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 would be affected by this proposed AD.

It will take approximately 8 work hours per airplane to accomplish the required inspection at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the inspection required by this AD on U.S. operators is estimated to be $14,880, or $480 per airplane, per inspection.

It will take approximately 80 work hours per airplane to accomplish the required modification at an average labor rate of $60 per work hour. Required parts will cost approximately $2,000 per airplane. Based on these figures, the total cost impact of the modification required by this AD on U.S. operators is estimated to be $210,800, or $6,800 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 adding the following new airworthiness directive:

95–15–09 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39–9312. Docket 94–NM–185–AD.

Applicability: Model BAC 1–11–200 and –400 series airplanes on which British Aerospace Modifications PM5445 and PM5713 have not been installed, 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 (h) of this AD 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.

To detect and prevent fatigue-related cracking in fuselage frames at stations 178 and 213.5 in the vicinity of the passenger door at floor level, which could result in reduced structural integrity of the fuselage pressure vessel and possible decompression of the pressurized, accomplish the following:

(a) For airplanes unrepaired or not reinforced by repair on frames 178 and 213.5, in the area between stringers 25L and 27L: Accomplish paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.1 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.1 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (a)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.1 of the Accomplishment Instructions of the alert service bulletin.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.1.5 or 2.1.10, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frame at stations 178 and 213.5 in accordance with paragraph 2.1.5 or 2.1.10, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (a)(1) and (a)(2) this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs later, rework the cabin pressurization system to limit the maximum differential operating pressure of the fuselage to 7.5 pounds per square inch (psi), in accordance with the alert service bulletin.

(b) For airplanes on which Structural Repair Manual, figure 76, repair in-situ has been accomplished: Accomplish paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD, in accordance with British Aerospace Airbus Limited Alert Service Bulletin 53–A–PM5993, Issue 1, dated January 11, 1993.

(1) Perform the initial inspection prior to the compliance time specified in paragraph 2.2 of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later. Repeat the inspection thereafter at intervals specified in paragraph 2.2 of the Accomplishment Instructions of the alert service bulletin.

(2) If any discrepancy is found during any inspection required by paragraph (b)(1) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 2.2 of the Accomplishment Instructions of the alert service bulletin; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(3) Prior to the accumulation of the total number of landings specified in paragraph 2.2.6 or 2.2.9, as applicable, of the Accomplishment Instructions of the alert service bulletin or within 12 months after the effective date of this AD, whichever occurs later, modify the structure of the fuselage frame at stations 178 and 213.5 in accordance with paragraph 2.2.6 or 2.2.9, as applicable, of the Accomplishment Instructions of the alert service bulletin. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (b)(1) and (b)(2) of this AD.

(4) Prior to the accumulation of 55,000 total landings or within 12 months after the effective date of this AD, whichever occurs