

actions specified by the proposed AD are intended to prevent jamming of the locking pin of the passenger door, which could result in inability to open the passenger door and delay of evacuation in an emergency, resulting in possible injury to passengers or crew. This action is intended to address the identified unsafe condition.

DATES: Comments must be received by December 4, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2001-NM-120-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-nprmcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2001-NM-120-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2141; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.

- For each issue, state what specific change to the proposed AD is being requested.

- Include justification (*e.g.*, reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2001-NM-120-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-120-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On December 30, 1997, the FAA issued AD 98-01-12, amendment 39-10275 (63 FR 1905, January 13, 1998), applicable to certain Airbus Model A320 series airplanes, to require an inspection to detect moisture and migrated bushings of the guide fittings of the safety locking pins of the passenger doors, removal of any moisture, application of grease, and reinstallation of any migrated bushing. That AD also requires installation of a greasing nipple on the guide fitting of the locking pin and on three telescopic rods on the passenger doors. That action was prompted by reports of difficulty opening the passenger doors due to jamming of the locking pin. The requirements of that AD are intended to prevent such jamming of the locking pin, which could result in inability to open the passenger door.

Actions Since Issuance of Previous Rule

Since the issuance of AD 98-01-12, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has

informed us of additional incidents involving jamming of the forward right door in the up position on certain Model A319, A320, and A321 series airplanes. Investigation revealed migration of the bushings in the upper safety guide fitting which were installed per the requirements of that AD. Jamming of the locking pin of the passenger door could result in inability to open the passenger door and delay of evacuation in an emergency, resulting in possible injury to passengers or crew.

Modification of the upper guide fitting of the locking pin will prevent any possibility of migration of the bushings, and will allow the grease to escape during servicing of the airplane.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A320-52-1105, Revision 02, dated May 21, 2002, which describes procedures for modification of the upper guide fitting of the locking pin of the forward and aft passenger/crew doors. The modification involves installing a new single recessed guide bushing with a threaded lubrication fitting. The service bulletin also specifies accomplishment of functional and operational tests after doing the modification. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive 2001-100(B), dated March 21, 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 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 AD

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 supersede AD 98-01-12 to continue to require an inspection to detect moisture and migrated bushings of the guide fittings of the safety locking pins of the