

Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Barbara Mudrovich, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6477; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 727, 737-100, 737-200, and 737-200C series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on January 3, 2003 (68 FR 311). That supplemental NPRM proposed to require one-time inspections to determine the part numbers of hydraulic accumulators installed in various areas of the airplane, and follow-on corrective actions if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request To Remove a Certain Part Number

The commenter, the manufacturer, asks that Boeing part number (P/N) BACA11E4S (vendor P/N 60857-4) be removed from paragraphs (b)(3) and (c)(3) of the proposed AD. The commenter states that the proposed AD specifies replacement of the existing clamps and mounting hardware with stronger clamps and hardware if a hydraulic accumulator having P/N BACA11E4S is installed. The commenter adds that Boeing P/N BACA11E4S is an acceptable alternative to the suspect accumulators and was identified in the service bulletins referenced in those paragraphs as needing no work if installed. The commenter concludes that it is not necessary to replace existing accumulator clamps and mounting hardware for these accumulators, as the existing clamps and mounting hardware have been analyzed and found to be sufficient for the anticipated loads.

The FAA agrees with the commenter. The referenced service bulletins specify

that no action is required if the subject part number is installed. Hydraulic accumulators having vendor P/N 60857-4 are equivalent to P/N BACA11E4S; these accumulators have aluminum end caps but are an acceptable alternative to the discrepant accumulators. We have removed P/N BACA11E4S from paragraphs (b)(3) and (c)(3) of this final rule.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 1,832 Model 727 series airplanes and 1,033 Model 737 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,294 Model 727 series airplanes and 376 Model 737 series airplanes of U.S. registry will be affected by this AD.

We estimate that it will take approximately 1 work hour per airplane to accomplish each one-time inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of each one-time inspection on U.S. operators is estimated to be \$100, \$200, or \$60 per airplane.

Cost Impact: On-Condition Actions

For an airplane subject to the replacement per Service Bulletin 727-29-0064, we estimate that it will take approximately 5 work hours per accumulator (two hydraulic system accumulators per airplane) to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost between \$1,400 (new part) and \$2,810 (vendor-modified part) per accumulator. Based on these figures, the cost impact of this replacement, if necessary, will be between \$1,700 and \$3,110 per accumulator.

For an airplane subject to the replacement of both the mounting clamps and hardware and the hydraulic accumulator per Service Bulletin 727-32-0410, we estimate that it will take approximately 6 work hours per airplane to accomplish (one landing gear brake accumulator per airplane), at an average labor rate of \$60 per work hour. Required parts will cost between \$2,500 (new part) and \$3,975 (vendor-modified part) per airplane. Based on these figures, the cost impact of this

replacement, if necessary, will be between \$2,860 and \$4,335 per airplane.

For an airplane subject to the replacement of both the mounting clamps and hardware and the hydraulic accumulator per Service Bulletin 727-52-0148, we estimate that it will take approximately 6 work hours per airplane to accomplish (one aft airstairs hydraulic accumulator per airplane), at an average labor rate of \$60 per work hour. Required parts will cost between \$2,500 (new part) and \$3,975 (vendor-modified part) per airplane. Based on these figures, the cost impact of this replacement, if necessary, will be between \$2,860 and \$4,335 per airplane.

For an airplane subject to the replacement per Service Bulletin 737-32-1334, we estimate that it will take approximately 5 work hours per accumulator to accomplish (two landing gear hydraulic brake accumulators per airplane), at an average labor rate of \$60 per work hour. Required parts will cost between \$2,175 (operator-modified part) and \$2,410 (vendor-modified part) per accumulator. Based on these figures, the cost impact of this replacement, if necessary, will be between \$2,475 and \$2,710 per accumulator.

For an airplane subject to the replacement per Service Bulletin 737-78-1068, we estimate that it will take approximately 5 work hours per accumulator to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost between \$2,175 (operator-modified part) and \$2,410 (vendor-modified part) per accumulator. Based on these figures, the cost impact of this replacement, if necessary, will be between \$2,475 and \$2,710 per accumulator.

The cost impact figures discussed above are 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.

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