

- 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 2002-NM-341-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. 2002-NM-341-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received a report of a fire in the aft cargo compartment of a Boeing Model 767 series airplane. The fire was detected and extinguished. Investigation by the operator of the airplane indicated that heater tape on a water fill line overheated, igniting debris accumulated on or near the heater tape. The operator inspected several other airplanes and found heater tape that failed a continuity test, evidence of heat damage on foam insulation or protective tape, and accumulated debris on or near heater tape on potable water fill and drain lines in both the forward and aft cargo

compartments. The combination of failed heater tape on the potable water fill and drain lines and the accumulation of ignitable debris or contamination on or near one of those lines may lead to a fire in the airplane. Model 747 series airplanes have a similar configuration to that of the Model 767 and, under similar conditions, are subject to the same unsafe condition.

Related Rulemaking

On May 29, 2002, the FAA issued AD 2002-11-11, amendment 39-12772 (67 FR 39265, June 7, 2002), for certain Boeing Model 767-200, -300, and -300F series airplanes to require a one-time inspection of the potable water and drain lines in the forward and aft cargo compartments for indications of overheating of the heater tape, exposed foam insulation, missing or damaged protective tape, or debris around the potable water fill and drain lines; and corrective action, if necessary. As indicated in that AD, the FAA has been investigating the extent to which the heater tape addressed in that AD is used on other Boeing airplane models. Based on the results of that investigation, the FAA has determined that additional rulemaking is necessary for certain Model 747 series airplanes. The unsafe condition and required actions of AD 2002-11-11 are identical to those specified in this proposed AD.

AD 2002-11-11 was issued as an immediately adopted rule. The FAA has re-evaluated the urgency associated with the identified unsafe condition and determined that it is practicable to provide notice and the opportunity for public comment on this proposed rule for certain Model 747 series airplanes.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-30A2079, dated December 12, 2002,

which describes procedures for the following actions:

- One-time inspection of visually accessible areas in the forward and aft cargo compartments for accumulated debris and contaminants on or near the potable water fill and drain lines, and removal of any debris or contaminants found.
- One-time inspection of visually accessible portions of the potable water fill and drain lines in the forward and aft cargo compartments for indications of overheating of the heater tape, and replacement of heater tape where such indications are found.
- One-time inspection of visually accessible portions of the potable water fill and drain lines in the forward and aft cargo compartments for missing or damaged protective tape or exposed foam insulation, and replacement of any missing or damaged protective tape.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Cost Impact

There are approximately 1,129 airplanes (968 passenger and 161 freighter) of the affected design in the worldwide fleet. The FAA estimates that 250 airplanes of U.S. registry would be affected by this proposed AD. The FAA provides the following cost estimates associated with this proposed AD:

Cost Estimates

Type of airplane	Work hours	Hourly labor rate	Parts cost	Cost per airplane	Number of airplanes	Fleet cost
Freighter	10	\$60	\$0	\$600	35	\$21,000
Passenger	20	60	0	1,200	215	258,000

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.

Regulatory Impact

The regulations proposed herein would not have a substantial direct effect 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, it is determined that this proposal