

fracture may interrupt the normal flight scenario, this stress-cracking issue would not result in loss of cabin pressurization.

Based on the reasons described previously, one of the commenters also requests that the word "failure" in the statement of unsafe condition be replaced with either "ply fracture" or "cracking issue." The commenter has "strong concerns" with the use of the word "failure" to describe the events that occurred. The commenter states that the events can more accurately be described as single-ply fractures, and that the use of the word failure implies that the windshield can result in an unsafe condition.

From these comments, we infer that the commenter is requesting that the unsafe condition specified in the NPRM be revised. We agree. As of January 1, 2001, there have been approximately 292 windshield units returned to the windshield manufacturer due to structural ply failures. None of these windshield breakage incidents resulted in loss of pressurization of the airplane. Therefore, we agree with the commenters that stress-related cracking of the windshields would not result in loss of pressurization. We have revised the final rule to specify the unsafe condition as "to prevent stress-related cracking of the windshields, and subsequent excessive frequency of abnormal procedures specified in the airplane flight manual and/or an emergency descent be accomplished, which poses an increased risk to passengers and crew members."

Request To Revise Applicability

One commenter requests that PPG P/Ns NP139321-1 through -6 inclusive be included in the applicability of the NPRM. The commenter states such a change will ensure that all parts are covered.

We do not agree. This AD parallels the applicability of Canadian airworthiness directive CF-2001-35R1, dated September 27, 2001, and the effectivity of Bombardier Service Bulletin 601R-56-004, dated August 16, 2001 (which is referenced in this AD as the appropriate source of service information for accomplishing the required actions). Paragraph 1.M, "Relationship Chart," of Bombardier Service Bulletin 601R-56-004 lists the corresponding PPG P/Ns for the affected Bombardier windshields. So, the relationship between the PPG and Bombardier P/Ns is well established. Therefore, no change to the final rule is necessary in this regard.

Revise Cost Impact

One commenter states that the work hour estimate for accomplishing the modification service bulletin is grossly underestimated. The commenter expects to utilize two mechanics with an elapsed time of seven hours to accomplish the modification. The commenter also states that, contrary to the 339 airplanes listed as affected in the worldwide fleet in the Cost Impact section of the NPRM, there are 476 airplanes within the potential affected worldwide fleet of which 282 are currently under U.S. registry.

From this comment, we infer that the commenter is requesting that the Cost Impact section of the NPRM be revised. We agree partially. We do not agree with the commenter that the required inspection takes seven hours. As stated in the Cost Impact section of the NPRM, "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." The specific action for this AD is the required inspection, which is also indicated in the Cost Impact section. In addition, Bombardier Service Bulletin 601R-56-004, dated August 16, 2001, which is referenced in this AD as the appropriate source of service information for accomplishing the required actions, specifies 1 work hour for accomplishing the inspection.

We agree with the commenter that the number of affected airplanes is higher than previously approximated; the cost impact information, below, has been revised accordingly.

Explanation of Change to Applicability

We have revised the applicability of the final rule to identify model designations as published in the most recent type certificate data sheet for the affected models.

Explanation of Change to Labor Rate

We have reviewed the figures we have used over the past several years to calculate AD costs to operators. To account for various inflationary costs in the airline industry, we find it necessary to increase the labor rate used in these calculations from \$60 per work hour to \$65 per work hour. The cost impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

Conclusion

After careful review of the available data, including the comments noted above, we have determined that air safety and the public interest require the adoption of the rule with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Changes to 14 CFR Part 39/Effect on the Proposed AD

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's airworthiness directives system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. However, for clarity and consistency in this final rule, we have retained the language of the NPRM regarding that material.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Cost Impact

There are approximately 476 Model CL-600-2B19 (Regional Jet series 100 & 400) airplanes of the affected design in the worldwide fleet. We estimate that 282 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 the inspection, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the required inspection is estimated to be \$18,330, or \$65 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.

Should an operator be required to accomplish the corrective actions, it will take approximately 1 work hour per airplane to accomplish at an average labor rate of \$65 per work hour. Required parts will be provided by the