

We estimate the following costs to accomplish any necessary replacements that will be required based on the

results of the inspection. We have no way of determining the number of

airplanes that may need such replacement:

Labor cost	Parts cost per part No. (P/N)	Number of parts per short body model	Number of parts per long body model	Total cost per windshield/window
16 workhours × \$60 = \$960	010A-31450-1 = \$6,893	1	1	\$7,853
	010A-31450-2 = \$6,893	1	1	7,853
	010A-31451-1 = \$5,024	1	1	5,984
	010A-31451-2 = \$5,029	1	1	5,989
	010A-31874-1 = \$4,838	1	1	5,798
	010A-31874-2 = \$4,838	1	1	5,798
	010A-31870 = \$3,279	2	5	4,239
	010A-31870-11 = \$3,279	2	2	4,239
	030A-32402 = \$2,308	0	1	3,268

Regulatory Impact

Does This AD Impact Various Entities?

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 determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final 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, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator,

the Federal Aviation Administration amends 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. FAA amends § 39.13 by adding a new AD to read as follows:

2003-17-04 Mitsubishi Heavy Industries, Ltd: Amendment 39-13278; Docket No. 97-CE-27-AD.

(a) *What airplanes are affected by this AD?* This AD affects the airplane models and serial numbers specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD that are equipped with the following part-numbered windshields and cabin windows and that are certificated in any category:

(1) Windshields

Part No.	Type of windshield
010A-31450-1/-2 ...	Windshield (LH/RH).
010A-31451-1/-2 ...	Cockpit side window (LH/RH).
010A-31874-1/-2 ...	Cockpit side window (LH/RH).
010A-31870	Cabin window.
010A-31870-11	Cabin window (at door).
030A-32402	Long body—small cabin window.

Note 1: The heated windshield is excluded from the inspection and replacement requirements of this AD.

(2) Airplanes Affected by This AD and Applicable Service Information

(i) Mitsubishi MU-2 Service Bulletin No. 224C applies to the following airplane models and serial numbers:

Models	Serial Nos.
MU-2B/-10/-15/-20/-25/-26.	008 through 347 (except 313 and 321).
MU-2B-30/-35/-36	501 through 696 (except 652 and 661).

(ii) Mitsubishi MU-2 Service Bulletin No. 087/56-001B applies to the following airplane models and serial numbers:

Models	Serial Nos.
MU-2B-25/-26/-26A/-40.	313SA, 321SA, and 348SA through 459SA.
MU-2B-35/-36A/-60 ..	652SA, 661SA, and 697SA through 1569SA.

(b) Who must comply with this AD?

Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) What problem does this AD address?

The actions specified by this AD are intended to prevent cockpit windshield or cabin window separation during flight, which could result in engine ingestion of glass, wing skin damage, or propeller damage, and possible loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following: