may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone (206) 227–2141; Fax (206) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 95–NM–58–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–58–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Fokker Model F28 Mark 0100 series airplanes. The RLD advises that, during full scale fatigue testing of the horizontal and vertical stabilizers, cracks were found in the flanges of the left- and right-hand main hinge fittings of the horizontal stabilizer on a Model F28 Mark 0100 test article. Investigation revealed that such cracking is the result of higher than anticipated loads induced on the tail of the airplane during thrust reverser operation. This condition, if not corrected, could lead to a deteriorated fatigue life of the main hinge fitting structure on the horizontal stabilizer and reduced structural integrity of the horizontal stabilizer.

Fokker has issued Service Bulletin SBF100–78–010, Revision 1, dated April 26, 1994, which describes procedures for modification of the thrust reverser doors. This modification involves installation of extended bumper fittings on the thrust reverser doors. Accomplishment of this modification will reduce the reverse thrust at a given engine pressure ratio by increasing the spillage gap.

Fokker has also issued Service Bulletin SBF100–31–036, dated February 7, 1994, which describes procedures for replacement of the Collins multifunction display units (MFDU) having part number (P/N) 622–8047–412 or 622–8047–422 with new MFDU's having P/N 622–8047–414 or 622–8047–423, respectively. Accomplishment of this replacement will reduce thrust reverser loads on the horizontal stabilizer.

Additionally, Fokker has issued Service Bulletin SBF100–31–038, dated April 26, 1994, which describes procedures for installation of a placard on the main instrument panel, if the replacement of the MFDU is accomplished prior to modification of the thrust reverser door. The placard provides current engine limits for these airplanes.

The RLD classified these service bulletins as mandatory and issued Netherlands airworthiness directive BLA 94–062(A), dated April 29, 1994, in order to assure the continued airworthiness of these airplanes in the Netherlands.

This airplane model is manufactured in the Netherlands 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 RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, 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 States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require modification of the thrust reverser doors. The proposed AD would also require replacement of certain Collins multifunction display units (MFDU) with certain new MFDU's, and installation of a placard, if the replacement of the MFDU is accomplished prior to modification of the thrust reverser door. The actions would be required to be accomplished in accordance with the service bulletins described previously.

The FAA estimates that 102 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 127 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Required parts would cost approximately $19,000 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $2,715,240, or $26,620 per airplane.

The 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.

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.