

described previously. Accomplishment of these actions is intended to adequately address the identified unsafe condition.

In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the amount of time necessary to accomplish the proposed actions, and the practical aspect of accomplishing the proposed actions within an interval of time that parallels normal scheduled maintenance for the affected operators. In

consideration of these factors, the FAA has determined that 18 months after the effective date of this AD represents an appropriate interval of time allowable wherein an acceptable level of safety can be maintained.

#### Clarification of Airplane Model Designation

While TIMCO Service Bulletin TSB-767-23-009, Revision IR, and TIMCO AFM Supplement TIM-AFM-01035 specify that they are effective for "Boeing Model 767-300ER" series airplanes, this proposed AD would

apply to Boeing Model 767-300 series airplanes. The model designation in this proposed AD is consistent with the most recent type certificate data sheet for the affected model.

#### Other Relevant Rulemaking

The FAA has previously issued several ADs that address unsafe conditions and require corrective actions similar to those that would be required by the proposed AD. These other ADs, and the airplane models and STCs to which they apply, are as follows:

Model/Series—	STC Number—	AD Reference—
Airbus A340-211 .....	ST0902AC-D .....	AD 2001-18-01, amendment 39-12427 (66 FR 46939, September 10, 2001).
Boeing 737-300 .....	ST00171SE .....	AD 2001-14-10, amendment 39-12321 (66 FR 36455, July 12, 2001).
Boeing 737-700 .....	ST09100AC-D .....	AD 2001-14-12, amendment 39-12323 (66 FR 36452, July 12, 2001).
	ST09104AC-D .....	
	ST09105AC-D .....	
	ST09106AC-D .....	
Boeing 747-100 and -200 .....	SA8622SW .....	AD 2001-14-11, amendment 39-12322 (66 FR 36453, July 12, 2001).
Boeing 747-100 and -200 .....	ST00196SE .....	AD 2001-16-19, amendment 39-12388 and (66 FR 43068, August 17, 2001)
Boeing 747-400 .....	SA8843SW .....	AD 2001-14-15, amendment 12326 (66 FR 36447, July 12, 2001).
Boeing 747SP .....	ST09097AC-D .....	AD 2001-14-14, amendment 39-12325 (66 FR 36449, July 12, 2001).
Boeing 757-200 .....	SA1727GL .....	AD 2001-14-01, amendment 39-12311 (66 FR 36149, July 11, 2001).
Boeing 767-200 .....	SA4998NM .....	AD 2001-16-21, amendment 39-12390 (66 FR 43072, August 17, 2001).
Boeing 767-200 .....	SA5134NM .....	AD 2001-16-20, amendment 39-12389 (66 FR 43066, August 17, 2001).
Boeing 767-200 .....	ST09022AC-D .....	AD 2001-14-13, amendment 39-12324 (66 FR 36450, July 12, 2001).
Boeing 767-300 .....	SA5765NM .....	AD 2001-16-17, amendment 39-12386 (66 FR 42937, August 16, 2001).
	SA5978NM .....	
Boeing 767-300 .....	SA7019NM-D .....	AD 2001-18-08, amendment 39-12434 (66 FR 46517, September 6, 2001).
Boeing 767-300 .....	ST00118SE .....	AD 2001-14-04, amendment 39-12314 (66 FR 36699, July 13, 2001).
Boeing 767-300 .....	ST00157SE .....	AD 2001-16-18, amendment 39-12387 (66 FR 43070, August 17, 2001).
McDonnell Douglas DC-9-51 and DC-9-83.	SA8026NM .....	AD 2001-14-02, amendment 39-12312 (66 FR 36456, July 12, 2001).
McDonnell Douglas DC-10-30 .....	SA8452SW .....	AD 2001-16-22, amendment 39-12391 (66 FR 43074, August 17, 2001).
McDonnell Douglas DC-10-30 .....	ST00054SE .....	AD 2001-13-03, amendment 39-12313 (66 FR 36150, July 11, 2001).

#### Cost Impact

There are approximately 37 airplanes of the affected design in the worldwide fleet. The FAA estimates that 37 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 66 work hours per airplane to accomplish the proposed modification, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed modification on U.S. operators is estimated to be \$146,520, or \$3,960 per airplane.

It would take approximately 1 work hour per airplane to accomplish the proposed AFM revision, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed AFM revision on U.S. operators is estimated to be \$2,220, or \$60 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would

accomplish those actions in the future if this proposed 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.

#### Regulatory Impact

The regulations proposed herein would 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 proposal would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not

a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows: