

FAA's airworthiness directives system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. Because we have now included this material in part 39, we no longer need to include it in each individual AD. However, for clarity and consistency in this final rule, we have retained the language of the NPRM regarding that material.

Change to Labor Rate Estimate

Since we issued the proposed AD, 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, reflects this increase in the specified hourly labor rate.

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 will be affected by this 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 \$65 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$6,240, or \$780 per airplane, per test cycle.

The installations in Boeing Service Bulletin 747-78-2151, Revision 2, will take approximately 410 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Required parts will be provided at no charge. Based on these figures, the cost impact of this requirement on U.S. operators is estimated to be \$213,200, or \$26,650 per airplane.

The installation specified in Lockheed Martin Service Bulletin 78-1007, Revision 1, or MRAS Service Bulletin 78-1007, Revision 2, will take approximately 60 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Required parts will be provided at no charge. Based on these figures, the cost impact of this requirement on U.S. operators is estimated to be \$31,200, or \$3,900 per airplane.

The installation specified in Boeing Service Bulletin 747-78-2132, Revision 2, will take approximately 223 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Required parts will cost between

\$32,219 and \$36,562 per airplane. Based on these figures, the cost impact of this requirement is estimated to be between \$46,714 and \$51,057 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 required action may be less than stated above.

The installation specified in Lockheed Martin Service Bulletin 78-1020, Revision 2, or MRAS Service Bulletin 78-1020, Revision 3 or 4, will take approximately 16 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Required parts will be provided at no charge. Based on these figures, the cost impact of this requirement on U.S. operators is estimated to be \$8,320, or \$1,040 per airplane.

The installation specified in Boeing Service Bulletin 747-31-2242 will take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. The cost of required parts will be negligible. Based on these figures, the cost impact of this requirement is estimated to be \$1,040, or \$130 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 required action may be less than stated.

The installation specified in Boeing Service Bulletin 747-45-2016, Revision 1, will take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. The cost of required parts will be negligible. Based on these figures, the cost impact of this requirement is estimated to be \$1,560, or \$195 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 required action may be less than stated above.

The functional test that will be required following installation of the TRAS lock would take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of this requirement is estimated to be \$6,240, or \$780 per airplane, per test cycle.

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

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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, pursuant to 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. Section 39.13 is amended by removing amendment 39-11711 (65 FR 25829, May 4, 2000), and by adding a new airworthiness directive (AD), amendment 39-13269, to read as follows:

2003-16-16 Boeing: Amendment 39-13269. Docket 2002-NM-128-AD. Supersedes AD 2000-09-03, Amendment 39-11711.