apply to certain JAL Jetstream Models 3101 and 3201 airplanes was published in the **Federal Register** on March 30, 1992 (57 FR 10747). The action proposed to supersede AD 90-13-12 with a new AD that would (1) retain the requirements of modifying the airplane electrical system and revising the emergency procedures section of the AFM required by AD 90–13–12; and (2) require these modification and revisions only for those airplanes that have not installed modified inverters, P/N 1B350-1B1-3, in accordance with the instructions in Jetstream Service Bulletin (SB) 24-JM 7740, dated November 15, 1990, and have not restored the inverter transfer function in accordance with the instructions in Jetstream SB 24-JA 900941, dated November 14, 1990; or Jetstream SB 24-JA 900941, Revision 1, dated February 18, 1992. The proposed airplane electrical modifications would be accomplished in accordance with Jetstream Alert Service Bulletin (ASB) 24-A-JA 900443, Revision 1, dated May 1, 1990; and Jetstream ASB 24-A-JM 7708, Revision 1, dated May 22, 1990.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since publication of the proposal, the FAA has re-examined various service difficulty reports on the affected airplanes, and determined that the proposed modification is still a valid safety issue, but is not considered an urgent safety of flight issue. Since sufficient time has passed (more than 12 months) since the issuance of the original proposal, the FAA is reopening the comment period to provide additional time for public comment.

The FAA estimates that 180 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 10 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$108,000. This figure is based on the assumption that no affected owner/operator has accomplished the required modification.

Since AD 90–13–12, which would be superseded by this action, required the same actions (except for a limit in the airplane applicability), there is no additional cost of this AD on U.S. operators. The \$28,800 cost difference between this AD (estimated \$108,000) and superseded AD 90–04–04

(estimated \$79,200) is a result of inflationary costs used in determining the costs of labor (\$60 per hour as opposed to \$40 per hour).

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 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 AD 90–13–12, Amendment 39–6629 (55 FR 23890, June 13, 1990), and adding a new AD to read as follows:

Jetstream Aircraft Limited: Docket No. 90–CE–67–AD.

Applicability: Jetstream Models 3101 and 3201 airplanes (serial numbers 697 through 904), certificated in any category, that have not accomplished the following:

1. Installed two modified inverters, part number (P/N) 1B350–1B1–3, in accordance with the instructions in Jetstream Service Bulletin (SB) 24–JM 7740, dated November 15, 1990; and

2. Restored the inverter transfer function in accordance with the instructions in Jetstream SB 24–JA 900941, dated November 14, 1990; or Jetstream SB 24–JA 900941, Revision 1, dated February 18, 1992. Compliance: Required as indicated, unless already accomplished (compliance with superseded AD 90–13–12).

To prevent alternating current system failures, which, if not detected and corrected, could result in damage to the airplane navigational systems, accomplish the following:

(a) Within the next 50 hours time-inservice (TIS) after the effective date of this AD, modify the airplane electrical system and revise the emergency procedures section of the airplane flight manual in accordance with the instructions in Jetstream Alert Service Bulletin (ASB) 24–A–JA 900443, Revision 2, dated November 15, 1990, Section 2, ACCOMPLISHMENT INSTRUCTIONS; and APPENDIX C.

(b) Within the next 100 hours TIS after the effective date of this AD, modify the airplane electrical system in accordance with the instructions in Jetstream ASB 24–A–JM 7708, Revision 1, dated May 22, 1990, and revise the emergency procedures section of the airplane flight manual in accordance with the instructions in Jetstream ASB 24–A–JA 900443, Revision 2, dated November 15, 1990, APPENDIX C; or whichever of the following Advance Amendment Bulletins (AAB) is applicable:

Model	Publication
3101	AFM HP.4.10, Jetstream AAB number 6 with at least issue 1 status; and AFM HP.4.10, Jetstream AAB number 4 with at least issue 2 status.
3201	AFM HP.4.16, Jetstream AAB number 2 with at least issue 2 status, and removal of Jetstream AAB number 2, issue 1.

Note 1: Compliance with a previous revision level of the service bulletins referenced in this AD fulfills the applicable requirements of this AD and is considered "unless already accomplished".

(c) Replacement of both inverters, P/N 1B350–1B1–2, with modified inverters P/N 1B350–1B1–3 in accordance with the "ACCOMPLISHMENT INSTRUCTIONS" section of Jetstream SB 24–JM 7740, dated November 15, 1990, and restoration of the inverter transfer function in accordance with Jetstream ASB 24–JA 900941, dated November 14, 1990; or Jetstream ASB 24–JA 900941, Revision 1, dated February 18, 1992, is considered terminating action for the requirements of this AD.

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance times that