

*What Action Did the LBA Take?*

The LBA classified this service bulletin as mandatory and issued German AD 2002-240, dated July 26, 2002, in order to ensure the continued airworthiness of these airplanes in Germany.

*Was This in Accordance With the Bilateral Airworthiness Agreement?*

This airplane model is manufactured in Germany and is 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 LBA has kept FAA informed of the situation described above.

**The FAA's Determination and an Explanation of the Provisions of This Proposed AD***What Has FAA Decided?*

The FAA has examined the findings of the LBA; reviewed all available information, including the service information referenced above; and determined that:

- The unsafe condition referenced in this document exists or could develop on other Dornier Model Do 27 Q-6 airplanes of the same type design that are on the U.S. registry;
- The actions specified in the previously-referenced service information should be accomplished on the affected airplanes; and
- AD action should be taken in order to correct this unsafe condition.

*What Would This Proposed AD Require?*

This proposed AD would require you to inspect the aileron and flap control cables in the fuselage for proper clearance from the fuel lines and make any necessary adjustments; and inspect the fuel lines for damage and correct routing. This proposed AD would also require you to replace all damaged fuel lines and reroute incorrectly routed fuel lines. After all other corrective action is taken, this proposed AD would also require you to install protective sleeves on the fuel lines.

*What Is the Difference Between This Proposed AD, the LBA AD, and the Service Information?*

The LBA AD and the service information requires (on German-registered airplanes) inspection and, if

necessary, adjustments and/or replacement within the next 10 hours time-in-service (TIS) after the effective date of the AD. We propose a requirement that you inspect and, if necessary, adjust and/or replace within the next 55 hours TIS after the effective date of this proposed AD. We do not have justification to require this action within the next 10 hours TIS.

We use compliance times such as 10 hours TIS when we have identified an urgent safety of flight situation. We believe that 55 hours TIS will give the owners or operators of the affected airplanes enough time to have the proposed actions accomplished without compromising the safety of the airplanes.

**Cost Impact***How Many Airplanes Would This Proposed AD Impact?*

We estimate that this proposed AD affects 2 airplanes in the U.S. registry.

*What Would Be the Cost Impact of This Proposed AD on Owners/Operators of the Affected Airplanes?*

We estimate the following costs to accomplish the proposed inspection:

| Labor cost                     | Parts cost           | Total cost per airplane | Total cost on U.S. operators |
|--------------------------------|----------------------|-------------------------|------------------------------|
| 1 workhour × \$60 = \$60 ..... | Not applicable ..... | \$60                    | \$60 × 2 = \$120             |

We estimate the following costs to reroute any fuel line that would be

required based on the results of the proposed inspection. We have no way of

determining the number of airplanes that may need such rerouting:

| Labor cost                       | Parts cost              | Total cost per airplane |
|----------------------------------|-------------------------|-------------------------|
| 2 workhours × \$60 = \$120 ..... | No parts required ..... | \$120                   |

We estimate the following costs to accomplish any necessary replacements that would be required based on the

results of the proposed inspection. We have no way of determining the number

of airplanes that may need such replacements:

| Labor cost                       | Parts cost | Total cost per airplane |
|----------------------------------|------------|-------------------------|
| 6 workhours × \$60 = \$360 ..... | \$140      | \$360 + \$140 = \$500   |

**Regulatory Impact***Would This Proposed AD Impact Various Entities?*

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 proposed rule would not have federalism implications under Executive Order 13132.

*Would This Proposed AD Involve a Significant Rule or Regulatory Action?*

For the reasons discussed above, I certify that this proposed action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the