approximately 21 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be $148,680, or $1,260 per airplane.

The new actions that are proposed in this AD action would take approximately 64 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. [This work hour estimate assumes that X-ray inspections are done of both upper and lower caps, and that the ultrasonic inspection indicates cracking in each of five bolt holes (per wing), thus requiring subsequent bolt hole eddy current inspections to confirm crack findings. The estimate includes inspections of both wings.] Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be $453,120, or $3,840 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

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. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8681 (58 FR 54947, October 25, 1993), and by adding a new airworthiness directive (AD), to read as follows:

Lockhead Aeronautical Systems Company: Docket 95–NM–88–AD. Supersedes AD 93–17–10, Amendment 39–8681.

Applicability: All Model L–1011–385–1, L–1011–385–1–14, L–1011–385–1–15, and L–1011–385–3 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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.

Note 2: Paragraphs (a)(1) and (b) of this AD restate the requirement for repetitive inspections and follow-on actions contained in paragraphs (a) and (b) of AD 93–17–10. Therefore, for operators who have previously accomplished at least the initial inspection in accordance with AD 93–17–10, paragraphs (a)(1) and (b) of this AD require that the next scheduled inspection be performed within 2,000 flight cycles after the last inspection performed in accordance with paragraphs (a) and (b) of AD 93–17–10.

To prevent rupture of the rear spar, which could result in extensive damage to the wing and fuel spillage, accomplish the following:

(a) Perform inspections and various follow-on actions to detect cracking in the areas specified in and in accordance with Part II of the Accomplishment Instructions of the Lockheed service documents listed below. After the effective date of this AD, the inspections and follow-on actions shall be performed only at the times specified in and in accordance with Revision 4 of Lockheed L–1011 Service Bulletin 093–57–203. [The inspections and follow-on actions include: repetitive X-ray (radiographic) inspections; repetitive eddy current surface scan inspections; bolt hole eddy current inspections at various locations; repetitive ultrasonic inspections in conjunction with eddy current surface scan inspections (for certain airplanes); and repetitive low frequency eddy current ring probe inspections.]

- Lockheed L–1011 Service Bulletin 093–57–203, Revision 3, dated October 28, 1991; or
- Lockheed L–1011 Service Bulletin Service Bulletin 093–57–203, Revision 3, dated October 28, 1991, as amended by Lockheed L–1011 Service Bulletin Change Notification 093–57–203, R3–CN1, dated June 22, 1992; or
- Lockheed L–1011 Service Bulletin 093–57–203, Revision 4, dated March 27, 1995.

(1) For airplanes on which the inspections required by AD 93–17–10, amendment 39–8681, have been initiated prior to the effective date of this AD: Perform the inspections and follow-on actions at the times specified in Table I of Lockheed L–1011 Service Bulletin Change Notification 093–57–203, R3–CN1, dated June 22, 1992, or within 6 months after November 24, 1993 (the effective date of AD 93–17–10, amendment 39–8681), whichever occurs later.

Note 3: As allowed by the phrase, ''unless accomplished previously,'' if the inspections and follow-on actions required by this paragraph were conducted prior to November 24, 1993, in accordance with Lockheed L–1011 Service Bulletin 093–57–203, Revision 2, dated January 25, 1991, those inspections need not be repeated.

(2) For airplanes on which the inspections required by AD 93–17–10, amendment 39–8681, have not been initiated prior to the effective date of this AD: Perform the inspections and follow-on actions at the times specified in Table I of Lockheed L–1011 Service Bulletin 093–57–203, Revision 4, dated March 27, 1995, or within 6 months after the effective date of this AD, whichever occurs later.

(b) If no cracking is found, perform the repetitive inspections and follow-on actions specified in the Accomplishment Instructions of the Lockheed service documents listed below thereafter at intervals not to exceed 2,000 flight cycles. After the effective date of this AD, the inspections and follow-on actions shall be performed only in accordance with Revision 4 of Lockheed L–1011 Service Bulletin 093–57–203.

- Lockheed L–1011 Service Bulletin 093–57–203, Revision 3, dated October 28, 1991; or
- Lockheed L–1011 Service Bulletin 093–57–203, Revision 3, dated October 28, 1991, as amended by Lockheed L–1011 Service Bulletin Change Notification 093–57–203, R3–CN1, dated June 22, 1992; or
- Lockheed L–1011 Service Bulletin 093–57–203, Revision 4, dated March 27, 1995;