

TABLE.—TEMPORARY REVISIONS

| For model— | de Havilland, Inc., TR— | Dated— | Of main- tenance PSM— |
|---|-------------------------|-------------------------|-----------------------------|
| DHC-8-102, -103, and -106 airplanes | AWL-84 | December 20, 2002 | 1-8-7 |
| DHC-8-201 and -202 airplanes | AWL 2-24 | December 20, 2002 | 1-82-7 |
| DHC-8-301, -311, and -315 airplanes | AWL 3-91 | December 20, 2002 | 1-83-7 |

The life-limit for the elevator stop bumpers specified in these new TRs (*i.e.*, 6,000 flight hours or 3 years, whichever occurs first) is lower than that specified in the TRs referenced in the original NPRM (*i.e.*, 12,000 flight hours or 5 years, whichever occurs first). Therefore, we have revised this supplemental NPRM to incorporate the applicable TRs, which specify replacement intervals for the elevator stop bumpers, into the AWL section of the Instructions for Continued Airworthiness.

In addition, the Canadian airworthiness directive requires a phase-in schedule for replacement of certain elevator stop bumpers, but does not specify service information for accomplishment of the replacement. Therefore, this supplemental NPRM would require the replacement of those elevator stop bumpers per the Procedures specified in de Havilland, Inc., Dash 8 Maintenance Task Cards 2730/22, dated April 25, 2001 (for series 100, 200, and 300).

Accomplishment of the actions specified in the applicable TR and task card is intended to adequately address the identified unsafe condition.

Explanation of Changes to 14 Code of Federal Regulations (CFR) Part 39

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs our AD system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance (AMOC). Because we have now included this material in part 39, only the office authorized to approve AMOCs is identified in each individual AD. Therefore, Note 1 and paragraph (c) of the original NPRM have been removed from this supplemental NPRM and paragraph (b) of the original NPRM has been revised accordingly.

Conclusion

Since the AWL change expands the scope of the original NPRM, we have determined that it is necessary to reopen the comment period to provide

additional opportunity for public comment.

Interim Action

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

Cost Impact

We estimate that 195 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; of U.S. registry would be affected by this proposed AD, that it would take approximately 2 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$23,400, or \$120 per airplane.

The cost impact figure discussed above is 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 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 would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44

FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Bombardier, Inc. (Formerly de Havilland, Inc.): Docket 2001-NM-109-AD.

Applicability: Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes; certificated in any category; serial numbers 003 and subsequent.

Compliance: Required as indicated, unless accomplished previously.

To prevent damage to the elevator trailing edge due to a broken or missing elevator stop bumper, which could result in jamming of the spring tab and consequent reduced controllability of the airplane, accomplish the following:

Revision of Airworthiness Limitation (AWL) Section

(a) For all airplanes: Within 30 days after the effective date of this AD, revise the AWL section of the Instructions for Continued Airworthiness by inserting a copy of the following applicable de Havilland, Inc., temporary revision into the AWL section: