FAA described. The FAA concurs that the economic information should be updated to provide a more accurate accounting of associated costs. The FAA based its previous analysis on the best data that were available at the time the proposal was developed. Since that time, the FAA has obtained more accurate figures and has revised the economic impact information, below, accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 83 airplanes of U.S. registry will be affected by this AD.

Installation of the modified PSU panel lenses requires approximately 22 work hours per airplane to accomplish, at an average labor cost of \$60 per work hour. Required parts are estimated to cost \$1,126 per airplane. Based on these figures, the total cost impact of the installation requirement of this AD on U.S. operators is estimated to be \$203,018, or \$2,446 per airplane.

The one-time inspection for corrosion requires approximately 5 work hours per airplane to accomplish, at an average labor cost of \$60 per work hour. Based on these figures, the total cost impact of the inspection requirement of this AD on U.S. operators is estimated to be \$24,900, or \$300 per airplane.

Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$227,918, or \$2,746 per airplane. This total cost impact figure 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. However, the FAA has been advised that the installation of modified PSU panel lenses has been accomplished on at least 23 of the affected airplanes; therefore, the future total cost impact of this AD is now \$171,660.

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:

95–17–02 Fokker: Amendment 39–9331. Docket 94–NM–116–AD.

Applicability: Model F28 Mk 0100 series airplanes; equipped with Grimes Aerospace Passenger Service Units having part number (P/N) 10–1178–() or P/N 10–1571–(); 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 (d) 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 ensure that warning signs are readable to passengers and flight attendants, and to eliminate a potential fire hazard, accomplish the following:

- (a) For airplanes listed in Fokker Service Bulletin SBF100–25–061, dated March 8, 1994 (as corrected by Fokker Service Bulletin Change Notification SBF100–25–061/02, dated June 20, 1994): Within 9 months after the effective date of this AD, install modified Passenger Service Unit (PSU) panel lenses in accordance with that service bulletin.
- (b) For airplanes listed in Fokker Service Bulletin SBF100–25–068, dated March 31, 1994: Within 9 months after the effective date of this AD, perform a one-time inspection to detect corrosion and/or deterioration of the PSU connector, in accordance with that service bulletin. Prior to further flight, correct any discrepancies detected and apply sealant in accordance with the service bulletin.
- (c) As of the effective date of this AD, no person shall install on any airplane a Grimes Aerospace PSU having the following part numbers (P/N):
- (1) For PSU's located in the passenger compartment, except for the PSU panels at the last but one aft position on the left- and right-hand row (i.e., all except the second to the last row): P/N 10–1178–31 through -42, inclusive, must not be installed.
- (2) For PSU's located in the passenger compartment at the last but one position at the left- and right-hand row (i.e., the second to the last row) only: P/N 10–1178–() must not be installed.
- (d) 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, Standardization Branch, ANM–113, FAA, Transport Aircraft Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.
- **Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.
- (e) 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.
- (f) The installation shall be done in accordance with Fokker Service Bulletin SBF100–25–061, dated March 8, 1994 (as corrected by Fokker Service Bulletin Change Notification SBF100–25–061/02, dated June 20, 1994). The inspection and correction of discrepancies shall be done in accordance with Fokker Service Bulletin SBF100–25–068, dated March 31, 1994. 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