

accordance with the NDI procedures set forth in Section 2 of Volume II, Revision B, dated March 2003.

Once threshold N_{th} is passed, the PSE would be inspected at repetitive intervals not to exceed $\Delta NDI/2$ as specified in Section 3 of Volume I of the SID per the NDI procedure, which is specified in Section 2 of Volume II of the SID. $\Delta NDI/2$ is defined as half of the life for a crack to grow from a given NDI detectable crack size to instability.

SIP Inspection Requirements

Paragraph (b) of this proposed AD also would require, for airplanes that have exceeded the N_{th} , that each PSE be inspected prior to reaching the established thresholds ($\frac{3}{4}N_{th}$ and N_{th}) or within 18 months after the effective date of this AD. The entire PSE must be inspected regardless of whether or not it has been repaired, altered, or modified. If any PSE is repaired, altered, or modified, it must be reported as "discrepant." A discrepant report indicates that a PSE could not be completely inspected because the NDI procedure could not be accomplished due to differences on the airplane from the NDI reference standard (*i.e.*, RAMs).

Reporting Requirements

Paragraph (c) of this proposed AD would require that all negative, positive, or discrepant findings of the inspection accomplished in paragraph (b) of the AD must be reported to Boeing at the times specified, and in accordance with, the instructions contained in Section 3 of Volume 1 of the SID.

Corrective Action

Paragraph (d) of this proposed AD would require that any cracked structure detected during any inspection required per paragraph (b) of this AD must be repaired before further flight. Additionally, paragraph (d) of this AD would require accomplishment of follow-on actions as specified in paragraphs (d)(1), (d)(2), and (d)(3) of this proposed AD, at the times specified below.

(1) Within 18 months after repair, accomplish a damage tolerance assessment (DTA) that defines the threshold for inspection and submit the assessment for approval to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(2) Prior to reaching 75% of the threshold, submit the inspection methods and repetitive inspections intervals for the repair for approval by the Manager of the LAACO.

(3) Prior to the threshold, the inspection method and repetitive

inspection intervals are to be incorporated into the FAA-approved structural maintenance or inspection program for the airplane.

For the purposes of this proposed AD, the FAA anticipates that submissions of the damage tolerance assessment of the repair, if acceptable, should be approved within six months after submission.

Transferability of Airplanes

Paragraph (e) of this proposed AD specifies the requirements of the inspection program for transferred airplanes. Before any airplane that is subject to this proposed AD can be added to an air carrier's operations specifications, a program for the accomplishment of the inspections required by this proposed AD must be established. Paragraph (e) of the proposed AD would require accomplishment of the following:

1. For airplanes that have been inspected per this proposed AD, the inspection of each SSI must be accomplished by the new operator per the previous operator's schedule and inspection method, or per the new operator's schedule and inspection method, at whichever time would result in the earlier accomplishment date for that SSI inspection. The compliance time for accomplishment of this inspection must be measured from the last inspection accomplished by the previous operator. After each inspection has been performed once, each subsequent inspection must be performed per the new operator's schedule and inspection method.

2. For airplanes that have not been inspected per this proposed AD, the inspection of each SSI must be accomplished either prior to adding the airplane to the air carrier's operations specification, or per a schedule and an inspection method approved by the FAA. After each inspection has been performed once, each subsequent inspection must be performed per the new operator's schedule.

Accomplishment of these actions will ensure that: (1) an operator's newly acquired airplanes comply with its SSIP before being operated; and (2) frequently transferred airplanes are not permitted to operate without accomplishment of the inspections defined in the SSID.

Inspections Accomplished Previously

Paragraph (f) of this proposed AD merely provides approval of Revision A of the SID, dated September 2000, as acceptable compliance with the requirements of paragraph (b) of this proposed AD for inspections

accomplished prior to the effective date of the proposed AD.

Acceptable for Compliance

Paragraph (g) of this proposed AD also provides approval of McDonnell Douglas Report No. MDC 91K0263, "DC-9/MD-80 Aging Aircraft Repair Assessment Program Document," dated July 1997, as acceptable compliance with the requirements of paragraphs (b) and (d) of this proposed AD for repairs and inspection/replacement for certain repairs to the fuselage pressure shell accomplished prior to the effective date of the proposed AD.

Interim Action

This is considered to be interim action. The FAA is currently considering requiring damage tolerance-based inspections and procedures that include all major structural RAMs, which may result in additional rulemaking. That rulemaking may include appropriate recommendations from the previously mentioned FAA team and a public meeting on how to address RAMs.

Cost Impact

There are approximately 1,167 Model DC-9-80 and MD-88 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 665 airplanes of U.S. registry and 18 U.S. operators would be affected by this proposed AD.

Incorporation of the SID program into an operator's maintenance program is estimated to necessitate 1,062 work hours (per operator), at an average labor rate of \$65 per work hour. Based on these figures, the cost to the 18 affected U.S. operators to incorporate the SID program is estimated to be \$1,242,540.

The recurring inspection costs in this proposed AD are estimated to be 362 work hours per airplane per year, at an average labor rate of \$65 per work hour. Based on these figures, the recurring inspection costs are estimated to be \$25,530 per airplane, per inspection, or \$15,647,450 for the affected U.S. fleet.

Based on the above figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,242,540 for the first year, and \$15,647,450 for each year thereafter. These "total cost impact" figures assume that no operator has yet accomplished any of the requirements of this AD.

Additionally, the number of required work hours for each proposed inspection (and the SID program), as indicated above, is presented as if the accomplishment of those actions were to be conducted as "stand alone" actions. However, in actual practice,