

The FAA has no method of determining the number of repairs or replacements each owner/operator will incur based on the results of the inspection. We have no way of determining the number of airplanes that may need such repair. The extent of damage may vary on each airplane.

Compliance Time of This AD

What Is the Compliance Time of This AD?

The compliance time of this AD is whichever of the following that occurs first:

- Within the next 3 months after the effective date of this AD; or
- Within the next 600 hours time-in-service (TIS) after the effective date of this AD.

Why Is the Compliance Time of This AD Presented in Both Hours TIS and Calendar Time?

Chafing damage is a direct result of airplane usage. However, chafing damage is not necessarily a result of repetitive airplane operation. For example, damage could occur on an affected airplane within a short period of airplane operation while you could operate another affected airplane for a considerable amount of time without experiencing wiring damage. Therefore, to assure that any damaged wiring is detected and corrected in a timely manner without inadvertently grounding any of the affected airplanes, we are utilizing a compliance based upon both hours TIS and calendar time.

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

For the reasons discussed above, I certify that this 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) 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 final 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, Incorporation by reference, Safety.

Adoption of the Amendment

- Accordingly, under the authority delegated to me by the Administrator,

the Federal Aviation Administration amends 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. FAA amends § 39.13 by adding a new AD to read as follows:

2003–19–10 Fairchild Aircraft, Inc.:

Amendment 39–13313; Docket No. 2000–CE–45–AD.

(a) *What airplanes are affected by this AD?*
This AD affects the following airplane models, all serial numbers, that are certificated in any category: SA226–AT, SA226–T, SA226–T(B), SA226–TC, SA227–AC (C–26A), SA227–AT, SA227–BC (C–26A), SA227–CC, SA227–DC(C–26B), SA227–PC, and SA227–TT.

(b) *Who must comply with this AD?*
Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?*
The actions specified by this AD are intended to prevent the fuel boost pump wiring from chafing, which could result in electrical arcing. This could serve as an ignition source inside the fuel tank and result in fire or explosion.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following, unless already accomplished:

Actions	Compliance	Procedures
(1) Visually inspect the left-hand and right-hand main/auxiliary fuel boost pump wiring for evidence of chafing, damage, or exposed bare wire(s).	Within the next 3 months or within the next 600 hours time-in-service (TIS) after November 7, 2003 (the effective date of this AD), whichever occurs first, unless already accomplished.	Accomplish the inspection in accordance with the Accomplishment Instructions in Fairchild Service Letter 226–SL–023 or Fairchild Service Letter 227–SL–039, both dated September 6, 2000; or Fairchild Service Letter CC7–SL–031, pages 1 and 3 dated September 6, 2000, and page 2 dated September 25, 2000, as applicable.
(2) Replace any chafed, damaged or exposed bare wire(s).	Prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	Accomplish replacement(s) in accordance with the applicable wiring manual as specified in the applicable Fairchild Service Letter.
(3) Install HEYCO–FLEX V, Slit Convuluted Tubing, part-number (P/N) 1634, around each fuel boost pump wiring harness.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	Accomplish the installation in accordance with the Accomplishment Instructions in Fairchild Service Letter 226–SL–023 or Fairchild Service Letter 227–SL–039, both dated September 6, 2000; or Fairchild Service Letter CC7–SL–031, pages 1 and 3 dated September 6, 2000, and page 2 dated September 25, 2000, as applicable.

(e) *Can I comply with this AD in any other way?* To use an alternative method of

compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send

these requests to the Manager, Fort Worth Airplane Certification Office (ACO). For