

We estimate the following costs to accomplish any necessary replacements of the wing strut upper end fittings that

would be required based on the results of the proposed inspection or on reaching the fatigue life limit. We have

no way of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
10 workhours × \$65 per hour = \$650	\$679	\$650 + \$679 = \$1,329

We estimate the following costs to accomplish any necessary replacements of the wing strut lower end fittings that

would be required based on reaching the fatigue life limit. We have no way

of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
12 workhours × \$65 per hour = \$780	\$193	\$780 + \$193 = \$973

We estimate the following costs to accomplish any necessary replacements of the stub wing strut pick up fittings

that would be required based on the results of the proposed inspection or on reaching the fatigue life limit. We have

no way of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
80 workhours × \$65 per hour = \$5,200	\$985	\$5,200 + \$985 = \$6,185

We estimate the following costs to accomplish any necessary replacements of the stub wing front spar assembly that

would be required based on reaching the fatigue life limit. We have no way

of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
370 workhours × \$65 per hour = \$24,050	\$4,820	\$24,050 + \$4,820 = \$28,870

Regulatory Findings

Would this proposed AD impact various entities? We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD 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.

Would this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this proposed AD:

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. 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.

We prepared a summary of the costs to comply with this proposed AD and placed it in the AD Docket. You may get

a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-CE-37-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

AeroSpace Technologies of Australia Pty Ltd.: Docket No. 2003-CE-37-AD

When Is the Last Date I Can Submit Comments on This Proposed AD Action?

(a) We must receive comments on this proposed airworthiness directive (AD) action by December 4, 2003.

Are Any Other ADs Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models N22B, N22S, and N24A airplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Australia. The actions specified in this AD are intended to detect and correct defects in the wing strut upper end fittings, wing strut lower end fittings, stub wing strut pick up fittings, and the stub wing front spar assembly. These defects could result in failure of the fittings or spar assembly and lead to reduced structural capability or reduced controllability of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must accomplish the following: