

FAA's AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

#### Cost Impact

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

We estimate that this AD affects 250 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 the inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour $\times$ \$60 = \$60 .....	No parts required .....	\$60	\$60 $\times$ 250 = \$15,000

We estimate the following costs to accomplish any necessary replacements of the steering jack piston rod that

would be required based on the results of the inspection and/or measurements. We have no way of determining the

number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
8 workhours $\times$ \$60 = \$240 .....	\$5,300	\$240 + \$5,300 = \$5,540

#### Compliance Time of This AD

##### *What Will Be the Compliance Time of This AD?*

The compliance time of this AD is "within the next 90 days or 200 ground-air-ground (GAG) cycles after the effective date of this AD, whichever occurs first."

##### *Why Is the Compliance Time Presented in Calendar Time and Operational Time?*

Failure of the steering jack piston rod is only unsafe during airplane operation; this condition is not a result of the number of times the airplane is operated. The cause of the unsafe condition is the result of incorrect torque settings used on the steering jack piston rod end fitting during assembly. We have no way of determining when the unsafe condition occurred on the affected airplanes. For this reason, the FAA has determined that a compliance time based on calendar time and operational time should be utilized in this AD in order to assure that the unsafe condition is not allowed to go uncorrected over 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:

##### **2003-07-06 British Aerospace:**

Amendment 39-13102; Docket No. 2002-CE-56-AD.

(a) *What airplanes are affected by this AD?* This AD affects Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, that are certificated in any category.

(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, correct, and prevent cracks in the steering jack piston rod, which could result in failure of the steering jack piston rod. Such failure could lead to loss of steering control of the airplane during takeoff, landing, and taxi operations.

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