

Was the Public Invited To Comment?

The FAA encouraged interested persons to participate in the making of this amendment. We did not receive any comments on the proposed rule or on our determination of the cost to the public.

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 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 108 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 do the inspection for TCAC Models 690D, 695A, and 695B airplanes:

Inspection only labor cost for each airplane	Total inspection cost on U.S. operators
Minimum 270 workhours × \$60 per hour = \$16,200	Minimum: \$1,749,600.
Maximum 416 workhours × \$60 each hour = \$24,960	Maximum: \$2,695,680.

We estimate the following costs to do any necessary modifications that will be

required based on the results of the inspection. We have no way of finding

out the number of airplanes that may need modifications:

Costs	Minimum	Maximum
Labor Costs	81 workhours × \$60 per hour = \$4,860	2,790 workhours × \$60 per hour = \$167,400.
Estimated Parts Cost	\$2,847	\$65,978.
Estimated Total Cost for Each Airplane	\$7,707	\$233,378.
Total Cost on U.S. Operators	\$832,356	\$25,204,824.

Compliance Time**Why Is the Initial Compliance Time Presented in Hours Time-in-Service (TIS) and Calendar Time?**

Normally, fatigue problems carry a compliance time based solely upon hours TIS, *e.g.*, upon accumulating a certain amount of hours TIS. However, the number of airplanes that still need to have the initial actions of this AD accomplished compared to the number of authorized repair centers justifies a compliance time of both hours TIS and calendar time, whichever occurs first.

TCAC estimates 125 airplanes worldwide (about 87 percent of the worldwide fleet) that still need to have the initial inspections accomplished. This 87 percent would amount to 94 of the 108 U.S.-registered airplanes with only 7 authorized service centers accredited to do the work. The FAA has worked with TCAC in establishing a compliance table that categorizes the airplanes based upon the amount of hours TIS each airplane has accumulated.

This will ensure that the service centers have adequate time to accomplish the actions required by this AD.

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:

2003-07-03 Twin Commander Aircraft Corporation: Amendment 39-13099; Docket No. 2000-CE-56-AD.

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