

information, below, reflects this increase in the specified hourly labor rate.

### Cost Impact

There are approximately 264 airplanes of the affected design in the worldwide fleet. The FAA estimates that 244 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required actions, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$31,720, or \$130 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this 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 adopted herein will 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 final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

#### 2003-21-02 McDonnell Douglas:

Amendment 39-13336. Docket 2001-NM-184-AD.

**Applicability:** 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; Model DC-8-51, DC-8-52, DC-8-53, and DC-8-55 airplanes; Model DC-8F-54 and DC-8F-55 airplanes; Model DC-8-61, DC-8-62, and DC-8-63 airplanes; Model DC-8-61F, DC-8-62F, and DC-8-63F airplanes; Model DC-8-71, DC-8-72, and DC-8-73 airplanes; as listed in McDonnell Douglas DC-8 Service Bulletin 57-85, Revision 1, dated July 5, 1991; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct cracking of the lower inboard auxiliary spar cap, which could cause excessive loads to the structure attaching the support fitting of the main landing gear (MLG) to the wing, and result in loss of the MLG; accomplish the following:

#### Inspection To Determine the Material of the Auxiliary Spar Cap

(a) Within 24 months or 2,000 flight cycles after the effective date of this AD, whichever occurs later, inspect to determine the material composition of the lower inboard auxiliary spar cap (part numbers 5615058-1 through -506 inclusive) of the left and right wings, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA; or by performing an eddy current test of the auxiliary spar cap per the Non-Destructive

Testing Standard Practice Manual MDC-93K0393 (NDTSPM) 06-10-01.006. If the material of the spar cap is 7075-T73 aluminum, no further action is required by this paragraph.

#### Inspections for Cracking and Follow-on Corrective Actions

(b) If the material of the lower inboard auxiliary spar cap found during the inspection required by paragraph (a) of this AD is 7075-T6 aluminum: Within 2 years or 2,000 flight cycles, whichever occurs first, after accomplishing the inspection required by paragraph (a) of this AD, perform a detailed inspection and a dye penetrant inspection for cracking of both of the lower inboard auxiliary spar caps; per McDonnell Douglas DC-8 Service Bulletin 57-85, Revision 1, dated July 5, 1991. If no cracking is detected, repeat the inspection at intervals not to exceed 6,400 flight hours, until both auxiliary spar caps are replaced with spar caps made with 7075-T73 aluminum, in accordance with the service bulletin.

**Note 2:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

#### Follow-on Corrective Actions for Certain Cracking

(c) For any cracking detected that is described in Conditions II through IV of the Accomplishment Instructions of McDonnell Douglas DC-8 Service Bulletin 57-85, Revision 1, dated July 5, 1991: Before further flight, accomplish the applicable corrective actions (rework, repair, apply corrosion inhibiting compound, or replace fittings) per the service bulletin. For Conditions II through IV, repeat the inspection for cracking at intervals specified in paragraph 1.D of the service bulletin not to exceed 1,600 flight cycles. Replacement of both spar caps with 7075-T73 aluminum is terminating action for the requirements of this AD.

#### Follow-on Corrective Actions for Certain Other Cracking

(d) If any cracking is detected that is described in Condition V or VI of the Accomplishment Instructions of McDonnell Douglas DC-8 Service Bulletin 57-85, Revision 1, dated July 5, 1991: Before further flight, replace the auxiliary spar cap with a cap composed of 7075-T73 aluminum, in accordance with the service bulletin, or repair by a method approved by the Manager, Los Angeles ACO. For a repair method to be approved by the Manager, Los Angeles ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

#### Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that