currently required. Additionally, the FAA has determined that cracked boom angles must be replaced with modified boom angles in order to increase the time-in-service prior to the onset of cracking, and to reduce the reliance on repetitive inspections in order to assure safety over a long period of time.

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United

The proposed AD would supersede AD 93-14-08 to continue to require repetitive visual inspections to detect cracking of the aft end of the wing rib boom angles on the wing rib outboard of the left and right engine, and repair or replacement of cracked rib boom angle assemblies. This proposal would revise the compliance time for the initial inspection of airplanes on which Modification 10313A has been accomplished. The inspection actions would be required to be accomplished in accordance with Service Bulletin ATP-57-13, Revision 1, dated January 15, 1993, or Revision 5, dated June 3, 1994.

This proposal would require that any cracked boom angle that is replaced, must be replaced with a modified boom angle in accordance with British Aerospace Service Bulletin ATP-51-16-10313A, Revision 1, dated June 3 1994. Any cracked boom angle that is repaired, must be repaired in accordance with a method approved by the FAA.

Additionally, this proposal would limit the applicability of the rule to only Model ATP airplanes having serial numbers 2002 to 2063, inclusive. Airplanes that are produced subsequent to serial number 2063 will be modified in production to include the equivalent of Modification 10313A, and will contain in their Manufacturer's Recommended Maintenance Program the inspections and inspection intervals that would be required by this AD. The FAA has determined that these inspections must be mandated (via this proposed AD) for in-service airplanes having serial numbers 2002 through 2063 on which Modification 10313A

has been installed (post-production), since the Manufacturer's Recommended Maintenance Program currently applicable to these airplanes does not adequately address inspections of the modified boom angles.

Additionally, this proposed superseding AD has been reformatted to simplify and clarify the required actions.

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD. The inspections that are currently required by AD 93–14–08 take approximately 2 work hours per airplane to accomplish. The average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the current inspection requirements AD on U.S. operators is estimated to be \$1,200, or \$120 per airplane, per inspection cycle.

The total 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 AD were not adopted. However, since AD 93-14-08 became effective on September 3, 1993, the FAA assumes that at least the initial inspection already has been performed on several of the affected airplanes. Thus, the total cost impact of this proposed AD may be reduced by the amount of the costs associated with those inspections that have already been accomplished.

Additionally, since this proposed AD would extend the compliance time for the initial inspection of some airplanes, it has the effect of reducing the economic burden for operators of those airplanes, since it would preclude scheduling an airplane for inspections at a time earlier than is necessary.

Should replacement of the boom angles with modified boom angles be necessary, it would require approximately 150 work hours to accomplish, at an average labor charge of \$60 per work hour. Required parts would cost approximately \$3,800 per airplane.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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. 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 39–8632 (58 FR 42194, August 9, 1993), and by adding a new airworthiness directive (AD), to read as follows:

British Aerospace: Docket 94–NM–107–AD. Supersedes AD 93–14–08, Amendment 39–8632.

Applicability: Model ATP series airplanes; serial numbers 2002 through 2063, inclusive; 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 (j) 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 effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.