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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-338-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-338-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on certain Bombardier Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes. TCCA advises that it has

received a report of a contact condition between the lockwire pigtail of a particular fitting and the stiffener located on the inside surface of a wing fuel access cover. Investigation revealed that these particular fittings were installed facing the outboard side of the wing, rather than the inboard side. This condition, if not corrected, could result in contact between the lockwire pigtail of the fitting and the stiffener located on the inside surface of the fuel access covers of the wings. Such contact could serve as a potential ignition source within the fuel tank if a cover is struck by lightning, which could result in possible fuel tank explosion.

##### Explanation of Relevant Service Information

Bombardier has issued Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002, which describes the following procedures:

- A general visual inspection to verify proper installation of the fitting assemblies and lockwire located on the vent and scavenge lines routed immediately below the fuel tank access covers on both wings, and corrective actions if necessary. These corrective actions include changing the orientation of the fitting assembly; performing a general visual inspection of the O-ring for damage; replacing any damaged O-ring with a new O-ring; and replacing the lockwire with a new lockwire if necessary.
- A general visual inspection of the stiffeners on the underside of fuel tank access covers on both wings for signs of chafing damage caused by incorrect orientation of the lockwire tail, and removal of damage.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. TCCA classified this service bulletin as mandatory and issued Canadian airworthiness directive CF-2002-44, dated October 22, 2002, in order to assure the continued airworthiness of these airplanes in Canada.

##### FAA's Conclusions

This airplane model is manufactured in Canada 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, TCCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCCA, 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.

##### Difference Between Proposed Rule and Referenced Service Bulletin/Canadian Airworthiness Directive

Although the service bulletin specifies that operators may contact the manufacturer for disposition of certain damage conditions, this proposal would require operators to remove the damage per a method approved by either the FAA or the TCCA (or its delegated agent). In light of the type of removal that would be required to address the unsafe condition, and consistent with existing bilateral airworthiness agreements, we have determined that, for this proposed AD, removal of damage approved by either the FAA or TCCA would be acceptable for compliance with this proposed AD.

Operators should note that, although the Canadian airworthiness directive and the Accomplishment Instructions of the referenced service bulletin describe procedures for reporting inspection findings to the airplane manufacturer, this proposed AD would not require those actions. The FAA does not need this information from operators.

##### Cost Impact

The FAA estimates that 172 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed inspections, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$11,180, or \$65 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 proposed 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,