

work hour. Based on these figures, the cost impact of the proposed actions on U.S. operators is estimated to be \$47,580, or \$195 per airplane.

The cost impact figure discussed above is 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 2001–NM–183–AD.

Applicability: McDonnell Douglas Model DC–8–11, DC–8–12, DC–8–21, DC–8–31, DC–8–32, DC–8–33, DC–8–41, DC–8–42, and DC–8–43 airplanes; DC–8–51, DC–8–52, DC–8–53, and DC–8–55 airplanes; DC–8F–54 and DC–8F–55 airplanes; DC–8–61, DC–8–62, and DC–8–63 airplanes; DC–8–61F, DC–8–62F, and DC–8–63F airplanes; DC–8–71, DC–8–72, and DC–8–73 airplanes; and DC–8–71F, DC–8–72F, and DC–8–73F airplanes; all with flat aft pressure bulkheads; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracks in the aft fuselage skin at the longeron 28 skin splice, which could result in loss of structural integrity of the aft fuselage, resulting in a rapid decompression of the airplane; accomplish the following:

One-time Inspection for Cracks

(a) For airplanes that have accumulated fewer than 24,000 total flight cycles as of the effective date of this AD: Within 2 years after the effective date of this AD or prior to accumulating a total of 24,000 flight cycles, whichever occurs later, perform an inspection of the aft fuselage skin panel having part number (P/N) 5649328–3 along the rivet row common to longeron 28 from the tail joint to the aft pressure bulkhead for cracks, using one of the methods indicated in paragraph (a)(1), (a)(2), or (a)(3) of this AD.

(1) Non-Destructive Testing Standard Practice Manual MDC–93K0393, 06–10–01.001, High Frequency Eddy Current, Procedure 1, scan 48, crack direction Y, calibration N.

(2) Non-Destructive Testing Standard Practice Manual MDC–93K0393, 06–10–03.001, Magnetic-optic/Eddy Current Imager, Procedure 1.

(3) A method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA.

Note 1: The fuselage skin is 0.05 inch thick 7075–TA aluminum, and the fasteners are NAS 1097 DD $\frac{3}{32}$ -inch diameter with control countersink.

Note 2: The tail joint is at Station 1490 for DC–8–50 series airplanes, at Station 1530 for DC–8–62, DC–8–62F, DC–8–72, and DC–8–72F airplanes, and at Station 1690 for DC–8–63, DC–8–63F, DC–8–71, and DC–8–73 airplanes.

(b) For airplanes that have accumulated 24,000 total flight cycles or more as of the effective date of this AD: Within 1 year after the effective date of this AD or within 1,000 flight cycles after the effective date of this AD, whichever occurs first, perform the inspection required by paragraph (a) of this AD.

(c) If no crack is detected during the one-time inspection required by paragraph (a) or (b) of this AD, as applicable: No further action is required by this AD, other than the reporting of the results of the inspection, as required by paragraph (e) of this AD.

Repair

(d) If any cracks are detected during the one-time inspection required by paragraph (a) or (b) of this AD: Prior to further flight, repair the crack or cracks per a manner approved by the Manager, Los Angeles ACO, FAA.

Reporting of Results

(e) Submit a report of findings (both positive and negative) of the inspection required by paragraph (a) or (b) of this AD to the Manager, Structure/Payloads, Technical and Fleet Support, Service Engineering/Commercial Aviation Services, Boeing Company at the applicable time specified in paragraph (e)(1) or (e)(2) of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane fuselage number, and the total number of landings and flight hours on the airplane. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056.

(1) For airplanes on which the one-time inspection is accomplished after the effective date of this AD: Submit the report within 10 days after performing the inspection.

(2) For airplanes on which the one-time inspection was accomplished prior to the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

Alternative Methods of Compliance

(f)(1) In accordance with 14 CFR 39.19, the Manager, Los Angeles ACO, FAA, is authorized to approve alternative methods of compliance for this AD.

(2) An AMOC that provides an acceptable level of safety may be used for repair of any cracks detected during the inspection required by paragraph (a) or (b) of this AD, if it is approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Los Angeles ACO, to make such findings.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Issued in Renton, Washington, on October 2, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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