

applicable bilateral airworthiness agreement.

Since an unsafe condition has been identified that is likely to exist or develop in other JAL HP137 Mk1 and Jetstream series 200 airplanes of the same type design, the proposed AD would supersede AD 83-05-01 with a new AD that would (1) retain the requirements of repetitively inspecting the wing lower skin panels at the main gear bay cutout for loose or damaged rivets and cracks, replacing loose or damaged rivets, and repairing any cracked wing lower skin panel; and (2) require incorporating Modification Nos. 5122 and 5146 as terminating action for the repetitive inspections. The proposed inspection would be accomplished in accordance with Jetstream SB No. 7/3, dated October 1980. Modification 5122 would be accomplished in accordance with Jetstream SB 57-JM5221, dated September 28, 1984, and Jetstream Modification 5146 would be accomplished in accordance with Modification No. 5146 Part 2 (Ref 7/5146), which incorporates the following pages:

Pages	Issue level	Date
1, 2, 4, 7, and 8	1	March 1981.
3, 5, and 6	2	August 1982.

The FAA estimates that 10 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 332 workhours per airplane to accomplish the proposed modifications (172 workhours for Modification 5221 and 160 workhours for Modification 5146), and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$12,000 per airplane (\$2,400 for Modification 5221 and \$9,600 for Modification 5146). Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$319,200 (\$31,920 per airplane).

All 10 of the affected airplanes are HP137 Mk1's; there are no Jetstream series 200 airplanes registered in the United States, but they are type certificated for operation in the United States. According to FAA records, none of these HP137 Mk1 airplanes are in operation. JAL no longer stocks Modification No. 5122, but can develop modification kits within three months after order. Since there are no airplanes currently in operation, the cost impact of the proposed AD would be narrowed to only those owners/operators returning their airplane to operation.

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 83-05-01, Amendment 39-4573, and adding a new AD to read as follows:

Jetstream Aircraft Limited: Docket No. 95-CE-09-AD. Supersedes AD 83-05-01, Amendment 39-4573.

Applicability: HP137 Mk1 and Jetstream Series 200 airplanes (all serial numbers), 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 (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 aircraft from the applicability of this AD.

Compliance: Required as indicated after the effective date of this AD, unless already accomplished.

To prevent wing damage caused by cracks or loose or damaged rivets in the wing lower skin panels, which, if not detected and corrected, could result in damage to the point of structural failure, accomplish the following:

(a) Upon the accumulation of 6,500 hours time-in-service (TIS) or within the next 100 hours time-in-service after the effective date of this AD, whichever occurs later, unless already accomplished (see NOTE 1), and thereafter at intervals not to exceed 100 hours TIS until the modifications required by paragraphs (b)(1) and (b)(2) of this AD are incorporated, accomplish the following:

(1) Inspect the wing lower skin between Wing Station (WS) 60 and WS 115 for loose or damaged rivets or cracks in accordance with section 3. ACTION, paragraphs (a) through (e), of Jetstream Service Bulletin (SB) No. 7/3, dated October 1980.

(2) Replace any loose or damaged rivets and repair any cracked wing lower skin panel in accordance with section 3. ACTION, paragraphs (f) through (k), of Jetstream SB No. 7/3, dated October 1980.

Note 2: The repetitive inspections required by paragraph (a) of this AD are the same as required by superseded AD 83-05-01. The intent of this AD is to maintain this repetitive inspection program for the affected airplane operators until the requirements of paragraph (b) of this AD are accomplished.

(b) Upon the accumulation of 10,000 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, accomplish the following:

(1) Reinforce the wing lower skin at the landing gear bay cutout at WS 115 in accordance with Jetstream SB 57-JM5221, dated September 18, 1984. This is referred to as Modification 5221.

(2) Reinforce the wing lower skin at undercarriage bay cutout between WS 60 and WS 90 in accordance with Modification No. 5146 Part 2 (Ref 7/5146), which incorporates the following pages:

Pages	Issue level	Date
1, 2, 4, 7, and 8	1	March 1981.
3, 5, and 6	2	August 1982.

(c) The reinforcements required by paragraphs (b)(1) and (b)(2) of this AD may be accomplished prior to 10,000 hours TIS as