

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.

### Regulatory Impact

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:

**94-26-09 Lockheed:** Amendment 39-9104. Docket 94-NM-17-AD.

**Applicability:** Model L-1011-385 series airplanes having serial numbers 193A through 193Y inclusive, 293A through 293F inclusive, and 1002 through 1250 inclusive; certificated in any category.

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

To prevent separation of the turbine blade assembly, which could damage the airplane structure and systems, and, under certain circumstances, lead to reduced controllability of the airplane, accomplish the following:

(a) Remove, disassemble, inspect, test, and service the ram air turbine (RAT) in accordance with Lockheed TriStar L-1011 Service Bulletin 093-29-098, dated December 6, 1993; or completely overhaul the RAT in accordance with Chapter 29-21-01 of Dowty Aerospace Hydraulics—Cheltenham Overhaul Manual; at the applicable time specified in either paragraph (a)(1) or (a)(2) of this AD:

**Note 1:** Overhaul of the RAT in accordance with this paragraph includes replacement of the roller bearing (part number RA56341).

(1) For airplanes on which the RAT has not been serviced or overhauled within 6 years prior to the effective date of this AD: Accomplish the procedures within 2 years after the effective date of this AD.

(2) For airplanes on which the RAT has been serviced or overhauled within 6 years prior to the effective date of this AD in accordance with a method that is equivalent to the procedures described in Dowty Aerospace Hydraulics—Cheltenham Service Bulletin RAT16C10-29-168, dated December 1, 1993: Accomplish the procedures within 8 years after the date of the immediately preceding servicing of the RAT.

(b) Within 24 months after the effective date of this AD, revise the FAA-approved maintenance program to incorporate procedures for servicing of the RAT in

accordance with Lockheed TriStar L-1011 Service Bulletin 093-29-098, dated December 6, 1993; or complete overhaul of the RAT in accordance with Chapter 29-21-01 of Dowty Aerospace Hydraulics—Cheltenham Overhaul Manual. One or the other of these actions must be accomplished at intervals not to exceed 8 years.

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Special flight permits may be issued in accordance with sections 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.

(e) The servicing actions shall be done in accordance with Lockheed TriStar L-1011 Service Bulletin 093-29-098, dated December 6, 1993. 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 Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 3, 1995.

Issued in Renton, Washington, on December 19, 1994.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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### 14 CFR Part 71

[Airspace Docket No. 94-AGL-24]

### Alteration of VOR Federal Airway V-216

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the airspace designation for Federal Airway V-216 by realigning the airway from the Peck, MI, Very High Frequency