

Cost Impact

There are approximately 166 airplanes of the affected design in the worldwide fleet. The FAA estimates that 84 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$5,040, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this 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, planning time, or time necessitated by other administrative actions. Manufacturer warranty remedies may be

available for labor costs associated with this proposed AD. As a result, the costs attributable to the proposed AD may be less than stated above.

Regulatory Impact

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.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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, pursuant to 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. Section 39.13 is amended by adding the following new airworthiness directive:

2003-07-07 Raytheon Aircraft Company:
Amendment 39-13103. Docket 2002-NM-268-AD.

Applicability: The following airplanes, certificated in any category:

TABLE—AIRPLANE MODELS, SERIAL NUMBERS, AND EQUIPMENT

Model—	Serial No.—	Equipped with—
BAe.125 series 800A	All	none.
BAe.125 series 800A (C-29A)	All	none.
BAe.125 series 800A (U-125)	All	none.
BAe.125 series 800B	All	none.
BH.125 series 400A	All	none.
DH.125 series airplanes	All	none.
Hawker 800	All	none.
Hawker 800 (U-125A)	Up to and including serial numbers 258493.	none.
Hawker 800XP	Up to and including serial numbers 258581.	Dunlop wheels part numbers AH51909, AH52075, AH52286, AH52206, AHA1287, AHA1606, or AHA1814.
HS.125 series F3B	All	none.
HS.125 series F3B/RA	All	none.
HS.125 series F400B	All	none.
HS.125 series F403B	All	none.
HS.125 series 1B	All	none.
HS.125 series 1B-522	All	none.
HS.125 series 1B/R-522	All	none.
HS.125 series 1B/S-522	All	none.
HS.125 series 3B	All	none.
HS.125 series 3B/R	All	none.
HS.125 series 3B/RA	All	none.
HS.125 series 3B/RB	All	none.
HS.125 series 3B/RC	All	none.
HS.125 series 400B	All	none.
HS.125 series 400B/1	All	none.
HS.125 series 401B	All	none.
HS.125 series 403A(C)	All	none.
HS.125 series 403B	All	none.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been

modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or

repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an