

Comment Issue No. 1: Change the Compliance Times for Performing the Inspections

What Is the Commenter's Concern?

The commenter states that through a check of in-house maintenance and inspection personnel data records on the company's fleet of 15 airplanes, no instances of fuel boost pump wire chafing were found. The airplanes in this fleet have flying times ranging from 13,925 hours time-in-service (TIS) to 25,815 hours TIS. The commenter suggests that the unsafe condition is isolated to one location or area where there is a problem with incorrect installation of the fuel boost pumps. The commenter also states that the unsafe condition may also be an issue related to a specific threshold of hours TIS.

The commenter states that because of the high usage time of his fleet, in conjunction with other scheduled and unscheduled maintenance, there may be a negative impact on his fleet's flight schedule.

The commenter requests the compliance times be changed from within the next 3 months or 600 hours TIS, whichever occurs first, to 6 months or 1,200 hours TIS, whichever occurs first. The commenter justifies this request by referencing the date of the associated manufacturer's service letters.

What Is FAA's Response to the Concern?

We do not concur with the commenter. We have determined from testing and service data obtained from the manufacturer that the unsafe condition exists in low-time and high-time usage airplanes.

We have determined that 3 months or 600 hours TIS, whichever occurs first, is sufficient time to work the inspection into the owners/operators inspection

program. As with any AD action, we will consider compliance time extensions provided they provide an acceptable level of safety and are submitted through the alternative method of compliance procedures specified in the AD.

We are not changing the final rule AD action based on this comment.

Comment Issue No. 2: Revise the Cost Impact Section

What Is the Commenter's Concern?

The commenter does not believe that FAA's estimate of the number of workhours necessary to accomplish the actions proposed in the NPRM is correct. The commenter does not provide a suggested number of workhours with substantiating information.

What Is FAA's Response to the Concern?

We do not concur. We have coordinated all costs with Fairchild Aircraft, Inc.

We are not changing the final rule AD action based on this comment.

Comment Issue No. 3: Give Credit for Previously Accomplishing the Actions Required in the Associated Manufacturer's Service Letters

What Is the Commenter's Concern?

The commenter states that FAA should make a provision for airplanes already in compliance with the associated manufacturer's service letters.

What Is FAA's Response to the Concern?

The FAA agrees and we are changing the final rule AD to provide for airplanes that already meet the requirements of the service letters.

FAA's Determination

What Is FAA's Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for the change described in the above comment disposition and minor editorial corrections. We have determined that this change and minor corrections:

- Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

How Does the Revision to 14 CFR Part 39 Affect This AD?

On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects 490 airplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish the inspection of the fuel boost pump wiring:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
2 workhours × \$60 per hour = \$120	\$96	\$120 + \$96 = \$216	\$216 × 490 = \$105,840

We estimate the following costs to accomplish the installation of the convoluted tubing:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × \$60 per hour = \$60	\$48	\$60 + \$48 = \$108	\$108 × 490 = \$52,920