

Service Bulletin 215-389, dated November 15, 1988, prior to the effective date of this AD, is considered acceptable for compliance with this paragraph.

(e) 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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(f) 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.

(g) The inspections shall be done in accordance with Canadair Alert Service Bulletin 215-A363, dated March 16, 1987. The modification shall be done in accordance with Canadair Service Bulletin 215-389, Revision 1, dated September 30, 1991. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on June 21, 1996.

Issued in Renton, Washington, on May 30, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-14036 Filed 6-5-96; 8:45 am]

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14 CFR Part 39

[Docket No. 92-ANE-08; Amendment 39-8781; AD 93-25-17]

Airworthiness Directives; General Electric CT7 Series Turboprop and Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 93-25-17 applicable to General Electric (GE) CT7 series turboprop and

turboshaft engines that was published in the Federal Register on January 3, 1994 (59 FR 3). The docket number in the header to the applicability section is incorrect. This document corrects the docket number. In all other respects, the original document remains the same.

EFFECTIVE DATE: June 6, 1996.

FOR FURTHER INFORMATION CONTACT:

Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7139, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to General Electric (GE) CT7 series turboprop and turboshaft engines, was published in the Federal Register on January 3, 1994 (59 FR 3). The following correction is needed:

§ 39.13 [Corrected]

On page 4, in the first column, in the heading above the Applicability Section of AD 93-25-17, in the second line, "Docket No. 93-ANE-08" is corrected to read "Docket No. 92-ANE-08".

Issued in Burlington, Massachusetts, on May 16, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-13888 Filed 6-5-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-56-AD; Amendment 39-9652; AD 96-12-10]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-11 series airplanes. This action requires either the application of a vapor sealant on the back of the receptacle of the auxiliary power unit (APU) power feeder cable; or a visual inspection for gold-plating and evidence of damage of the connector contacts of the power feeder cable of the APU generator, and various follow-on actions. This amendment is prompted by reports of burning and arcing of these connector contacts. The actions specified in this AD are intended to

reduce the potential for a fire hazard as a result of such burning or arcing.

DATES: Effective June 21, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 21, 1996.

Comments for inclusion in the Rules Docket must be received on or before August 5, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-56-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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; telephone (310) 627-5347; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA has received several reports of burning and arcing of the connector contacts (pins/sockets) of the power feeder cable of the auxiliary power unit (APU) generator on Model MD-11 series airplanes. This condition was indicated by the inability to electrically power the airplane using APU generator power. In all cases, the connector and receptacle were heat-damaged beyond repair. The associated power feeder cables also sustained heat damage. Investigation revealed that the connector contacts had been nickel plated during production. These connector contacts must be gold plated to be able to withstand the loads applied. Burning and arcing of the connector contacts of the power feeder cable of the APU generator, if not corrected, could result in potential fire hazard.