

checking the bolt part number, which is stamped on the bolt head; or using a magnet to verify that the bolt is made of steel. The service bulletin also describes procedures for repetitive ultrasonic inspections for cracked or broken H-11 steel bolts, and replacement of H-11 steel bolts with Inconel bolts. The procedures for replacement of H-11 steel bolts involve performing a detailed inspection of the bolt hole for corrosion; oversizing the bolt hole to remove any corrosion; installing a new bolt, nut, and washers; and applying sealant. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

Other Relevant Rulemaking

Boeing Alert Service Bulletin 747-53A2464, Revision 1, specifies that the actions in Boeing Alert Service Bulletin 747-52A2167 must have been accomplished previously or must be accomplished concurrently. The FAA has previously issued AD 80-14-11, amendment 39-3831. That AD applies to all Model 747 series airplanes equipped with nose cargo doors, and requires, before further flight (as of July 15, 1980, the effective date of that AD), an inspection for loose or missing bolts of the portal latch fittings of the nose cargo door, and corrective actions if necessary, per Boeing Alert Service Bulletin 747-52A2167, Revision 1, dated March 28, 1980. Because the initial compliance time of AD 80-14-11 has long passed, this AD does not specify a requirement for accomplishing that service bulletin.

Explanation of Requirements of Proposed AD

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 require accomplishment of the actions specified in Boeing Alert Service Bulletin 747-53A2464, Revision 1, except as discussed below. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Differences Between This Proposed AD and Boeing Alert Service Bulletin 747-53A2464, Revision 1

The service bulletin does not specify the type of inspection necessary to identify H-11 steel bolts or to find corrosion during accomplishment of the replacement of H-11 bolts with improved bolts. For the purposes of this proposed AD, we have determined that the procedures in the service bulletin constitute a "detailed inspection." Note

1 of this proposed AD defines such an inspection.

Although the service bulletin specifies that the manufacturer may be contacted for disposition of certain repairs, this proposed AD would require such repairs to be accomplished per a method approved by the FAA, or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle Aircraft Certification Office, to make such findings.

The service bulletin specifies that the actions therein should be accomplished prior to or concurrently with the actions in Boeing Service Bulletin 747-52-2197. We have determined that it is not necessary at this time to require accomplishment of Boeing Service Bulletin 747-52-2197. This determination is based on our decision that the inspection of the portal latch fitting of the nose cargo door described in that service bulletin does not address an immediate safety issue. Service history shows that there have been no significant adverse findings since the issuance of that service bulletin; thus, the subject of that service bulletin is not an area of concern.

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 (AMOCs). Because we have now included this material in part 39, only the office authorized to approve AMOCs is identified in this proposed AD.

Change to Labor Rate Estimate

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 566 airplanes of the affected design in the worldwide fleet. The FAA estimates that 179 airplanes of U.S. registry would be affected by this proposed AD, that it would take between 2 and 8 work hours

per airplane (depending on the airplane's configuration) to accomplish the proposed inspection, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be between \$130 and \$520 per airplane.

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: