

bonded doubler area above the forward entry doorway to detect fatigue cracking or the existence of a previous repair, in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992.

Corrective Action

(1) If no crack or repair is detected, prior to further flight, perform the preventive modification in accordance with the service bulletin. No further action is required by this AD.

(2) If any crack but no repair is detected, prior to further flight, accomplish the actions required by paragraph (a)(2)(i), (a)(2)(ii), or (a)(2)(iii), as applicable.

(i) If any crack is less than or equal to 2.5 inches, perform the full-sized repair doubler in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992. Accomplishment of this action constitutes terminating action for the requirements of this AD.

(ii) If any crack exceeds 2.5 inches, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, or the Boeing DER, as required by this paragraph, the approval letter must specifically reference this AD.

(iii) If any crack in the bear strap is detected, repair in accordance with a method approved by the Manager, Seattle ACO; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, or the Boeing DER, as required by this paragraph, the approval letter must specifically reference this AD.

(3) If any repair is found, accomplish paragraph (a)(3)(i), (a)(3)(ii), or (a)(3)(iii), of this AD, as applicable.

(i) If a full-sized repair doubler is found, as specified by Boeing Service Bulletin 727-53-0186, dated April 27, 1989, or Revision 1, dated May 21, 1992, and any crack is less than or equal to 2.5 inches, no further action is required by this AD.

(ii) If a half-sized repair doubler is found, as specified by Boeing Service Bulletin 727-53-0186, dated April 27, 1989, or Revision 1, dated May 21, 1992, and any crack is less than or equal to 2.5 inches and is not in the bear strap: Prior to further flight, perform the full-sized repair doubler in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992. No further action is required by this AD.

(iii) If a half-sized or full-sized repair doubler is found, as specified by the service bulletin, and any crack exceeds 2.5 inches or is located in the bear strap: Prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO or in accordance with data meeting the type certification basis of the airplane approved

by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, or the Boeing DER, as required by this paragraph, the approval letter must specifically reference this AD.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Terminating Action for AD 94-05-04

(b) Accomplishment of the requirements of this AD constitutes terminating action for the requirements of paragraph (a) of AD 94-05-04, amendment 39-8842 (which are required to be accomplished in accordance with Appendices A.3, B.3, and C.3 of Boeing Document Number D6-54860, "Aging Airplane Service Bulletin Structural Modification and Inspection Program—Model 727," Revision G, dated March 5, 1993), with respect to the modification specified in Boeing Service Bulletin 727-53-0186, dated April 27, 1989. All other service bulletins referenced in Boeing Document Number D6-54860 still apply.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with § 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Except as provided by paragraphs (a)(2)(ii), (a)(2)(iii), and (a)(3)(iii) of this AD, the actions shall be done in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal

Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 24, 2000.

Issued in Renton, Washington, on March 8, 2000.

Donald L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-6157 Filed 3-17-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-174-AD; Amendment 39-11635; AD 2000-05-25]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146-100A, -200A, and -300A Series Airplanes Equipped With AlliedSignal ALF502R-Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes, that currently requires installation of a placard prescribing special procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON; modification of the air brake auto-retract function; and a revision to the Airplane Flight Manual (AFM) relative to altitude and operating limitations associated with flight in icing conditions above 26,000 feet. This amendment requires installation/replacement of new placards. This amendment also provides for a terminating modification for the AFM revision and installation/replacement of placards. This amendment is prompted by reports of uncommanded engine thrust reductions (rollback) when operating in certain icing conditions that exist in the vicinity of thunderstorms. The actions specified by this AD are intended to prevent engine power rollback during flight in icing conditions, a condition that could result in insufficient power to sustain flight.

DATES: Effective April 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 24, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mcclarean Road, Herndon, Virginia 20171. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-14-09, amendment 39-9694 (61 FR 37199, July 17, 1996), which is applicable to all British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes, was published in the **Federal Register** on December 9, 1999 (64 FR 68956). The action proposed to continue to require installation of a placard prescribing special procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON; modification of the air brake auto-retract function; and a revision to the Airplane Flight Manual (AFM) relative to altitude and operating limitations associated with flight in icing conditions above 26,000 feet. The action also proposed to add a requirement for installation/replacement of new placards. The action also proposed to provide for a terminating modification for the AFM revision and installation/replacement of placards.

Comments Received

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 Applicability

One commenter requests that the proposed AD be revised to include only airplanes with ALF502R-series engines installed. The commenter states that AlliedSignal has provided substantiation to the FAA's Engine and Propeller Directorate to demonstrate that the ALF507-1H engine is not subject to the engine rollback phenomenon; therefore, airplanes with these engines installed should be

excluded from the applicability of the AD.

The FAA concurs. The FAA has determined that British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes equipped with ALF502R-series engines are those that should be subject to the requirements of this AD. The FAA has revised the applicability of the final rule accordingly.

Request To Revise Reference to Terminating Modification

The same commenter requests that the proposed AD be revised to eliminate references to an "optional terminating modification." The proposed AD provides for accomplishment of the actions described in British Aerospace Service Bulletin SB.71-72-30473A, dated July 8, 1998, or Revision 1, dated November 2, 1998, as terminating action for the requirements of this AD. This service bulletin defines various modifications necessary to implement the rollback prevention package, including an engine modification, which is described in AlliedSignal Engines Service Bulletin ALF/LF72-1020. The commenter states that referral to these modifications as optional is misleading, because the engine modification is actually required via separate rulemaking action [FAA AD 99-15-06, amendment 39-11225 (64 FR 38557, July 19, 1999)]. The commenter suggests that the Summary of the proposed AD be revised to state that "the proposed AD would also provide terminating action by incorporation of the engine modification." For the same reasons, the commenter also suggests that the wording in the paragraph titled "Actions Since Issuance of Previous Rule" in the proposed AD be revised.

The FAA concurs that reference to the modifications as optional in this AD may be misleading, since the engine modification is already required by FAA AD 99-15-06. The FAA's intent was to allow for accomplishment of the modifications prior to the compliance threshold required by AD 99-15-06, and to provide for removal of the AFM revision and placards required by this AD following accomplishment of the modifications. The FAA has revised the appropriate sections of this final rule to remove the word "optional" in reference to the terminating modification. The FAA also has removed the associated cost estimates from the Cost Impact information, below. However, since the paragraph titled "Actions Since Issuance of Previous Rule" in the proposed AD is not restated in the final rule, no change is made to that paragraph of the AD.

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.

Cost Impact

There are approximately 40 airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 96-14-09 take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the previously required actions on U.S. operators is estimated to be \$9,600, or \$240 per airplane.

The new actions that are required by this new AD will take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the new requirements of this AD on U.S. operators is estimated to be \$2,400, or \$60 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 removing amendment 39-9694 (61 FR 37199, July 17, 1996), and by adding a new airworthiness directive (AD), amendment 39-11635, to read as follows:

2000-05-25 British Aerospace Regional

Aircraft (Formerly British Aerospace Regional Aircraft Limited, Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited); Amendment 39-11635. Docket 98-NM-174-AD. Supersedes AD 96-14-09, Amendment 39-9694.

Applicability: Model BAe 146-100A, -200A, and -300A series airplanes, certificated in any category; equipped with AlliedSignal ALF502R-series engines.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine power rollback during flight in icing conditions, a condition that could result in insufficient power to sustain flight, accomplish the following:

Restatement of Requirements of AD 96-14-09, Amendment 39-9694**Placard Installation**

(a) For airplanes listed in British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992: Within 30 days after December 17, 1992 (the effective date of AD

92-24-09, amendment 39-8415), install a placard below the ice protection switches on the flight deck overhead panel to include additional procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON, in accordance with British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992.

Modification

(b) For airplanes listed in British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992: Within 30 days after December 17, 1992 (the effective date of AD 92-24-09, amendment 39-8415), modify the air brake auto-retract function, in accordance with British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992.

Airplane Flight Manual Revision

(c) Within 6 days after July 22, 1996 (the effective date of AD 96-14-09, amendment 39-9694), amend the FAA-approved Airplane Flight Manual (AFM) as required by paragraphs (c)(1) and (c)(2) of this AD.

(1) Remove the following Temporary Revisions (TR) from the Limitations Section and Normal/Abnormal Procedures Section, as applicable:

(i) For Model BAe 146-100A series airplanes: TR 30, Issue No. 2 (Document No. BAe 3.3), dated February 1994.

(ii) For Model BAe 146-200A series airplanes: TR 41, Issue No. 2 (Document No. BAe 3.3), dated February 1994, or TR 42, Issue No. 2 (Document No. BAe 3.3), dated February 1994, as applicable.

(iii) For Model BAe 146-300A series airplanes: TR 23, Issue No. 2 (Document No. BAe 3.3), dated February 1994.

(2) Insert the following TR's into the Limitations Section and the Normal/Abnormal Procedures/Handling Section, as applicable.

(i) For Model BAe 146-100A series airplanes: TR 32, Issue No. 2 (Document BAe 3.3), dated July 1996.

(ii) For Model BAe 146-200A series airplanes: TR 44, Issue No. 2 (Document BAe 3.6), dated July 1996.

(iii) For Model BAe 146-300A series airplanes: TR 25, Issue No. 2 (Document BAe 3.11), dated July 1996.

(d) When the TR's specified in paragraph (c)(2) have been incorporated into an AFM General Revision, the applicable AFM General Revision may be inserted into the corresponding FAA-approved AFM, provided the information contained in the AFM General Revision corresponds identically to that specified in TR 32, TR 44, or TR 25.

New Requirements of This AD**Placard Installation**

(e) Within 30 days after the effective date of this AD, install a placard on the flight deck to indicate that a 26,000 feet altitude limitation in icing is applicable, and replace the ice protection panel placard with a new placard for N2 limitations, in accordance with British Aerospace Service Bulletin SB.11-137-30405A, dated March 26, 1998. Upon accomplishment of this placard

installation, the placard required by paragraph (a) of this AD may be removed.

Terminating Modification (Including Modification Required by AD 99-15-06)

(f) Modification of all four engines [i.e., reduction of the length core-flow/fan-flow splitter (cut-back splitter); modification of the splitter lip insulating baffle; installation of a heated exit guide vane (EGV); relocation of the engine anti-ice air source to the combustor bleed plenum; installation of a new anti-ice valve with improved couplings; and installation of improved insulated connections], and insertions of AFM revisions, in accordance with British Aerospace Service Bulletin SB.71-72-30473A, dated July 8, 1998, or Revision 1, dated November 2, 1998; constitutes terminating action for the requirements of this AD. After the modification is accomplished, the AFM revisions and placards required by paragraphs (c), (d), and (e) of this AD may be removed.

Note 2: British Aerospace Service Bulletin SB.71-72-30473A, dated July 8, 1998, and Revision 1, dated November 2, 1998, only describe procedures for installation of engines that have been modified in accordance with the requirements of AD 99-15-06, amendment 39-11225.

Alternative Methods of Compliance

(g)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(2) Alternative methods of compliance, approved previously in accordance with AD 96-14-09, amendment 39-9694, are approved as alternative methods of compliance with this AD.

Special Flight Permits

(h) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(i) The actions shall be done in accordance with British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992; Airplane Flight Manual Temporary Revision 32, Issue No. 2 (Document BAe 3.3), dated July 1996; Airplane Flight Manual Temporary Revision 44, Issue No. 2 (Document BAe 3.6), dated July 1996; Airplane Flight Manual Temporary Revision 25, Issue No. 2 (Document BAe 3.11), dated July 1996; and British Aerospace Service

Bulletin SB.11-137-30405A, dated March 26, 1998; as applicable.

(1) The incorporation by reference of British Aerospace Service Bulletin SB.11-137-30405A, dated March 26, 1998, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992, was approved previously by the Director of the Federal Register as of December 17, 1992 (57 FR 53548, November 12, 1992).

(3) The incorporation by reference of Airplane Flight Manual Temporary Revision 32, Issue No. 2 (Document BAe 3.3), dated July 1996; Airplane Flight Manual Temporary Revision 44, Issue No. 2 (Document BAe 3.6), dated July 1996; and Airplane Flight Manual Temporary Revision 25, Issue No. 2 (Document BAe 3.11), dated July 1996; was approved previously by the Director of the Federal Register as of July 22, 1996 (61 FR 37199, July 17, 1996).

(4) Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in British airworthiness directives 004-03-98 and 003-06-96, Revision 1.

(j) This amendment becomes effective on April 24, 2000.

Issued in Renton, Washington, on March 8, 2000.

Franklin Tiangsing,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-6158 Filed 3-17-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-211-AD; Amendment 39-11628; AD 2000-05-18]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300, A310, and A300-600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300, A310, and A300-600 series airplanes, that requires repetitive eddy current inspections to detect cracking on the door edge frames of the fuselage

bulk cargo compartment, and repair, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to detect and correct cracks in the door edge frames of the fuselage bulk cargo compartment, which could result in reduced structural integrity of the airframe.

DATES: Effective April 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of April 24, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A300, A310, and A300-600 series airplanes was published in the **Federal Register** on January 4, 2000 (65 FR 254). That action proposed to require repetitive eddy current inspections to detect cracking on the door edge frames of the fuselage bulk cargo compartment, and repair, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Explanation of Changes Made to the Final Rule

Since the issuance of the proposed rule, the FAA has reviewed and approved Revision 01 of Airbus Service Bulletins A310-53-2106, including Appendix 01; and A300-53-6114, including Appendix 01; both dated July 28, 1998. These revisions are essentially identical to the original issues, which

were cited in the proposed AD as the appropriate source of service information for accomplishment of the specified actions. This final rule has been revised to include these revisions as additional sources of service information.

Conclusion

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

Interim Action

This is considered to be interim action. The inspection reports that are required by this AD will enable the manufacturer to obtain better insight into the nature, cause, and extent of the cracking, and eventually to develop final action to address the unsafe condition. Once final action has been identified, the FAA may consider further rulemaking.

Cost Impact

The FAA estimates that 126 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$15,120, or \$120 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic