

Model/series	STC No.	AD reference
Boeing 747-400	SA8843SW	AD 2001-14-15, amendment 12326 (66 FR 36447, July 12, 2001).
Boeing 747SP	ST09097AC-D	AD 2001-14-14, amendment 39-12325 (66 FR 36449, July 12, 2001).
Boeing 757-200	SA1727GL	AD 2001-14-01, amendment 39-12311 (66 FR 36149, July 11, 2001).
Boeing 767-200	SA4998NM	AD 2001-16-21, amendment 39-12390 (66 FR 43072, August 17, 2001).
Boeing 767-200	SA5134NM	AD 2001-16-20, amendment 39-12389 (66 FR 43066, August 17, 2001).
Boeing 767-200	ST09022AC-D	AD 2001-14-13, amendment 39-12324 (66 FR 36450, July 12, 2001).
Boeing 767-300	SA5765NM, SA5978NM	AD 2001-16-17, amendment 39-12386 (66 FR 42937, August 16, 2001).
Boeing 767-300	SA7019NM-D	AD 2001-18-08, amendment 39-12434 (66 FR 46517, September 6, 2001).
Boeing 767-300	ST00118SE	AD 2001-14-04, amendment 39-12314 (66 FR 36699, July 13, 2001).
Boeing 767-300	ST00157SE	AD 2001-16-18, amendment 39-12387 (66 FR 43070, August 17, 2001).
McDonnell Douglas DC-9-51 and DC-9-83	SA8026NM	AD 2001-14-02, amendment 39-12312 (66 FR 36456, July 12, 2001).
McDonnell Douglas DC-10-30	SA8452SW	AD 2001-16-22, amendment 39-12391 (66 FR 43074, August 17, 2001).
McDonnell Douglas DC-10-30	ST00054SE	AD 2001-13-03, amendment 39-12313 (66 FR 36150, July 11, 2001).
Boeing 767-300	ST01869AT-D	AD 2002-26-14, amendment 39-13002 (68 FR 1525, January 13, 2003).
Boeing 767-300	STC01783AT-D	AD 2003-07-15, amendment 39-13111 (68 FR 18535, April 16, 2003).

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 each individual AD.

Explanation of Cost Impact

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, has been revised to reflect this increase in the specified hourly labor rate.

Cost Impact

There are approximately 4 Model 737-200 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 2 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, 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 \$130, or \$65 per airplane.

The cost impact figure discussed above is 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: