

### Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 767-25-0266, dated September 14, 2000, which describes procedures for replacing certain door-mounted escape slides and slide-raft assemblies with new slide-raft assemblies; replacing certain door latches with new latches; and modifying or replacing certain counterbalance assemblies with new counterbalance assemblies; as applicable. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions

specified in the service bulletin described previously, except as discussed below.

### Differences Between Proposed Rule and Service Bulletin

Operators should note that, although Boeing Service Bulletin 767-25-0266 recommends that the affected parts be replaced at the end of the "useful service life" (approximately 15 years) of the slides and slide-rafts, the FAA has determined that the "useful service life" interval would not address the unsafe condition in a timely manner. Therefore, this proposal would require that the affected parts be replaced within five years from the effective date of this AD. In developing an appropriate compliance time for this AD, the FAA considered not only the manufacturer's recommendation, but also the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, and the

time necessary to perform the replacement. In light of all of these factors, the FAA finds a five-year compliance time for completing the required actions to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

### Cost Impact

There are approximately 745 airplanes of the affected design in the worldwide fleet. The FAA estimates that 261 airplanes of U.S. registry would be affected by this proposed AD. The work hours and required parts per airplane vary according to the configuration group to which the affected airplane belongs.

The following table shows the estimated cost impact for airplanes of U.S. registry affected by this proposed AD:

COST IMPACT

Airplane configuration group	Number on U.S. register	Work hours per airplane	Parts cost per airplane	Cost per airplane	Total cost for U.S.-registered airplanes
1 .....	208	6	\$1,236	\$1,626	\$338,208
2 .....	12	12	2,472	3,252	39,024
3 .....	41	11	98,858	99,573	4,082,493
4 (none on U.S. register) .....	0	11	50,400	51,115	0
5 (none on U.S. register) .....	0	17	51,636	52,741	0

Based on the figures in the above table, the cost impact of the proposed AD on U.S. operators is estimated to be \$4,459,725.

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:

**Boeing:** Docket 2001-NM-237-AD.

*Applicability:* Model 767-200 and -300 series airplanes, line numbers 1 through 793 inclusive, certificated in any category.

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

To prevent the escape slides and slide-rafts of the forward and mid-cabin entry and service doors from being too short to reach the ground in the event that the airplane rotates onto the aft fuselage, resulting in an extreme tip-back position, which could result in injury to passengers and crewmembers during an emergency evacuation, accomplish the following: