

### Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require a revision to the FAA-approved maintenance inspection program to include a SID program of structural inspections. The intent of these inspections is to detect fatigue cracking in order to ensure continued airworthiness as these airplanes approach the manufacturer's original fatigue design life goal.

Specifically, this proposal would require that the initial inspection for each individual SSD be performed within one "repeat interval" after the effective date of the AD or prior to the threshold specified in the Lockheed Document, whichever occurs later. This proposal would provide operators with time for planning and scheduling by granting a deviation of 10 percent for the interval specified in the Lockheed Document for subsequent repetitive inspections. This action also would require that the results of the inspections be reported to Lockheed. These actions would be required to be accomplished in accordance with the Lockheed Document described previously.

This proposal also would require that any cracking detected be repaired either in accordance with the appropriate information referenced in the Lockheed Document, in accordance with the Structural Repair Manual, or in accordance with a method approved by the FAA.

### Economic Impact Information

There are approximately 186 Lockheed Model L-1011-385-1 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 100 airplanes of U.S. registry would be affected by this proposed AD. Incorporation of the SID into an operator's maintenance program would take approximately 550 work hours, and the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD to incorporate the SID into an operator's maintenance program is estimated to be \$33,000 per operator.

Initially, the FAA estimates that it would take 293 work hours to accomplish the 28 inspections specified in the SSID, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD for the first year is estimated to be \$1,758,000, or \$17,580 per airplane.

However, the FAA has been advised that the terminating modification for SSD 53-2-1, which is described in the Lockheed Document, has been accomplished by the entire L-1011-385-1 fleet. Therefore, the inspections for SSD 53-2-1, which would have required 48 work hours per airplane to accomplish, will not need to be performed. In light of this, the cost impact for the initial inspections contained in this proposal is now only \$1,470,000, or \$14,700 per airplane.

The recurring inspection cost impact on the affected operators is estimated to be 52 work hours per airplane at an average labor cost of \$60 per work hour. Based on these figures, the annual recurring cost of this AD is estimated to not exceed \$312,000 for the affected U.S. fleet, or \$3,120 per airplane.

Based on the above figures, the total cost impact of this AD for the first year is estimated to not exceed \$47,700 per airplane, and \$2,820 per airplane for each year thereafter.

The FAA recognizes that the obligation to maintain aircraft in an airworthy condition is vital, but sometimes expensive. Because AD's require specific actions to address specific unsafe conditions, they appear to impose costs that would not otherwise be borne by operators. However, because of the general obligation of operators to maintain aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining safe aircraft, prudent operators would accomplish the required actions even if they were not required to do so by the AD.

A full cost-benefit analysis has not been accomplished for this proposed AD. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA, as in this proposed AD, makes a finding of an unsafe condition, this means that the original cost-beneficial level of safety is no longer being achieved and that the proposed actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost-beneficial, a full cost-benefit analysis for this proposed AD would be redundant and unnecessary.

### Regulatory Impact

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:

**Lockheed:** Docket 93-NM-219-AD.

**Applicability:** Model L-1011-385-1, -385-1-14, and -385-1-15 series airplanes, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent fatigue cracking that could compromise the structural integrity of these airplanes, accomplish the following:

(a) Within 6 months after the effective date of this AD, incorporate a revision into the FAA-approved maintenance inspection program which provides for inspection(s) of