Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–167–AD]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of two existing airworthiness directives (AD), applicable to certain McDonnell Douglas Model MD–11 series airplanes, that currently require inspections in the lower center cargo compartment at frame 1681 to verify that a certain bracket and a certain open face nylon clamp were installed to a specific wire bundle support and to detect damage of the subject wire bundle; and corrective actions, if necessary. Those AD's were prompted by an incident in which the insulation blanket in the lower center cargo compartment was found to be burnt due to a missing wiring harness support bracket/clamp on a wire bundle. This action would require a similar inspection and corrective actions required by the existing AD's and would remove certain airplanes from the applicability of the existing AD's. This action also would add a requirement to install a wire assembly support bracket, clamp, and spacer, or revise the wire assembly support bracket and clamp installation; as applicable. The actions specified by the proposed AD are intended to prevent sparks, smoke, and possible fire in the lower center cargo compartment.

DATES: Comments must be received by October 15, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–167–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.

The service information referenced in the proposed rule 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, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5350; fax (562) 627–5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 99–NM–167–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–167–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On April 15, 1999, the FAA issued AD 99–08–51, amendment 39–11138 (64 FR 22544, April 27, 1999), which is applicable to certain McDonnell Douglas Model MD–11 series airplanes. (These airplanes are equipped with a 72-inch cargo door and use the light-weight cargo handling system.) That AD requires visual inspections under the floorboards in the lower center cargo compartment at frame 1681 to verify that a certain bracket and a certain open face nylon clamp are installed to a specific support wire bundle and to detect damage of the subject wire bundle; repair of damaged wiring; and installation of certain silicone rubber coated with a glass cloth protective wrap around the wire bundle, if necessary. That action was prompted by an incident in which the insulation blanket between frames 1661 and 1681 in the lower center cargo compartment was found to be burnt due to a missing wiring harness support bracket/clamp on the wire bundle at frame 1681. The requirements of that AD are intended to ensure that such a wire harness support bracket/clamp is installed; a missing bracket/clamp could cause the wire bundle to chafe against the frame, which could result in sparks, smoke, and possible fire in the lower center cargo compartment.

After issuance of AD 99–08–51, the FAA determined that the wire routing on McDonnell Douglas Model MD–11 series airplanes that are equipped with a 72-inch cargo door and use any cargo handling system must also be inspected. Therefore, on April 23, 1999, the FAA issued a similar action [i.e., AD 99–09–51, amendment 39–11154 (64 FR 23179, April 30, 1999)], to address these

additional airplanes that were not included in the applicability of AD 99–08–51.

Actions Since Issuance of Previous Rule

Since the issuance of AD 99–08–51 and AD 99–09–51, the FAA has determined that inspecting the wire assembly, structure, and blankets for evidence of arcing and chafing damage; and installing a support, clamp, and spacer, or revising the existing support installation to add a spacer; will further minimize the possibility of wire chafing.

Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11–24A155, dated June 1, 1999. The service bulletin describes procedures for an inspection of the wire assembly, structure, and blankets for evidence of arcing burns and chafing damage under the center cargo compartment floor; installation of protective sleeving on the wire assembly in the area of the frame; and corrective actions, if necessary. The corrective actions involve repairing damaged wire and structure; and repairing or replacing the damaged blanket with a new blanket. For certain airplanes, the service bulletin also describes procedures for installation of a wire assembly support bracket, clamp, and spacer. For certain other airplanes, the service bulletin also describes procedures for revising the wire assembly support bracket and clamp installation. In addition, the service bulletin describes procedures for submitting a report of the inspection results to Boeing. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 99–08–51 and AD 99–09–51 to require accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between the Proposed AD and Relevant Service Information

McDonnell Douglas Alert Service Bulletin MD11–24A155, dated June 1, 1999, specifies that certain corrective actions required by this proposed AD may be accomplished in accordance with ''operator's shop practice.'' However, this proposed AD requires that the actions be accomplished in accordance with the procedures specified in ''Chapter 25 of the Aircraft Maintenance Manual.'' An ''operator's shop practice'' may be used only if approved as an alternative method of compliance in accordance with paragraph (c) of this AD.

Operators should note that although the referenced service bulletin recommends that operators submit a report of the inspection results to Boeing, this proposed AD does not require such reporting. As a result of the reporting requirements in AD's 99–08–51 and 99–09–51, the FAA has received an adequate amount of inspection reports from operators to identify the affected aircraft configurations and determine the proper corrective action.

Explanation of Changes to the Applicability

Operators also should note that the applicability of the proposed AD differs from the applicability of AD's 99–08–51 and 99–09–51. Subsequent to issuance of AD 99–08–51, one of the affected airplanes was involved in a hull loss accident. Subsequent to issuance of AD 99–09–51, investigation revealed that twelve early production aircraft had adequate wire routing such that the potential for wire assembly chafing was adequately minimized. Therefore, these airplanes have been removed from the applicability of this proposed AD.

Other Related Rulemaking

The FAA, in conjunction with Boeing and operators of Model MD–11 series airplanes, is continuing to review all aspects of the service history of those airplanes to identify potential unsafe conditions and to take appropriate corrective actions. This proposed AD is one of a series of actions identified during that process. The process is continuing and the FAA may consider additional rulemaking actions as further results of the review become available.

Cost Impact

There are approximately 183 airplanes of the affected design in the worldwide fleet. The FAA estimates that 63 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour to accomplish the proposed inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be $3,780, or $60 per airplane.

It would take approximately 1 work hour to accomplish the proposed modification, at an average labor rate of $60 per work hour. The cost of required parts would be nominal. Based on these figures, the cost impact of the modification proposed by this AD on U.S. operators is estimated to be $3,780, or $60 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. However, the FAA has been advised that manufacturer warranty remedies are available for some labor costs associated with accomplishing the proposed actions. Therefore, the future economic cost impact of this rule on U.S. operators may be less than the cost impact figures indicated above.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 removing amendment 39–11138 (64 FR 22544, April 27, 1999) and amendment 39–11154 (64 FR 23179, April 30, 1999), and by adding a new airworthiness directive (AD), to read as follows:

McDonnell Douglas: Docket 99–NM–167–AD. Supersedes AD 99–08–51, amendment 39–11138; and AD 99–09–51, amendment 39–11154.

Applicability: Model MD–11 series airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11–24A155, dated June 1, 1999; 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 (c) 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 sparks, smoke and possible fire in the lower center cargo compartment, accomplish the following:

Phase 1: Inspection and Corrective Actions

(a) Within 30 days after the effective date of this AD, perform an inspection of the wire assembly, structure, and blankets for evidence of arcing burns and chafing damage under the center cargo compartment floor, in accordance with Phase 1 of the Work Instructions of McDonnell Douglas Alert Service Bulletin MD11–24A155, dated June 1, 1999.

(1) Condition 1. If no arcing or chafing damage is detected, prior to further flight, install protective sleeving on the wire assembly in the area of the frame in accordance with the service bulletin.

(2) Condition 2. If any damaged wire, structure, or blanket is detected, prior to further flight, accomplish the actions specified in paragraphs (a)(2)(i), (a)(2)(ii), and (a)(2)(iii) of this AD.

(i) Repair damaged wire and structure in accordance with the service bulletin.

(ii) Repair or replace any damaged blanket with a new blanket, in accordance with Chapter 25 of the Aircraft Maintenance Manual; however, insulation blankets made of metallized polyethyleneteraphthalate (MPET) may not be used.

(iii) Install protective sleeving on the wire assembly in the area of the frame in accordance with the service bulletin.

Note 2: Accomplishment of the actions required by AD 99–08–51, amendment 39–11138, and AD 99–09–51, amendment 39–11154, prior to the effective date of this AD is considered acceptable for compliance with the requirements of paragraph (a) of this AD.

Phase 2: Modification

(b) Within 18 months after the effective date of this AD, accomplish the actions specified in paragraph (b)(1) or (b)(2) of this AD, as applicable, in accordance with Phase 2 of the Work Instructions of McDonnell Douglas Alert Service Bulletin MD11–24A155, dated June 1, 1999.

(1) For airplanes identified as Group 1 in the service bulletin: Install the wire assembly support bracket, clamp, and spacer.

(2) For airplanes identified as Group 2 in the service bulletin: Revise the wire assembly support bracket and clamp installation.

Alternative Methods of Compliance

(c) 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 Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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 3: 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

(d) Special flight permits may be issued in accordance with sections 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.

Issued in Renton, Washington, on August 24, 1999.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–22530 Filed 8–30–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–339–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747–100, –200 and 747SP Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 747–100, –200 and 747SP series airplanes. This proposal would require repetitive detailed visual and ultrasonic inspections to detect missing, damaged, or broken taperlock bolts in the diagonal brace underwing fittings; and corrective actions, if necessary. This proposal also would require eventual replacement of the aft 10 taperlock bolts with new bolts, which would constitute terminating action for the repetitive inspections. This proposal is prompted by reports of damaged, broken, and corroded taperlock bolts of the diagonal brace underwing fittings on the outboard strut due to stress corrosion cracking. The actions specified by the proposed AD are intended to prevent loss of the underwing fitting load path due to missing, damaged, or broken taperlock bolts, which could result in separation of the engine and strut from the airplane.

DATES: Comments must be received by October 15, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–339–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.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tamara L. Anderson, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2771; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date