

on any operator nor increase the scope of the AD.—

The FAA estimates that 58 airplanes of U.S. registry will be affected by this AD, within the initial threshold. Since

not all affected airplanes will be required to accomplish every modification referenced in each of the service bulletins, the cost impact of the modifications required by this AD is

estimated in the following table. This cost includes the price of modification kits, and the estimated labor rate is \$60 per work hour. It does not include the cost of downtime, planning, set up, familiarization, or tool acquisition.

Service bulletin number	No. of affected airplanes	No. of work hours	Cost of parts per airplane	Cost per airplane	Total cost for affected airplanes
55-33 (B-77) .....	5	40	\$314	\$2,714.00	\$13,570.00
55-12 (B-67) .....	5	20	121	1,321.00	6,605.00
55-12 (Part II) .....	5	30	168	1,968.00	9,840.00
55-61 Revision 2 .....	13	45	2,235	4,935.00—	64,155.00
57-68 Revision 1 .....	58	556	1,279	34,639.00	2,009,062.00
53-19 (B-45) Issue 3 .....	5	22	0	1,320.00	6,600.00
53-58 (B-149) .....	5	16	0	960.00	4,800.00
53-76 (B-211) .....	13	0.25	0	15.00	195.00
57-7 Issue 1 .....	5	32	400	2,320.00	11,600.00—

Based on the above figures, the total cost impact of the proposed AD on U.S. operators is estimated to be 2,126,427.—

The total 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. —

The FAA recognizes that the modifications will require a large number of work hours to accomplish. However, the threshold specified in each of the service bulletins referenced by the Fokker Report should allow ample time for the accomplishment of the modifications coincidentally with scheduled major airplane inspection and maintenance activities, thereby minimizing the costs associated with special airplane scheduling.—

The FAA recognizes that the obligation to maintain aircraft in an airworthy condition is vital, but sometimes expensive. Because AD's require specific actions to address specific unsafe conditions, they appear to impose costs that would not otherwise be borne by operators. However, because of the general obligation of operators to maintain aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining safe aircraft, most prudent operators would accomplish the required actions even if they were not required to do so by the AD. —

A full cost-benefit analysis has not been accomplished for this AD. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all

applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA, as in this AD, makes a finding of an unsafe condition, this means that the original cost-beneficial level of safety is no longer being achieved and that the required actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost-beneficial, a full cost-benefit analysis for this AD would be redundant and unnecessary.—

The regulations adopted herein will not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.—

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 in 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [Amended]—

2. Section 39.13 is amended by adding the following new airworthiness directive:

**94-26-08 Fokker:** Amendment 39-9103. Docket 93-NM-229-AD.

**Applicability:** Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 airplanes, as listed in Fokker Report Number SE-278, "F27 Aging Aircraft Project—Final Document," Issue 3, dated February 1, 1993; certificated in any category.—

**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 use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the