

Docket Number 2001–NM–216–AD.” The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2001–NM–216–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

#### Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A300 B2 and B4 series airplanes; Model A300 B4–600, B4–600R, and F4–600R (collectively called A300–600) series airplanes; and Model A310 series airplanes. The DGAC advises that operators have reported hard points in the throttle control system on these airplanes. These hard points have been attributed to various discrepancies in the throttle control system, such as accumulation and subsequent freezing of moisture in the throttle control cable (also called the “push-pull” cable) assembly; disconnection of the throttle control cable from the rack-box; stiffness of the throttle controls due to excessive wear, chafing, or other damage; or deterioration of the throttle control cable due to exposure to excessive heat. These conditions, if not corrected, could lead to jamming of the throttle control cable and result in an asymmetric thrust condition and consequent reduced controllability of the airplane.

#### Explanation of Relevant Service Information

Airbus has issued the following service bulletins:

- Service Bulletin A300–76–0007, Revision 06, dated August 23, 2001 (for certain Airbus Model A300 B2 and B4 series airplanes). That service bulletin describes procedures for installing a flexible ice protection boot on the upper fitting of the throttle and fuel shut-off valve control cables. This boot is intended to prevent accumulation of moisture at the end of the control cable assembly, which could freeze and result in jamming of the control cable.
- Service Bulletins A300–76–0015, Revision 02, dated August 23, 2001 (for certain Airbus Model A300 B2 and B4 series airplanes); and A310–76–2001, Revision 01, dated March 14, 2000 (for certain Model A310–203, –204, –221, and –222 series airplanes). These service bulletins describe procedures for installing a heating system for the throttle control system. This heating

system is intended to prevent freezing and consequent jamming of the throttle controls.

- Service Bulletins A300–76–0016, Revision 03, dated August 23, 2001 (for certain Airbus Model A300 B2 and B4 series airplanes); A300–76–6002, Revision 02, dated August 23, 2001 (for certain Airbus Model A300 B4–620, B4–622, and C4–620 airplanes); and A310–76–2005, Revision 01, dated March 14, 2000 (for certain Airbus Model A310–203, –221, and –222 airplanes). These service bulletins describe procedures for replacing (with new, improved parts) the roller and rotation pin of the secondary relay lever of the throttle control system. This replacement is intended to prevent stiffness of the throttle controls if the roller fails to rotate.
- Service Bulletins A300–76–6003, Revision 04, dated February 26, 2002 (for certain Airbus Model A300 B4–620 airplanes); and A310–76–2006, Revision 03, dated February 26, 2002 (for certain A310–221, –222, and –322 airplanes). These service bulletins describe procedures for repetitive inspections of the throttle control (push-pull) cable and the rack-box connection to detect any discrepancies, including excessive wear, damage, chafing of the cable in the area of the cable guide, backlash due to excessive wear, and excessive play. If discrepancies are found, the service bulletins specify replacement of the affected part with a new part. These service bulletins refer to Airbus Service Bulletins A300–76–6004, Revision 01, dated October 11, 2000; and A310–76–2007, Revision 02, dated November 24, 1988; respectively; which describe procedures for replacing the existing throttle control cable assembly with a new, improved assembly. Such replacement would eliminate the need for the repetitive inspections described previously.
- Service Bulletins A300–76–6007, Revision 01, dated March 14, 2000 (for certain A300 B4–601, –603, and “605R” airplanes); and A310–76–2010, Revision 03, dated August 23, 2001 (for certain A310–204 and –304 airplanes). These service bulletins describe procedures for installing a new cooling duct and a new cooling shroud for the throttle control cable. This installation is intended to prevent deterioration of the throttle control (push-pull) cable due to exposure to excessive heat. These service bulletins refer to GE CF6–80C2 Service Bulletins 71–088, Revision 03, dated March 15, 1991; and 75–021, Revision 03, dated August 5, 1992; for additional service information for accomplishing the installation.

- Service Bulletins A300–76–6009, Revision 02, dated October 29, 1999 (for certain A300 B4–601, B4–603, B4–605R, and C4–605R Variant F airplanes); and A310–76–2012, Revision 02, dated November 5, 2001 (for certain Airbus Model A310–203, –204, and –304 airplanes). These service bulletins describe procedures for installing an elastomer plug filled with grease on the end fitting of the throttle control cable. This installation is intended to prevent accumulation of moisture inside the control cable sleeve due to premature and uneven wear of the throttle control bearing, which could result in freezing and jamming of the throttle control cable.

- Service Bulletin A310–76–2004, Revision 03, dated August 23, 2001 (for certain Airbus Model A310–203 airplanes). This service bulletin describes procedures for installing a sealing sleeve (also called a sealing boot) on the flexible control ball joint of the throttle control cable. The procedures include a visual inspection for deterioration of the throttle control cable, and replacement of the throttle control cable if necessary. The sealing sleeve is intended to prevent accumulation of moisture at the ends of the throttle control cable assembly, which could result in freezing and consequent jamming of the throttle control cable.

Accomplishment of the actions specified in the applicable service bulletins is intended to adequately address the identified unsafe condition. The DGAC classified these service bulletins as mandatory and issued French airworthiness directive 2001–072(B) R2, dated January 23, 2002, 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 us informed of the situation described above. We have 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