later issued Revision 01, dated February 20, 2002, to add airplanes to the effectivity of the service bulletin. Revision 02, dated April 30, 2002, was issued to provide procedures for enlarging the holes for installing the pitot probes. Revision 03, dated August 27, 2002, which is cited in this supplemental NPRM as the appropriate source of information for Model A300 B4-600R series airplanes, was issued to add airplanes to the effectivity of the service bulletin.

Comments

Due consideration has been given to the comments received in response to the NPRM.

Support for the Proposed NPRM

One commenter, the manufacturer, supports the content of the proposed NPRM.

Request to Correct Name of Parts Supplier

One commenter suggests changing all references throughout the original NPRM from BF Goodrich to Rosemount Aerospace Inc. The commenter states that Rosemount Aerospace is the correct legal name. The FAA concurs with this request and has revised this supplemental NPRM accordingly.

Request To Delay Issuance of Proposal

One commenter states that it has no concerns with the actions required by the original NPRM, and that those actions have been accomplished on all Model A319 and A320 series airplanes. However, since this accomplishment, the commenter has experienced a continuation in airspeed anomalies. For this reason, the commenter states that it will share such data with us, and suggests that we conduct a more extensive review of the experience of additional operators regarding airspeed anomalies before mandating any actions in an AD.

Although we acknowledge the commenter's concern, we do not concur that issuance of this proposed AD should be delayed until we receive additional data regarding airspeed anomalies. However, based on these concerns, we encourage that additional data be submitted to us by the commenter or others. We have determined that to delay this action would be inappropriate since an unsafe condition exists, and that the revised procedure for replacing the pitot probes must be accomplished to ensure continued safety. Additional rulemaking may be considered in the future, if warranted by additional data regarding the identified unsafe condition. No change to this supplemental NPRM is necessary in this regard.

Request To Expand the Applicability of the Proposed NPRM

One commenter is concerned about certain requirements in the original NPRM regarding the pitot probes used on certain airplane models. The commenter asks whether the unsafe condition identified on one manufacturer's product line of pitot probes also exists on the product lines of other manufacturers. The commenter

states that one of the manufacturers issued an alert service bulletin regarding unauthorized repairs on certain pitot static tubes found installed on a number of airplane models. The commenter is concerned that additional airplane models also may have similar discrepant pitot probes installed. In addition, if a serious safety issue exists for pitot probes manufactured per the requirements of Technical Standard Order TSO C-16, dated September 1, 1948, and amended April 16, 1951, the applicability of the original NPRM may need to be expanded.

We acknowledge the commenter's concern and may consider additional rulemaking to address that concern in the future on certain airplanes. While there may be merit to the commenter's suggestions, this supplemental NPRM is not the appropriate context in which to evaluate those suggestions. Since the suggested changes would alter the actions currently required by this supplemental NPRM, additional rulemaking would be required. We find that to delay this action would be inappropriate in light of the identified unsafe condition. We do not concur that we should expand the applicability of this supplemental NPRM. No change to the applicability of this supplemental NPRM is necessary in this regard.

Request to Add a Service Bulletin Reference

One commenter states that a reference to Airbus Service Bulletin A320-34-1170, Revision 05, dated September 11, 2000, should be added to certain paragraphs in the original NPRM, for certain airplanes. That service bulletin describes procedures for replacing certain Thales (formerly Sextant) pitot probes with new Rosemount Aerospace pitot probes.

We do not concur for several reasons. First, the commenter did not specify any justification for adding a reference to Airbus Service Bulletin A320-34-1170. Second, French airworthiness directive 2001-265(B) R2 does not include a reference to that service bulletin. In addition, French airworthiness directive 2001-362(B), dated August 8, 2001, states that airplanes equipped with certain pitot probes per Airbus Service Bulletin A320-34-1170 are not applicable to the requirements of that airworthiness directive. No change to this supplemental NPRM is necessary in this regard.

Conclusion

Since these changes expand the scope of the original NPRM, we have determined that it is necessary to reopen the comment period to provide