

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 2,919 airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,129 airplanes of U.S. registry would be affected by this proposed AD. The FAA estimates that it would take approximately 2 work hours for each airplane specified as Group 1 in the referenced service bulletin, and approximately 1 work hour for each airplane specified as Group 2 in the referenced service bulletin, to accomplish the proposed actions; the average labor rate is estimated to be \$65 per work hour. Parts and materials are standard and are to be supplied by the operator. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$130 per Group 1 airplane, and \$65 per Group 2 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. The manufacturer may cover the cost of replacement parts associated with this proposed AD, subject to warranty conditions. Manufacturer warranty remedies may also be available for labor costs associated with this proposed AD. As a result, the costs attributable to the proposed AD may be less than stated above.

#### 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:

**Boeing:** Docket 2001–NM–156–AD.

**Applicability:** Model 737–100, –200, –200C, –300, –400, and –500 series airplanes, as listed in Boeing Service Bulletin 737–25–1434, dated March 22, 2001; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent the latch cable assembly from disconnecting from the latch block assembly of the door mounted escape slides, which could result in an escape slide not deploying in an emergency situation, accomplish the following:

#### Replacement

(a) Within 18 months after the effective date of this AD, replace the existing screw, nut, and washers that attach the latch cable assembly to the latch block assembly of the door mounted escape slides, with the new, improved screw, nut, and washers; per the Work Instructions of Boeing Service Bulletin 737–25–1434, dated March 22, 2001.

#### Parts Installation

(b) As of the effective date of this AD, no person may install a nut, part number (P/N) BACN10R10L, that was removed from any airplane; or install a screw, P/N NAS623–3–8; on any airplane.

#### Alternative Methods of Compliance

(c)(1) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance (AMOC) for this AD.

(2) An AMOC that provides an acceptable level of safety may be used for repair of the latch cable assembly and the latch block assembly for the door mounted escape slide, if it is approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings.

Issued in Renton, Washington, on September 11, 2003.

**Vi L. Lipski,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002–SW–45–AD]

RIN 2120–AA64

#### Airworthiness Directives; Eurocopter France Model AS332C, L, and L1 Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Supplemental notice of proposed rulemaking (SNPRM); reopening of comment period.

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD) for the specified Eurocopter France (Eurocopter) model helicopters that would have required, for bevel gears with more than 6,600 hours time-in-service (TIS), inspecting the bevel gear for a crack using a borescope within 50 hours TIS, and thereafter at intervals not to exceed 150 hours TIS. That proposal was prompted by a crack that was detected on a bevel gear during a main gearbox teardown inspection. This action revises the proposed rule by requiring the borescope inspection at intervals not to exceed 150 hours TIS or 1,000 torque variation cycles (cycles) for helicopter operations involving frequent torque variations, whichever occurs first. This action is prompted by an analysis of the crack growth rate, which indicates that the growth rate is higher in helicopters with operations involving a torque variation frequency of 4 or more cycles per hour. The actions specified by this proposed AD are intended to detect a bevel gear crack and prevent failure of the bevel gear,