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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 2003–NM–43–AD.

Applicability: 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 as listed in Boeing Alert Service

Bulletin DC10–57A149, dated January 7, 2003; and Model MD–11 and MD–11F airplanes, as listed in Boeing Alert Service Bulletin MD11–57A068, dated January 7, 2003; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the inboard flap outboard hinge from the wing structure and consequent reduced controllability of the airplane, accomplish the following:

Replacements Accomplished Per Previous Service Bulletins

(a) Replacements of steel bolts and nuts with Inconel bolts and nuts accomplished before the effective date of this AD per Boeing Service Bulletin DC10–57–116, Revision 01, dated November 25, 1996; Boeing Service Bulletin DC10–57–116, Revision 02, dated December 22, 1998; Boeing Service Bulletin DC10–57–116, Revision 03, dated May 12, 1999; and per Condition 1, Group 1 or 2, Option 1 of Boeing Alert Service Bulletin MD11–57A067, including Appendices A and B, dated July 10, 2002; are considered acceptable for compliance with the corresponding action specified in this AD.

General Visual Inspection, Model DC–10 and MD–10 Airplanes

(b) Within six months after the effective date of this AD, for all affected Model DC–10 and MD–10 airplanes, remove the encapsulating sealant from the nut side only of both assemblies and do a general visual inspection of the inboard flap, outboard

hinge, forward attach bracket, lower attach bolt assembly nuts to detect cracking in the nuts, in accordance with the Accomplishment Instructions in Boeing Alert Service Bulletin DC10–57A149, dated January 7, 2003.

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.”

Replacement, Model DC–10 and MD–10 Airplanes

(c) Following the general visual inspection described in paragraph (b) of this AD, for all affected Model DC–10 and MD–10 airplanes, accomplish the applicable action(s) described in Table 1 of this AD at the specified times, per the Accomplishment Instructions in Boeing Alert Service Bulletin DC10–57A149, dated January 7, 2003. Although the Accomplishment Instructions specify to submit certain information and discrepant parts to the manufacturer, this AD does not include such a requirement.

TABLE 1.—INSPECTION AND REPLACEMENT, MODEL DC–10 AND MD–10 AIRPLANES

Condition	Actions to accomplish
(1) Cracks in either nut	(i) Option 1 (Preferred): Prior to further flight, replace both upper and lower attach bolt assemblies with new bolts and nuts made from Inconel material. (ii) Option 2: Prior to further flight, replace both lower attach bolt assemblies with new bolts and nuts made from Inconel material, and replace the preload-indicating (PLI) washers with new washers. Within 24 months after the effective date of this AD, replace both upper attach bolt assemblies with new bolts and nuts made from Inconel material, and replace the preload-indicating (PLI) washers with new washers.
(2) No cracks in nuts	Within 24 months after the effective date of this AD, replace both upper and lower attach bolt assemblies with bolts and nuts made from Inconel material, and replace the PLI washers with new washers, as applicable.

Replacement, Model MD–11 and –11F Airplanes

(d) Replace the inboard flap, outboard hinge, forward attach bracket, lower attach

bolt assemblies of the affect Model MD–11 and MD–11F airplanes with new bolts and nuts made from Inconel material and replace the PLI washers with new PLI washers within the compliance time for the

applicable condition described in Table 2 of this AD. Accomplish all replacements per the Accomplishment Instructions in Boeing Alert Service Bulletin MD11–57A068, dated January 7, 2003.

TABLE 2.—CONDITION AND COMPLIANCE TIME, MODEL MD–11 AND –11F AIRPLANES

Condition	Compliance time
MD–11 and MD–11F airplanes that have not replaced steel bolts and nuts with new like parts or Inconel bolts per group 1 or 2, option 1 or 2 of Boeing Alert Service Bulletin MD11–57A067, including Appendices A and B, dated July 10, 2002.	Within 18 months after the effective date of this AD.
MD–11 and MD–11F airplanes that have replaced steel bolts and nuts with new steel bolts and steel nuts per group 1 or 2, option 2, table 2, note 7 of Boeing Alert Service Bulletin MD11–57A067, including Appendices A and B, dated July 10, 2002.	Within 36 months after the effective date of this AD.
MD–11 and MD–11F airplanes that have replaced steel bolts and nuts with new steel bolts and new Inconel nuts per Group 1 or 2, Option 2 of Boeing Alert Service Bulletin MD11–57A067, including Appendices A and B, dated July 10, 2002.	Within 60 months after the date of this effective AD.