The proposed inspection of MED 1 would take approximately 81 work hours per door to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$4,860 per door.

The proposed inspection of MED's 2, 4, and 5 would take approximately 7 work hours per door to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$420 per door.

The proposed inspection of MED 3 would take approximately 13 work hours per door to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$780 per door.

The proposed replacement of both support fittings would take approximately 37 work hours per door to accomplish, at an average labor rate of \$60 per work hours. Based on these figures the total cost impact of the proposed replacement on U.S. operators is estimated to be \$2,200 per door.

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. 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:

### Boeing: Docket 94-M-21-D.

Applicability: Model 747 series airplanes; line numbers 1 through 868 inclusive, excluding freighters and special freighters; 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 (m) 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 prevent corrosion on girt bar support fittings, which could result in separation of the escape slide from the lower door sill during deployment, and subsequently prevent operation of the escape slides at the main entry doors during an emergency, accomplish the following:

(a) For airplanes equipped with Main Entry Door (MED) 1: Prior to the accumulation of 16 years of service since date of manufacture of the airplane, or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or corrosion of the girt bar support fitting at the left and right MED 1, in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1004

(b) If no cracks or corrosion is found during the inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD in accordance with Boeing Service Bulletin

- 747–3A2378, Revision 1, dated March 10, 1994
- (1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (b) of this AD. Or
- (2) Reinstall the threshold assembly with corrosion resistant fasteners, in accordance with the service bulletin. Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 6 years.
- (c) If any crack is found during the inspection required by paragraph (a) of this AD, prior to further flight, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1994. After these actions are accomplished, no further action is required by paragraph (c) of this AD.
- (d) If any corrosion is found during the inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (d)(1) or (d)(2) of this AD, in accordance with Boeing Service Bulletin 747–3A2378, Revision 1, dated March 10, 1994.
- (1) Install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (d) of this AD. Or
- (2) Blend out corrosion in accordance with the service bulletin.
- (i) If blend out of corrosion is beyond 10 percent of original thickness or any crack is found during accomplishment of the blend out procedures, install a new fitting with new fasteners, and reinstall the threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (d) of this AD.
- (ii) If blend out of corrosion does not exceed 10 percent of original material thickness, install the repaired fitting with new fasteners in accordance with the service bulletin, and accomplish either paragraph (d)(2)(ii)(A) or (d)(2)(ii)(B) of this AD:
- (A) Install a new fitting with new fasteners, and reinstall threshold assembly with new corrosion resistant fasteners, in accordance with the service bulletin. After these actions are accomplished, no further action is required by paragraph (d) of this AD. Or
- (B) Reinstall the threshold assembly with corrosion resistant fasteners in accordance with the service bulletin. Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 6 years.
- (e) For airplanes equipped with Main Entry Doors (MED) 2, 4, and/or 5: Prior to the accumulation of 10 years of service since date of manufacture of the airplane or within 15 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks and/or