

postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-CE-23-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

A proposal (NPRM) to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain JAL Jetstream Models 3101 and 3201 airplanes was published in the **Federal Register** on May 26, 1992 (57 FR 21911). The action proposed to require inspecting the main passenger/crew door locking mechanism to ensure that a taper pin is installed, and installing a taper pin if not already installed. The proposed actions would require to be accomplished in accordance with Jetstream Service Bulletin (SB) 52-A-JA 911140, dated February 3, 1992. This proposal was revised to incorporate Jetstream 52-A-JA 911140, Revision 1, dated June 26, 1992, and then republished in the **Federal Register** as a supplemental NPRM on April 26, 1993 (58 FR 21957).

Interested persons were afforded an opportunity to participate in the making of this amendment during both the NPRM and supplemental NPRM stages. No comments were received on the proposed rule or the FAA's determination of the cost to the public in either instance.

Since publication of the proposals, 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. In addition, the FAA determined that a modification to the passenger door warning system should be incorporated in order to ensure evacuation efficiency in the event of an emergency. Several reports of passenger door warning system malfunctions prompted the FAA to incorporate this modification into the proposal. Accomplishment of the proposed passenger door warning modification would be in accordance

with Jetstream SB 52-JM 7793, which incorporates the following pages:

Pages	Revision level	Date
4 through	Original Issue	November 19, 1992.
1, 2, and 3 ...	Revision 1	August 10, 1993.

In addition, JAL has revised certain pages of Jetstream SB 52-A-JA 911140, and the FAA has incorporated these revised pages (Revision 2) into the proposal. Jetstream SB 52-A-JA 911140 now incorporates the following pages:

Pages	Revision level	Date
4, 5, 7, and 9	Original Issue	February 3, 1992.
2	Revision 1	June 26, 1992.
1, 3, 6, and 8	Revision 2	October 6, 1992.

Since this action adds an additional modification that was not originally proposed, the FAA is reopening the comment period to provide additional time for public comment.

The FAA estimates that 200 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 10 workhours (2 workhours for the taper pin installation and 8 workhours for the passenger door warning system modification) per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts to accomplish the modifications will be provided by JAL at no cost to the owner/operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$120,000. This figure is based on the assumption that no affected owner/operator has accomplished either of the proposed modifications; that all airplanes would need a taper pin installed on the passenger/crew door locking mechanism; and that no airplane owner/operator has accomplished the passenger door warning system modification. The FAA anticipates that a majority of the affected airplanes would already have taper pins installed and passenger door warning system modifications incorporated, thereby reducing the proposed cost impact upon the public.

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 adding a new airworthiness directive to read as follows:

Jetstream Aircraft Limited: Docket No. 92-CE-23-AD.

Applicability: Jetstream Models 3101 and 3201 airplanes (all serial numbers), certificated in any category.

Compliance: Required within the next 500 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the inability to open the passenger/crew door or failure of the passenger door warning system, which, if not detected and corrected, could result in passenger injury if emergency evacuation is needed, accomplish the following:

(a) For all affected airplanes that have a main passenger/crew door installed with one of the following serial numbers, accomplish paragraphs (a)(1) and (a)(2) of this AD, as applicable:

WIPL-SD-0001 through WIPL-SD-0005, WIPL-SD-0008 through WIPL-SD-0031, WIPL-SD-0034 through WIPL-SD-0046,