

Airplane Directorate, ANM-114, Attention: Rules Docket No. 2001-NM-109-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-109-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 Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York.

FOR FURTHER INFORMATION CONTACT: Serge Napoleon, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7512; fax (516) 568-2716.

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-109-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-109-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Bombardier Model DHC-8-102, -103, and -106 airplanes; Model DHC-8-201 and -202 airplanes; and Model DHC-8-301, -311, and -315 airplanes, was published as a notice of proposed rulemaking (NPRM) (hereafter referred to as "the original NPRM") in the **Federal Register** on December 2, 2002 (67 FR 71503). The original NPRM would have required replacement of the elevator stop bumpers of the horizontal stabilizer with new bumpers. The original NPRM was prompted by a report indicating that an elevator trim problem was detected on a Model DHC-8-100 series airplane due to a broken or missing elevator stop bumper. That condition, if not corrected, could result in damage to the elevator trailing edge, which could result in jamming of the spring tab and consequent reduced controllability of the airplane.

Actions Since Issuance of Previous Proposal

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

Two commenters request that the service information listed in "Table—Bombardier Service Information" of paragraph (a) of the original NPRM be revised. One commenter suggests referencing the revision number of the airworthiness limitation (AWL) at which the applicable temporary revisions (TR) were incorporated into the applicable product support manual (PSM) on a permanent basis. The other commenter suggests referencing de Havilland, Inc., task cards. Both commenters state that the TRs referenced in the original NPRM have been incorporated into the PSM and no longer exist. One commenter states that incorporating the AWL will relieve operators from having to immediately request approval for an alternative method of compliance.

The FAA partially agrees. We agree with the commenters that the service information specified in the original NPRM needs to be revised. We have confirmed with both Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, and the airplane manufacturer that, once TRs are incorporated into the PSM of an airplane, they are voided and no longer exist. However, we do not agree with the commenter to reference the revision number of the AWL. Neither TCCA nor we know the revision levels at which the new TRs AWL-84, AWL 2-24, and AWL 3-91 will be incorporated into the PSM.

Since the issuance of the original NPRM, TCCA issued Canadian airworthiness directive CF-2001-08R1, effective January 10, 2003 (supersedes Canadian airworthiness directive CF-2001-08 issued on February 7, 2001, which was referenced in the original NPRM), in order to assure the continued airworthiness of the affected airplanes in Canada. The Canadian airworthiness directive requires revising the Transport Canada-approved maintenance schedule by incorporating revised replacement intervals for the elevator stop bumpers into the applicable AWL per the applicable de Havilland, Inc., TRs (which reference de Havilland, Inc., Dash 8 Maintenance Task Cards 2730/22) in the following table: