

The service information referenced in the proposed rule may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

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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 2002-NM-63-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. 2002-NM-63-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, notified the FAA that an unsafe condition may exist on all BAE Systems (Operations) Limited (Jetstream) Model 4101 airplanes. The CAA advises that inspections of in-service airplanes have revealed fretting corrosion on the eye-bolt shanks and the lugs of the forward and rear attachment fittings of the horizontal and vertical stabilizers. This condition, if not corrected, could result in reduced structural integrity of the horizontal and vertical stabilizers and consequent reduced controllability of the airplane.

Explanation of Relevant Service Information

BAE Systems (Operations) Limited has issued Service Bulletin J41-55-012, dated October 24, 2002. That service bulletin describes procedures for repetitive detailed inspections for damage of the horizontal and vertical stabilizer attachment fittings, and corrective action if necessary. The procedures include:

- Inspecting bolts for damage such as corrosion and wear, and replacing the bolt with a new bolt if the diameter of the bolt is outside the limits specified in the service bulletin.
- Inspecting the bushings of the horizontal stabilizer attachment fitting and the hole in the vertical stabilizer attachment fitting for corrosion or wear, and replacing the bushing with a new bushing if the internal diameter of the bushing is outside the limits specified in the service bulletin.
- Inspecting the attachment fittings of the horizontal and vertical stabilizers for corrosion or fretting at the lug faces, and blending out corrosion, dents, or scratches within the limits specified in the service bulletin.
- Inspecting the eye bolts for cracking, corrosion, fretting, or degradation of cadmium plating; and replacing the eye bolt with a new bolt if any degradation of the cadmium plating is found; or repairing if any cracking, corrosion, dents, or scratches are found.

BAE Systems (Operations) Limited Service Bulletin J41-55-012 refers to BAE Systems (Operations) Limited Service Bulletin J41-55-002 as an

additional source of service information for accomplishing certain actions. The current version of BAE Systems (Operations) Limited Service Bulletin J41-55-002 is Revision 1, dated July 25, 1996.

Accomplishment of the actions specified in BAE Systems (Operations) Limited Service Bulletin J41-55-012 is intended to adequately address the identified unsafe condition. The CAA classified this service bulletin as mandatory and issued British airworthiness directive 005-10-2002 to ensure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom 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 CAA has kept us informed of the situation described above. We have examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between Proposed AD and Service Bulletin J41-55-012

Although BAE Systems (Operations) Limited Service Bulletin J41-55-012 specifies that operators may contact the manufacturer for disposition of certain repair conditions, this proposal would require operators to repair those conditions per a method approved by either us or the CAA (or its delegated agent). In light of the type of repair that would be required to address the unsafe condition, and consistent with existing bilateral airworthiness agreements, we have determined that, for this proposed AD, a repair approved by either us or the CAA would be acceptable for compliance with this proposed AD.

Although the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-55-012 describe procedures for reporting all findings to the