

Groups 3 and 4 airplanes. No change to the final rule is necessary in this regard.

Request to Change Paragraph (d)

One commenter asks that paragraph (d) of the proposed AD be changed so the wording is similar to that specified in paragraphs (b)(2) and (b)(3) of the proposed AD. The commenter states that paragraph (d) would require installation of Inconel 718 bolts per Boeing Alert Service Bulletin 747–53A2477. This requirement could contradict the requirements in AD 2001–11–06, which requires that inspections and repairs be done per Boeing Alert Service Bulletin 747–53A2390, Revision 1. Service Bulletin 747–53A2390, Revision 1, provides for the installation of several different sizes of Inconel 718 bolts, depending on which level of repair may be required, but the bolts may not be the same bolts specified in Service Bulletin 747–53A2477. The commenter adds that such inconsistency will lead to many requests for alternative methods of compliance.

We do not agree with the commenter that paragraph (d) of the proposed AD could contradict the requirements in AD 2001–11–06. The applicability section of this AD excludes airplanes on which the bulkhead splice areas have been modified in accordance with Plan “B” of AD 2001–11–06. If an operator has replaced alloy steel bolts with Inconel 718 bolts per Plan “B,” no further action is required by this final rule. No change to the final rule is necessary in this regard.

Reporting Requirement

The service bulletin recommends that inspection findings be submitted to the manufacturer. However, this AD does not require that operators submit reports of inspection findings.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 582 airplanes of the affected design in the worldwide fleet. The FAA estimates that 178 airplanes of U.S. registry will be affected by this AD.

The inspection that is currently required by AD 2002–08–10 takes

approximately 58 work hours per airplane to accomplish (including access and close), at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$619,440, or \$3,480 per airplane.

The terminating action required in this AD action will take approximately 86 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts could cost as much as approximately \$1,414 per airplane. Based on these figures, the cost impact of the requirements of this AD on U.S. operators is estimated to be \$1,170,172, or \$6,574 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–12718 (67 FR 19641, April 23, 2002), and by adding a new airworthiness directive (AD), amendment 39–13005, to read as follows:

2002–26–17 Boeing: Amendment 39–13005. Docket 2002–NM–84–AD. Supersedes AD 2002–08–10, Amendment 39–12718.

Applicability: Model 747 series airplanes, certificated in any category, line numbers 1 through 750 inclusive, excluding airplanes on which the bulkhead splice areas have been modified in accordance with Plan “B” of AD 2001–11–06, amendment 39–12248.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent cracked or broken bolts, which could result in structural damage and rapid depressurization of the airplane, accomplish the following:

Restatement of Certain Requirements of AD 2002–08–10

Inspection

(a) At the applicable time specified by paragraph (a)(1) or (a)(2) of this AD: Inspect the BS 1480 bulkhead splice to identify all alloy steel bolts by using a magnet or, if applicable, detailed methods, in accordance with Boeing Alert Service Bulletin 747–53A2477, dated February 28, 2002.

Note 2: For the purposes of this AD, a detailed inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally