

accomplishing the leak check and drain inspection within 18 months (after the release of the service bulletin), we have determined that an interval of 18 months would not address the identified unsafe condition in a timely manner. In developing an appropriate compliance time for this proposed AD, we considered not only the manufacturer's recommendation, but the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, and the time necessary to perform the actions. In light of all of these factors, we find a 12-month compliance time for completing the proposed actions to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Boeing Service Bulletin 747-36-2111 specifies that, if the ultimate corrected clearance achieved between the fuel line and the pneumatic duct insulation blanket (for any strut position) is 0.50

inch or less, operators may repetitively inspect the area every 1,000 flight hours. However, this proposed AD would require replacement of the fuel tube on the number 4 engine strut position, as specified in Boeing Service Bulletin 747-28-2162, if clearance of at least 0.40 inch cannot be achieved during accomplishment of the actions specified in Boeing Service Bulletin 747-36-2111.

Boeing Service Bulletin 747-54-2122 specifies that accomplishment of some of the actions that are specified in this proposed AD are to be done in accordance with either the Boeing 747 Airplane Maintenance Manual (AMM) or an "operator's equivalent procedure." However, this proposed AD would require that the actions be accomplished in accordance with the procedures specified in the applicable subject of the Boeing 747 AMM. An "operator's equivalent procedure" may be used only if approved as an alternative method of compliance in accordance with paragraph (i) of this AD.

In addition, Boeing Service Bulletin 747-36-2111 recommends that operators "tell Boeing" if the fuel line is chafed. Operators may report these findings to Boeing, but this proposed AD would not require a report.

The applicability of this proposed AD is different from the effectivity of some of the cited service bulletins. The unsafe condition identified by this proposed AD is limited to the outboard struts on Model 747 series airplanes equipped with General Electric CF6-45 and CF6-50 series engines. However, the effectivity in Service Bulletins 747-54-2122, 747-36-2118, and 747-28-2162, and Service Letter 747-SL-28-052-B is broader to encompass additional features common to other engine model structures not addressed by this proposed AD.

#### Cost Impact

The following table provides the cost estimates to accomplish the proposed actions:

Boeing service information for proposed actions	Work hours per airplane	Labor rate per hour	Parts cost per airplane	Per-airplane cost	Number of U.S. airplanes affected	U.S. fleet cost
Service Bulletin 747-36-2111 .....	10	\$60	\$0	\$600	32	\$19,200
Service Bulletin 747-28-2230 .....	4	60	0	240	32	7,680
Service Letter 747-SL-28-052B .....	4	60	0	240	32	7,680
Service Bulletin 747-36-2118 .....	10	60	1,269	1,869	32	59,808
Service Bulletin 747-54-2137 .....	48	60	3,047	5,927	30	177,810
Service Bulletin 747-54-2122 .....	56	60	2,590	5,950	30	178,500

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:

#### 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:

**Boeing:** Docket 2001-NM-232-AD.

**Applicability:** Model 747 series airplanes equipped with General Electric CF6-45 or CF6-50 series engines, certificated in any category.

**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 alternative method of compliance in accordance with paragraph (i) of this AD. The