

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

We estimate that this AD affects 440 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
4 workhours × \$60 = \$240	No parts required	\$240	\$240 × 440 = \$105,600

We estimate the following costs to accomplish the modification:

Labor cost	Parts cost	Total cost per airplane
7 workhours × \$60 = \$420	Parts will be provided by Air Tractor at no charge to the customer	\$420

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:

2003-07-04 Air Tractor, Inc.: Amendment 39-13100; Docket No. 2000-CE-59-AD.

(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.
AT-300, AT-400, and AT-400A	All serial numbers with a turbine powerplant and is retrofitted with a 1/4inch thick aluminum vertical fin front spar fitting and an all-metal rudder.
AT-401 and AT-401B	401-0737 through 401-1015 and 401B-0737 through 401B-1015 that have been converted to turbine powerplants.
AT-402, AT-402A, and AT-402B	402-0737 through 402B-1015.
AT-501	501-0031 and subsequent that have been converted to turbine powerplants.
AT-502 and AT-502B	502-0031 through 502B-0398.

(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 prevent failure of the vertical fin front spar fittings, which could result in failure of the

rear spar fitting. Such failures could lead to loss of directional control of the airplane.

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