

proposed except for minor editorial corrections. We have determined that these 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.

Cost Impact*How Many Airplanes Does This AD Impact?*

We estimate that this AD affects 81 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 each inspections:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour \times \$60 = \$60	No parts required	\$60	\$60 \times 81 = \$4,860.

We estimate the following costs to accomplish any necessary repairs that will be required based on the results of the inspection. We have no way of determining the number of airplanes that may need such repair:

Labor cost	Parts cost	Total cost per airplane
3 workhours \times \$60 = \$180	No parts required	\$180.

We estimate the following costs to accomplish the replacement. We have no way of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
20 workhours \times \$60 = \$1,200	Approximately \$3,360	\$1,200 + 3,360 = \$4,560.

What Is the Difference Between the Cost Impact of This AD and the Cost Impact of AD 2002-05-04?

The differences between this AD and AD 2002-05-04 are the correction to the applicability section, removal of the terminating action, and the addition of replacing all part number 892-51-0-035-0 engine mount assemblies. We have determined that this AD action does increase the cost impact over that required by AD 2002-05-04.

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 removing Airworthiness Directive (AD) 2002-05-04, Amendment 39-12672 (67 FR 10831, March 11, 2002), and by adding a new AD to read as follows:

2003-06-07 Socata—Groupe Aerospatiale:
Amendment 39-13095; Docket No. 2002-

CE-49-AD; Supersedes AD 2002-05-04, Amendment 39-12672.

(a) *What airplanes are affected by this AD?*
This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
MS 892A-150	All serial numbers.
MS 892E-150	All serial numbers.
MS 893A	All serial numbers.
MS 893E	All serial numbers.
MS 894A	1005 through 2204 equipped with kit OPT8098 9037.
MS 894E	1005 through 2204 equipped with kit OPT8098 9037.
Rallye 150T	All serial numbers.
Rallye 150ST	All serial numbers.

(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 detect and correct cracks in the engine mount assembly. Such a condition could cause the engine mount assembly to fail, which could result in loss of control of the airplane.

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