

Action	Compliance time	Procedures
(5) Inspect telescopic rods and locking mechanisms for any damage, smooth operation over full travel range, and mechanical tightness.	Within the next 5 hours TIS after April 13, 2001.	Do this action following the ACTION paragraph in Korff + Co. KG Service Bulletin SB-KOCO 05/818, issue 2, and Korff Work Instructions AW-KOCO-05/818, issue 2, both dated January 16, 2001, and the sailplane flight manual.
(6) Remove any problem telescopic rods and locking mechanisms from the sailplane.	Before further flight after the inspection required in paragraph (d)(5) above.	Do this action following the ACTION paragraph in Korff + Co. KG service Bulletin SB-KOCO 05/818, issue 2 and Korff Work Instructions AW-KOCO05/818, issue 2, both dated January 16, 2001, and the sailplane flight manual. Ship any problem telescopic rods and locking mechanisms to Korff + Co. KG, or any appropriately rated certified repair station, for repair.
(7) Install the airworthy or new telescopic rods and locking mechanisms in the sailplane.	Before further flight after removing the telescopic rods and locking mechanisms, and after repair of the telescopic rods and locking mechanisms.	Do this action following the ACTION paragraph in Korff + Co. KG Service Bulletin SB-KOCO and 05/818, issue 2, and Korff Work Instructions AW-KOCO-05/818, issue 2, both dated January 16, 2001, and the sailplane flight manual.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Small Airplane Directorate, approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each sailplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; facsimile: (816) 329-4090.

(g) *What if I need to fly the sailplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your sailplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done following Korff + Co. KG Service Bulletin-KOCO 05/818, issue 2, and Korff Work Instructions AW-KOCO 05/818, issue 2, both dated January 16, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Korff + Co. KG, Luftfahrttechnischer Betrieb, LBA II-A 189, Dieselstrasse 5, D-63128, Dietzenbach,

Germany; telephone: (49) 6074/4006; facsimile: (49) 6074/4033. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on April 13, 2001.

Note 2: The subject of this AD is addressed in German AD 2000-392, dated December 15, 2000.

Issued in Kansas City, Missouri, on March 6, 2001.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-6283 Filed 3-22-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-254-AD; Amendment 39-12151; AD 2001-06-04]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-8-33, -42, -55, and -61 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to McDonnell Douglas Model DC-8-33, -42, -55, and -61 series airplanes. This action requires detailed visual and eddy current inspections of the lower wing skin at the 3 outboard fasteners of stringer 64 end fitting to detect cracks; and corrective actions, if

necessary. This action is necessary to prevent fatigue cracking of the lower wing skin, which could reduce structural integrity and loss of fail-safe capability of the airplane. This action is intended to address the identified unsafe condition.

DATES: Effective April 9, 2001.

The incorporation by reference of McDonnell Douglas Service Bulletin DC8-57-100, Revision 02, dated June 21, 2000, as listed in the regulations, is approved by the Director of the Federal Register as of April 9, 2001.

The incorporation by reference of McDonnell Douglas Service Bulletin DC8-57-100, Revision 01, dated August 26, 1998, as listed in the regulations, was approved previously by the Director of the Federal Register as of February 29, 2000 (65 FR 3794, January 25, 2000).

Comments for inclusion in the Rules Docket must be received on or before May 22, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2000-NM-254-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-iarcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2000-NM-254-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach

Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Greg DiLibero, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5231; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On January 13, 2000, the FAA issued AD 2000-02-01, amendment 39-11518 (65 FR 3794, January 25, 2000), applicable to certain McDonnell Douglas Model DC-8 series airplanes, to require detailed visual and eddy current inspections of the lower wing skin at the 3 outboard fasteners of stringer 64 end fitting to detect cracks; and corrective actions, if necessary. The actions required by that AD are intended to prevent fatigue cracking of the lower wing skin, which could reduce structural integrity and loss of fail-safe capability of the airplane.

Actions Since Issuance of AD 2000-02-01

Since the issuance of AD 2000-02-01, the FAA has received a report indicating that certain serial numbers of the affected airplanes were inadvertently omitted from McDonnell Douglas Service Bulletin DC8-57-100, Revision 01, dated August 26, 1998 (which was referenced in AD 2000-02-01 as the appropriate source of service information). These additional airplanes are subject to the addressed unsafe condition.

Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Service Bulletin DC8-57-100, Revision 02, dated June 21, 2000. The detailed visual and eddy current inspections and corrective actions are identical to those described in Revision 01 of the service bulletin. Revision 02 of the service bulletin expands the effectivity listing to include additional airplanes and clarifies information about a non-destructive testing reference standards and test equipment. Accomplishment of the

actions specified in either of the service bulletins is intended to adequately address the identified unsafe condition.

Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent fatigue cracking of the lower wing skin, which could reduce structural integrity and loss of fail-safe capability of the airplane. This AD requires accomplishment of the actions specified in the service bulletin (either revision level) described previously.

Cost Impact

None of the Model McDonnell Douglas Model DC-8-33, -42, -55, and -61 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 4 work hours to accomplish the required actions, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$240 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures herein are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and

this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the AD is being requested.
- Include justification (e.g., reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2000-NM-254-AD." The postcard will be date stamped and returned to the commenter.

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:

2001-06-04 McDonnell Douglas:

Amendment 39-12151. Docket 2000-NM-254-AD.

Applicability: Model DC-8-33, -42, -55, and -61 series airplanes, manufacturer's fuselage numbers 0079, 0115, 0246, and 0325; 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 (b) 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 prevent fatigue cracking of the lower wing skin, which could reduce structural integrity and loss of fail-safe capability of the airplane, accomplish the following:

Note 2: This AD will affect Principal Structural Elements (PSE) 57.08.037, 57.08.038, 57.08.021, and 57.08.022 of the DC-8 Supplemental Inspection Document (SID).

Inspection, Repair, and Modification

(a) Within 24 months after the effective date of this AD, do detailed visual and eddy current inspections to detect cracks in the lower wing skin fastener holes in the area surrounding 3 outboard fasteners of stringer 64 end fitting, per McDonnell Douglas Service Bulletin DC8-57-100, Revision 01, dated August 26, 1998; or Revision 02, dated June 21, 2000.

Note 3: 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."

(1) If any crack is detected in the skin fastener holes and it is less than 3.1 inches long, before further flight, repair per the service bulletin. Within 14,100 landings after accomplishment of the repair, inspect the lower wing skin to detect cracks, per a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA.

(2) If any crack is detected in the skin fastener holes and it is greater than or equal to 3.1 inches long, before further flight, repair per a method approved by the Manager, Los Angeles ACO.

(3) If no crack is found, within 24 months after the effective date of this AD, do the preventative modification (including stress or split sleeve coining the three fastener holes in the skin, and installing new pins), per the service bulletin. Accomplishment of this action constitutes terminating action for the requirements of this AD.

Note 4: This AD does not terminate the inspection requirements for PSE's 57.08.037, 57.08.038, 57.08.021, and 57.08.022 of the DC-8 SID per AD 93-01-15, amendment 39-6330.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles ACO, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) Except as provided by paragraphs (a)(1) and (a)(2) of this AD, the actions shall be done in accordance with McDonnell Douglas Service Bulletin DC8-57-100, Revision 01, dated August 26, 1998; or McDonnell Douglas Service Bulletin DC8-57-100, Revision 02, dated June 21, 2000.

(1) The incorporation by reference of McDonnell Douglas Service Bulletin DC8-57-100, Revision 02, dated June 21, 2000, is approved by the Director of the Federal Register per 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of McDonnell Douglas Service Bulletin DC8-57-100, Revision 01, dated August 26, 1998, was approved previously by the Director of the Federal Register as of February 29, 2000 (65 FR 3794, January 25, 2000).

(3) Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(e) This amendment becomes effective on April 9, 2001.

Issued in Renton, Washington, on March 12, 2001.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-6643 Filed 3-22-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99-NM-60-AD; Amendment 39-12149; AD 2001-06-02]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-8 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-8 series -10 through -50, -61, -61F, -71, -71F airplanes, that currently requires a visual or eddy current inspection(s) of the left and right wing front spar lower caps to detect cracks migrating from attachment holes; and repair, if necessary. That AD also provides for an optional terminating modification of the front spar lower cap. This amendment is prompted by a report that additional cracking was found in the front spar lower cap of a wing. This amendment requires accomplishment of the previously optional terminating action. This amendment also expands the applicability of the existing AD to include additional airplanes and increases the interval for the repetitive