

47997, July 22, 2002), which governs the FAA's airworthiness directives system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. Because we have now included this material in part 39, we no longer need to include it in each individual AD.

Cost Impact

There are approximately 1,904 airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,188 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour per airplane to accomplish the proposed visual inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed visual inspection on U.S. operators is estimated to be \$71,280, or \$60 per airplane.

It would take approximately 1 work hour per airplane to accomplish the proposed high frequency eddy current (HFEC) inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed HFEC inspection on U.S. operators is estimated to be \$71,280, or \$60 per airplane, per inspection cycle.

It would take approximately 11 work hours per airplane to accomplish the proposed modification, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the proposed modification on U.S. operators is estimated to be \$784,080, or \$660 per airplane.

It would take approximately 8 work hours per airplane to accomplish the proposed replacement, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$9,981 per airplane. Based on these figures, the cost impact of the proposed replacement on U.S. operators is estimated to be \$12,427,668, or \$10,461 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this proposed 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 proposed herein would 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 proposal would not have federalism implications under Executive Order 13132.

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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

McDonnell Douglas: Docket 200–NM–105–AD.

Applicability: Model DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, and DC–9–15F airplanes; Model DC–9–21 airplanes; Model DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F (C–9A, C–9B), DC–9–33F, DC–9–34 airplanes; Model DC–9–41 airplanes; Model DC–9–51 airplanes; Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), and DC–9–87 (MD–87) airplanes; and Model MD–88 airplanes; as listed in Boeing Alert Service Bulletin DC9–32A340, dated November 14, 2001; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent fracture of the upper lock link assembly of the nose landing gear (NLG), which could result in failure of the NLG to extend following a gear-down selection, and consequent gear-up landing, structural damage, and possible injury to passengers and crew; accomplish the following:

One-Time Inspection

(a) Within 2,500 flight cycles after the effective date of this AD: Do a general visual inspection to determine if the upper lock link assembly of the NLG was manufactured by Ready Machine and Manufacturing Company (this can be identified by the letters "RM" or an "F" suffix adjacent to the serial numbers), per the Accomplishment Instructions of Boeing Alert Service Bulletin DC9–32A340, excluding Appendix A, dated November 14, 2001. Then do the actions specified in paragraph (b) or (c) of this AD, as applicable.

Note 1: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Repetitive Inspections/Modification or Replacement, if Necessary

(b) If the upper lock link assembly of the NLG was manufactured by Ready Machine and Manufacturing Company: Within 2,500 flight cycles after the effective date of this AD, do a high frequency eddy current (HFEC) inspection of the assembly for cracking, per Condition 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin DC9–32A340, excluding Appendix A, dated November 14, 2001.

(1) If no cracking is found, repeat the inspection at intervals not to exceed 4,000 flight cycles until accomplishment of paragraph (d) of this AD.

(2) If any cracking is found, before further flight, modify or replace the upper lock link assembly, as applicable, per the service bulletin.

(c) If the upper lock link assembly was not manufactured by Ready Machine and Manufacturing Company: Within 3,500 flight cycles after the effective date of this AD, do a HFEC inspection of the assembly for cracking, per Condition 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin DC9–32A340, excluding Appendix A, dated November 14, 2001.

(1) If no cracking is found, repeat the inspection at intervals not to exceed 4,000 flight cycles until accomplishment of paragraph (d) of this AD.

(2) If any cracking is found, before further flight, modify or replace the upper lock link assembly, as applicable, per the service bulletin.