

11F airplanes, a one-time inspection to detect loose PLI washers or cracked or corroded nuts of the lower bolts of the inboard flap outboard hinge, and replacement with new parts if necessary. As a result of the reporting requirements in AD 2002-14-03, it was determined that the failure in the affected bolts was due to stress corrosion. This condition, if not corrected, could result in separation of the inboard flap outboard hinge from the wing structure and consequent reduced controllability of the airplane.

The preamble to AD 2002-14-03, indicated that we consider the requirements "interim action," and that we were considering further rulemaking. We have now determined that further rulemaking is indeed necessary, and this proposed AD follows from that determination.

Similar Models

The subject area on certain McDonnell Douglas Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A- and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F airplanes is almost identical to that on the affected Model MD-11 and MD-11F airplanes. Therefore, all of these models may be subject to the same unsafe condition.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin DC10-57A149, including Appendices A and B, dated January 7, 2003, which describes procedures for performing a general visual inspection of lower attach bolt assembly nuts on the forward attach bracket of the inboard flap outboard

hinge to detect cracking in the nuts. This service bulletin also describes procedures for replacing the upper and lower attach bolt assemblies with new bolts and nuts made from Inconel material, and for replacing certain PLI washers with new PLI washers.

The FAA has also reviewed and approved Boeing Alert Service Bulletin MD11-57A068, including Appendix A, dated January 7, 2003, which describes procedures for replacing the lower attach bolt assemblies on the forward attach bracket of the inboard flap outboard hinge with new bolts and nuts made from Inconel material and replacing the PLI washers with new PLI washers.

If the steel attach bolts assemblies were replaced previously with new Inconel material bolt assemblies, no further action is specified in the service bulletin. Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

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 accomplishment of the actions specified in the service bulletins described previously. Although the Accomplishment Instructions in Boeing Alert Service Bulletin DC10-57A149, dated January 7, 2003, which is referenced in this proposed AD, specifies to submit information and discrepant parts to the manufacturer, this proposed AD does not include such a requirement.

Changes to 14 CFR part 39/Effect on the Proposed AD

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 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 (AMOCs). Because we have now included this material in part 39, only the office authorized to approve AMOCs is identified in each individual AD.

Change to Labor Rate Estimate

We have reviewed the figures we have used over the past several years to calculate AD costs to operators. To account for various inflationary costs in the airline industry, we find it necessary to increase the labor rate used in these calculations from \$60 per work hour to \$65 per work hour. The cost impact information, below, reflects this increase in the specified hourly labor rate.

Cost Impact

There are approximately 394 Model DC-10 and Model MD-10 airplanes, and approximately 192 Model MD-11 and -11F airplanes of the affected design in the worldwide fleet. The FAA estimates that 252 DC-10 and Model MD-10 airplanes and 76 Model MD-11 and -11F airplanes of U.S. registry would be affected by this proposed AD, and that the average labor rate is \$65 per hour.

The following table shows the estimated cost impact for airplanes affected by this proposed AD:

TABLE—COST IMPACT ESTIMATE

Model	Work hours	Labor cost per airplane	Parts cost per airplane	Fleet cost
DC-10 and MD-10 airplanes	25	\$1,625	\$4,139	\$1,452,528
MD-11 and -11F airplanes	13	845	2,041	219,336

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.