

be \$232,560, or \$720 per airplane (\$120 per door), per inspection cycle.

Should an operator be required to accomplish the replacement of power assist triggers, it will take approximately 18 work hours per airplane (3 work hours per passenger door) to accomplish the replacement, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,800 per airplane (\$300 per passenger door). Based on these figures, the cost impact of the replacement action is estimated to be \$2,880 per airplane (\$480 per passenger door).

The 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 39-6951 (56 FR 12111, March 22, 1991), and by adding a new airworthiness directive (AD), amendment 39-9445, to read as follows:

95-25-01 Boeing: Amendment 39-9445.

Docket 95-NM-07-AD. Supersedes AD 91-07-09, Amendment 39-6951.

*Applicability:* Model 757 series airplanes, as listed in any of the following service bulletins: Boeing Service Bulletin 757-52-0042, dated March 30, 1989; Boeing Service Bulletin 757-52-0042, Revision 1, dated April 26, 1990; and Boeing Alert Service Bulletin 757-52A0023, Revision 3, dated November 18, 1993; 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 (f) 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 proper operation of the door opening system during an emergency evacuation, accomplish the following:

(a) For airplanes identified as Group 1 in Boeing Service Bulletin 757-52-0042, dated March 30, 1989, and Revision 1, dated April 26, 1990: Within 350 flight hours after January 6, 1990 (the effective date of AD 89-25-09, amendment 39-6407), accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD, in accordance with either service bulletin. Any interference or improper clearance detected during any inspection required by this paragraph must be repaired, prior to further flight, in accordance with either service bulletin.

(1) Modify the forward right-hand passenger door.

(2) Inspect all passenger doors for evidence of interference between the trigger support housing and the upper hinge arm.

(3) Inspect all passenger doors for proper clearance between the power assist trigger and the door and fuselage skin.

(b) For all airplanes identified in Boeing Service Bulletin 757-52-0042, dated March 30, 1989, and Revision 1, dated April 26, 1990: Within 350 flight hours after January 6, 1990 (the effective date of AD 89-25-09,

amendment 39-6407), and thereafter at intervals not to exceed 6 months, accomplish paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD, in accordance with either service bulletin. Any damage, improper adjustment, or improper operation detected during any of the inspection required by this paragraph must be repaired, prior to further flight, in accordance with either service bulletin.

(1) Inspect the forward doors for proper adjustment of the lockout mechanism of the door emergency power assist system.

(2) Inspect all passenger door emergency power assist triggers for wear marks, damage, or fracture.

(3) Inspect trigger spring cylinders for proper operation.

(4) Inspect roller arms for damage.

(c) For all airplanes identified in Boeing Service Bulletin 757-52-0042, Revision 1, dated April 26, 1990: Within 18 months after April 29, 1991 (the effective date of AD 91-07-09, amendment 39-6951), accomplish paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, in accordance with Section III, Part III, of the service bulletin. Any damage, defect, improper adjustment, or improper operation detected during any inspection required by this paragraph must be repaired, prior to further flight, in accordance with the service bulletin. Accomplishment of the actions required by this paragraph constitutes terminating action for the periodic inspections required by paragraph (b) of this AD.

(1) On forward doors, install the lockout link and inspect the lockout mechanism for proper adjustment.

(2) On all passenger doors, install the new trigger guard, and inspect the emergency power assist triggers for wear marks, damage, or fracture.

(3) On all passenger doors, modify the trigger spring cylinder end cap and inspect the spring cylinder for proper operation.

(4) On all passenger doors, inspect roller arms for damage.

(d) For all airplanes identified in Boeing Alert Service Bulletin 757-52A0023, Revision 3, dated November 18, 1993: Within 6 months after the effective date of this AD, perform an inspection to detect wear marks, damage, or cracking on the upper surface of the emergency power assist triggers at all passenger doors, in accordance with the alert service bulletin. Repeat the inspection thereafter at intervals not to exceed 6 months.

(1) If any wear mark is detected, prior to further flight, repair in accordance with the alert service bulletin.

(2) If any damage or cracking is detected, prior to further flight, replace the power assist triggers in accordance with the alert service bulletin.

(e) For all airplanes identified in Boeing Alert Service Bulletin 757-52A0023, Revision 3, dated November 18, 1993: Within 6 months after the effective date of this AD, measure the clearance between the lockout cam and the crank stop, in accordance with the alert service bulletin.

(1) If the clearance between the lockout cam and the crank stop is within the limits specified in the alert service bulletin, no further action is required by this paragraph.

(2) If the clearance between the lockout cam and the crank stop is beyond the limits