

November 8, 2002 (67 FR 68047). The NPRM proposed to supersede AD 2000–11–16 with a new AD that would:

- Retain the repetitive inspections and replacement (if necessary) requirements of AD 2000–11–16;
- Add an additional repair option of installing a splice block to improve the chances of salvaging a spar cap that has small cracks in the ¼-inch and ⅝-inch bolt holes; and
- Add additional airplanes to the Applicability of the AD.

Was the Public Invited To Comment?

The FAA encouraged interested persons to participate in the making of this amendment. The following presents the comments received on the proposal and FAA's response to each comment:

Comment Issue: Reference Correct Standard for Magnetic Particle Inspection

What Is the Commenter's Concern?

One commenter states that the American Society for Testing Materials (ASTM) Standard referenced in the proposed AD, ASTM Standard E 1444–94A, should be changed to the updated ASTM Standard E 1444–01. The standard has been updated by the ASTM and the document referenced in the NPRM is outdated.

What Is FAA's Response to the Concern?

We concur with the commenter and will change the final rule AD action to incorporate this change.

FAA's Determination

What Is FAA's Final Determination on This Issue?

We carefully reviewed all available information related to the subject

presented above and determined that air safety and the public interest require the adoption of the rule as proposed except for the reference change discussed above and minor editorial corrections. We have determined that these changes and minor corrections:

- Provide the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Cost Impact

How Many Airplanes Does This AD Impact?

We estimate that this AD affects 1,015 airplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?

We estimate the following costs to accomplish each inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
3 workhours × \$60 = \$180	\$417	\$597	1,015 × \$597 = \$605,955.

We estimate the following costs to accomplish any necessary cold work of

bolt holes that will be required based on the results of the inspection. We have

no way of determining the number of airplanes that may need such repair:

Labor cost	Parts cost	Total cost per airplane
1 workhour × \$60 = \$60	\$100	\$160

We estimate the following costs to accomplish any necessary installation of a butterfly splice plate that will be

required based on the results of the inspection. We have no way of

determining the number of airplanes that may need such installation:

Labor cost	Parts cost	Total cost per airplane
70 workhours × \$60 = \$4,200	\$700	\$4,900

We estimate the following costs to accomplish any necessary reaming of outer holes to ⅝-inch diameter that

will be required based on the results of the inspection. We have no way of

determining the number of airplanes that may need such repair:

Labor cost	Parts cost	Total cost per airplane
1 workhour × \$60 = \$60	None	\$60

We estimate the following costs to accomplish any necessary drilling and reaming of outer holes and adding three

holes to install a splice block that will be required based on the results of the inspection. We have no way of

determining the number of airplanes that may need such modification:

Labor cost	Parts cost	Total cost per airplane
65 workhours × \$60 = \$3,900	\$4,100	\$8,000