

the continued airworthiness of these airplanes in Sweden. The LfV approved Saab Service Bulletin 2000–29–010, Revision 02.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

#### FAA's Conclusions

This airplane model is manufactured in Sweden and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LfV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LfV, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the service bulletins described previously, except as discussed below.

#### Differences Between the Proposed Rule, Swedish Airworthiness Directive, and the Service Bulletins

Where this proposed AD would require completion of Saab Service Bulletin 2000–29–020, dated August 14, 2001, and Saab Service Bulletin 2000–29–010, Revision 02, dated August 14, 2001, the LfV has specifically mandated only Service Bulletin 2000–29–020. However, that service bulletin specifies that Service Bulletin 2000–29–010 must be done before Service Bulletin 2000–29–020, so Service Bulletin 2000–29–010 may be implicitly required by the LfV.

As a result, the proposed compliance time differs from that of the Swedish airworthiness directive. This proposed AD would require that the valve be replaced per Service Bulletin 2000–29–020 within 15,000 flight hours after the effective date of the AD if Service Bulletin 2000–29–010 has been incorporated. If Service Bulletin 2000–29–010 has not been incorporated, this proposed AD would require its accomplishment within 90 days, and replacement of the valve within 15,000 flight hours thereafter. However, the Swedish airworthiness directive does

not specifically mandate incorporation of Service Bulletin 2000–29–010 and therefore does not provide a compliance time for that action.

Saab Service Bulletin 2000–29–010, Revision 02, dated August 14, 2001, also recommends accomplishment of the actions in Saab Service Bulletins 2000–29–008, 2000–29–009, 2000–29–011, and 2000–29–013. However, this proposed AD would not require those additional actions.

#### 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. Because we have now included this material in part 39, only the office authorized to approve AMOCs is identified in each individual 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

The FAA estimates that 3 airplanes of U.S. registry would be affected by this proposed AD.

The proposed replacement would take approximately 4 work hours per airplane, at an average labor rate of \$65 per work hour. Parts would be provided to the operator at no charge. Based on these figures, the cost impact of the proposed replacement on U.S. operators is estimated to be \$780, or \$260 per airplane.

The proposed modification, if required, would take approximately 60 work hours per airplane at an average labor rate of \$65 per work hour. Parts would be provided to the operator at no charge. Based on these figures, the cost impact of the proposed modification is estimated to be \$3,900 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 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:

**SAAB Aircraft AB:** Docket 2001–NM–365–AD.

*Applicability:* Model SAAB 2000 series airplanes, as listed in Saab Service Bulletin 2000–29–020, dated August 14, 2001; certificated in any category.

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