

which a TRAS lock has been installed, and procedures for a functional test of the TRAS lock. That service bulletin also specifies corrective action (e.g., replacement of a flexshaft and/or electromechanical gearbox with new or serviceable parts, and/or replacement of the TRAS lock (electromechanical brake) or CDU with new or serviceable parts) if any discrepancy is found during the functional test of the CDU cone brake or TRAS lock. We have revised paragraphs (a) and (c) under the heading "Requirements of AD 2000-09-03" in this proposed AD to include Boeing Alert Service Bulletin 747-78A2166, Revision 2, as an acceptable source of service information for actions in those paragraphs.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 2000-09-03 to continue to require repetitive tests of the CDU cone brake of the thrust reversers, and corrective actions if necessary. The proposed AD would add requirements for installation of a TRAS lock, and various related modifications and installations. The actions would be required to be accomplished in accordance with the service bulletins described previously, except as discussed below.

Explanation of Differences Between Service Bulletins and Proposed AD

The new actions in this proposed AD would apply to Boeing Model 747-400 series airplanes as listed in Boeing Service Bulletin 747-78-2151, Revision 2. However, the effectivity listings of Boeing Service Bulletins 747-78-2132, Revision 2, 747-31-2242, and 747-45-2016, Revision 1, identify airplanes with line numbers other than those identified in Boeing Service Bulletin 747-78-2151, Revision 2, as being subject to the actions therein. We have coordinated with the airplane manufacturer on this issue, and the manufacturer agrees with our determination that, to be correct and complete, the new actions in paragraph (d) of this proposed AD should apply to Model 747-400 series airplanes as listed in Boeing Service Bulletin 747-78-2151, Revision 2.

Cost Impact

There are approximately 145 airplanes of the affected design in the worldwide fleet. The FAA estimates that 8 airplanes of U.S. registry would be affected by this proposed AD.

The functional test that is currently required by AD 2000-09-03 takes approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$5,760, or \$720 per airplane, per test cycle.

The installations in Boeing Service Bulletin 747-78-2151, Revision 2, would take approximately 410 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided at no charge. Based on these figures, the cost impact of this proposed requirement on U.S. operators is estimated to be \$196,800, or \$24,600 per airplane.

The installation specified in Lockheed Martin Service Bulletin 78-1007, Revision 1, would take approximately 60 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided at no charge. Based on these figures, the cost impact of this proposed requirement on U.S. operators is estimated to be \$28,800, or \$3,600 per airplane.

The installation specified in Boeing Service Bulletin 747-78-2132, Revision 2, would take approximately 223 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost between \$32,219 and \$36,562 per airplane. Based on these figures, the cost impact of this proposed requirement is estimated to be between \$45,599 and \$49,942 per airplane. The manufacturer may cover the cost of replacement parts associated with this service bulletin, subject to warranty conditions. As a result, the costs attributable to this proposed action may be less than stated above.

The installation specified in Lockheed Martin Service Bulletin 78-1020, Revision 2, would take approximately 16 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided at no charge. Based on these figures, the cost impact of this proposed requirement on U.S. operators is estimated to be \$7,680, or \$960 per airplane.

The installation specified in Boeing Service Bulletin 747-31-2242 would take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost of required parts would be negligible. Based on these figures, the cost impact of this proposed requirement is estimated to be \$960, or \$120 per airplane. The manufacturer may cover the cost of replacement parts and labor costs associated with

accomplishment of this service bulletin, subject to warranty conditions. As a result, the costs attributable to this proposed action may be less than stated.

The installation specified in Boeing Service Bulletin 747-45-2016, Revision 1, would take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. The cost of required parts would be negligible. Based on these figures, the cost impact of this proposed requirement is estimated to be \$1,440, or \$180 per airplane. The manufacturer may cover the labor costs associated with accomplishment of this service bulletin, subject to warranty conditions. As a result, the costs attributable to this proposed action may be less than stated above.

The functional test that would be required following installation of the TRAS lock would take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this proposed requirement is estimated to be \$5,760, or \$720 per airplane, per test cycle.

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