

Policy Act of 1969 (42 U.S.C. 4321 et seq.) and, therefore, neither an environmental assessment nor an environmental impact statement is needed. Pursuant to Department of Energy regulations established for its compliance with the National Environmental Policy Act, the Department has determined that today's regulatory action is a ruling with respect to the rescission of an existing regulation of the type that is categorically excluded from further review under paragraph A4 of appendix A, subpart D, 10 CFR part 1021.

List of Subjects in 10 CFR Part 515

Administrative practice and procedure, Business and industry, Electric power plants, Energy conservation, Natural gas, Petroleum, and Reporting and recordkeeping requirements.

Issued in Washington, D.C., on June 30, 1995.

Patricia Fry Godley,

Assistant Secretary for Fossil Energy.

For the reasons set forth in the preamble, under the authority of 42 U.S.C. 7101, chapter II, subchapter E, title 10 of the Code of Federal Regulations is amended by removing part 515.

[FR Doc. 95-16725 Filed 7-6-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-186-AD; Amendment 39-9296; AD 95-14-04]

Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain British Aerospace Model BAC 1-11 200 and 400 airplanes, that currently requires incorporation of certain structural modifications. That AD was prompted by reports of fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their economic design goal. The actions specified by that AD are intended to prevent reduced structural integrity of the airplane. This amendment requires incorporation of additional structural modifications.

DATES: Effective August 7, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90-23-09, amendment 39-6795 (55 FR 46502, November 5, 1990), which is applicable to certain British Aerospace Model BAC 1-11 200 and 400 airplanes, was published in the **Federal Register** on April 27, 1995 (60 FR 20661). The action proposed to require incorporation of additional structural modifications.

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. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 31 airplanes of U.S. registry will be affected by this AD, that it will take approximately 387 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$10,315 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,039,585, or \$33,535 per airplane.

The total 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.

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 removing amendment 39-6795 (55 FR 46502, November 5, 1990), and by adding a new airworthiness directive (AD), amendment 39-9296, to read as follows:

95-14-04 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-9296. Docket 94-NM-186-AD. Supersedes AD 90-23-09, Amendment 39-6795.

Applicability: Model BAC 1-11 200 and 400 airplanes, 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