

of aircraft-supplied electrical power does not result in hazardous propeller effects. Describe the power quality requirements in the appropriate manuals.

(6) Specify the propeller control system description, characteristics, and authority, in both normal operation and failure conditions, and the range of control of other controlled functions, in the appropriate propeller manuals.

Issued in Burlington, Massachusetts, on November 10, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NM-91-AD; Amendment 39-13366; AD 2003-03-15 R1]

RIN 2120-AA64

Airworthiness Directives; Various Boeing and McDonnell Douglas Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to various Boeing and McDonnell Douglas transport category airplanes, that currently requires revising the Airplane Flight Manual (AFM) to advise the flightcrew to don oxygen masks as a first and immediate step when the cabin altitude warning horn sounds. The actions specified by that AD are intended to prevent incapacitation of the flightcrew due to lack of oxygen, which could result in loss of control of the airplane. This amendment removes certain requirements for certain airplanes and revises the direction to the flightcrew to don oxygen masks as a first and immediate step when the cabin altitude warning occurs, rather than "when the cabin altitude warning horn sounds." This action is intended to address the identified unsafe condition.

DATES: Effective December 22, 2003.

ADDRESSES: Information pertaining to this amendment may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue SW, Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office,

3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT:

Boeing Airplane Models: Don Eiford, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone (425) 917-6465; fax (425) 917-6590.

McDonnell Douglas Airplane Models: Joe Hashemi, Aerospace Engineer, Flight Test Branch, ANM-160L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5380; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 2003-03-15, amendment 39-13039 (68 FR 4892, January 31, 2003), which is applicable to various Boeing and McDonnell Douglas transport category airplanes, was published in the *Federal Register* on July 9, 2003 (68 FR 40823). That action proposed to revise the wording of the existing AD to remove reference to the word "Emergency" when specifying "Crew Oxygen Mask—ON/100%." That action also proposed to revise the existing AD to specify that the words "If the cabin altitude warning occurs" be used rather than the words, "If the cabin altitude warning horn sounds."

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request To Revise the Applicability of the Notice of Proposed Rulemaking (NPRM)

One commenter notes that the existing AD requires flightcrew action to don oxygen masks as a first and immediate step, "when the cabin altitude warning horn sounds," and that the NPRM proposes to revise the wording to "when the cabin altitude warning occurs." The commenter suggests that, since the NPRM addresses those airplanes that may not have a warning horn, it should exclude those airplanes that do not have warning horns.

The FAA does not agree with the commenter's request. For those airplanes that are equipped with warning horns, we are not changing the AFM revision required by AD 2003-13-15. While no further action is required by this revised AD for those airplanes, it is still necessary for this AD to apply

to them to continue to require the appropriate AFM revision.

Request To Clarify Table 2

One commenter notes that Table 2 of the NPRM does not address McDonnell Douglas Model DC-8 series airplanes, as currently specified in AD 2003-03-15. The commenter assumes that the information for Model DC-8 series airplanes should also be included in Table 2 of the NPRM.

We agree with the commenter. Although those airplanes were included in the applicability of the NPRM, we inadvertently did not include Model DC-8 series airplanes in Table 2 of the NPRM. We have revised Table 2 of the AD to include those airplanes in this AD.

Editorial Changes

In Table 2 of paragraph (a) of the NPRM, we noted several instances where the word "mask" should have been plural. We have revised the AD to reflect the word "masks."

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Changes to Labor Rate

After the NPRM was issued, we reviewed the figures we use to calculate the labor rate to do the required actions. To account for various inflationary costs in the airline industry, we find it appropriate to increase the labor rate used in these calculations from \$60 per work hour to \$65 per work hour. The economic impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

Cost Impact

There are approximately 6,956 airplanes (5,179 Boeing airplanes and 1,777 McDonnell Douglas airplanes) of the affected design in the worldwide fleet. The FAA estimates that 3,601 airplanes (2,392 Boeing airplanes and 1,209 McDonnell Douglas airplanes) of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$234,065, or \$65 per airplane.