

retain the repetitive inspection at intervals not to exceed 100 hours time-in-service (TIS) with replacement of the air filter if damaged, and mandatory replacement of the air filter assembly at 500 hours TIS, terminating the repetitive inspection requirement contained in AD 95-03-02.

The FAA estimates that 50,000 airplanes in the U.S. registry would be affected by the proposed AD. To accomplish the proposed repetitive inspection and possible replacement of a damaged air filter would take approximately 1 hour per airplane, and that the average labor rate is approximately \$60 an hour. To install a new gasket cost approximately \$3 per airplane. Based on these figures, the total cost impact of the proposed repetitive inspection and replacement on U.S. operators is estimated to be \$63 per airplane. The FAA knows that each owner/operator would have to repetitively inspect four times before the mandatory replacement of the air filter assembly, and based on the assumption that no operator would incorporate the modification prior to the 500 hours TIS, the total cost of four repetitive inspections with possible replacement of the air filter gasket would be \$252 per airplane plus the cost of the proposed terminating action. Based on these figures the total cost impact of the proposed AD on U.S. operators is estimated to be \$12,600,000.

In comparison, the cost to incorporate the modification is about 1 workhour per airplane at approximately \$60 per workhour. The air filter assembly

replacement is estimated to be \$40 per airplane. The total estimated cost for the proposed modification required at 500 hours TIS would be \$100 per airplane and the total cost impact of the modification is estimated to be \$5,000,000 thereby reducing the total cost of the proposed AD by \$7,600,000 from \$12,600,000 to \$5,000,000. The FAA has no way to determine how many owners/operators have completed the repetitive inspections and replacements or the terminating action modification and must calculate the cost impact based on the entire U.S. fleet.

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 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) 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 has been placed 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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 95-03-02, Amendment 39-9139, and by adding a new AD to read as follows:

Brackett Aircraft Company; Docket No. 95-CE-61-AD; Supersedes AD 95-03-02, Amendment 39-9139.

Applicability: Air filter assemblies presented in the following chart that utilize a neoprene gasket installed on, but not limited to the following airplanes, certificated in any category:

Note 1: These air filters could be installed as original equipment or in accordance with Supplemental Type Certificate (STC) SA71GL or STC SA693CE.

Air filter assembly	Airplanes installed on
BA-2010	Beechcraft Model 77 Airplanes.
BA-4106	Cessna Models 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150M, 152, and A152; American Champion Models Bellanca (Champion) (Aeronca) 7ACA, 7ECA, and 7FC; Aviat, Inc. Models A-1; Luscombe Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F; Piper Models PA-22, PA-22-135, PA-22-150, PA-22-160, PA-22-108, PA-20-115, PA-20-135, PA-38-112, J-3, J3C-65, J3C-65S, PA-11, PA-11S, J4A, J4A-S, J4E, J5A, J5A-80, PA-12, PA-12S, PA-16, PA-17, PA-18, PA-18A, PA-18S, PA-18-125" (Army L-21A), PA-18AS-125", PA-18S-125", PA18AS-135", PA-18S-135", PA-18-135", PA-18-150", PA-18A-150" (SN 18-1 through 18-6963), PA-18S-150", PA-19, PA-18A (Restricted), PA-18A-135" (Restricted), and PA-18A-150" (Restricted) (SN 18-1 through 18-18-6963); Taylorcraft Models BC65, BCS-65, BC12-65, BCS12-65, BC12-D, BCS12-D1, BC12D85, BCS12D85, BC12D-4-85, BCS12D-4-85, 19, F19, F21, DC-65, DCO-65, F22, F22A, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC-1A and GC-1B; Augustair Model Varga (Morrisey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, AND FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S.
BA-4106-1 ...	Aviat, Inc. Model (Christian) A-1.
BA-4210	Gulfstream Models AA-1, AA-1A, AA-1B, AA-1C, and AA-5.
BA-5110	Cessna Models 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, and 172M; Mooney Mite Model M-18C; Reims Aviation Models (Cessna) F172D, F172E, F172F, F172G, F172H, F172K, F172L, and F172M; Socata-Groupe Aerospatiale Models TB9, TB10, Rallye Series MS892A-150, MS892E-150, MS892E-150T, and MS892E-150ST; Panstwowe Zakolady Lotnicze Model PZL-Koliber 150A; Augustair, Inc. Model Varga (Morrisey) 2180.
BA-5110A	Cessna Models 172N and 172P; Reims Aviation Models (Cessna) F172N and F172P.
BA-6110	Maule Models M-4, M-4C, M-4S, M-4T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-4-180C, M-4-180S, M-4-180T, M-5-220C, M-5-235C, M-5-180C, M-5-210TC, M-6-180, M-6-235, M-7-235, MX-7-180, MXT-7-160, MXT-7-180, MX-7-160, MX-7-235, and MX-8-235; Mooney Models M20, M20A, M20B, M20C, M20D, and M20G.
BA-8910	Dynac Models (Aero Commander) 100 and 100A.