

which will be held from April 24 to June 30, 1999. Waiver of the notice of proposed rulemaking will provide agencies with sufficient advanced notice to implement systems modifications required by these interim regulations.

Executive Order 12866, Regulatory Review

This rule has been reviewed by the Office of Management and Budget in accordance with Executive Order 12866.

Regulatory Flexibility Act

I certify that these regulations will not have a significant economic impact on a substantial number of small entities because they affect Federal employees and annuitants only.

List of Subjects in 5 CFR Part 870

Administrative practice and procedure, Government employees, Hostages, Iraq, Kuwait, Lebanon, Life insurance, Retirement.

Office of Personnel Management.

Janice R. Lachance,
Director.

Accordingly, OPM is amending 5 CFR Part 870 as follows:

PART 870—FEDERAL EMPLOYEES' GROUP LIFE INSURANCE PROGRAM

1. The authority citation for part 870 is revised to read as follows:

Authority: 5 U.S.C. 8716; subpart J also issued under sec. 599C, Pub. L. 101-513, 104 Stat. 1979, § 870.302 also issued under secs. 11202(f), 11232(e), and 11246 (b) and (c) Pub. L. 105-33, 111 Stat. 251 and sec. 7(e), Pub. L. 105-274, 112 Stat. 2419; § 870.401 and 870.402 also issued under Pub. L. 105-311, 112 Stat. 2950.

Subpart D—Cost of Insurance

§ 870.401 Withholdings and contributions for Basic insurance.

2. In § 870.401, paragraphs (b)(1) and (d) are revised to read as follows:

* * * * *

(b)(1) During each pay period in which an insured employee is in pay status for any part of the period, \$0.1550 must be withheld from the employee's biweekly pay for each \$1,000 of the employee's BIA. The amount withheld from the pay of an employee who is paid on other than a biweekly basis must be prorated and adjusted to the nearest one-tenth of one cent.

* * * * *

(d)(1) For an annuitant who elects to continue Basic insurance and chooses the maximum reduction of 75 percent after age 65, under § 870.702(a)(2), the amount withheld monthly is \$0.3358 for

each \$1,000 of the BIA. For a compensationoner who makes this election, the amount withheld weekly is \$0.0775 for each \$1,000. These withholdings stop the month after the month in which the annuitant reaches age 65. There are no withholdings from individuals who retired or began receiving compensation before January 1, 1990, and who elected the 75 percent reduction. For the purpose of this paragraph, an individual who separates from service after meeting the requirements for an immediate annuity under 5 U.S.C. 8412(g) is considered to retire on the day before the annuity begins.

(2) For an annuitant who elects to continue Basic insurance and chooses the maximum reduction of 50 percent after age 65 under § 870.702(a)(3), the amount withheld monthly is \$0.9258 for each \$1,000 of the BIA until the month after the month in which the annuitant reaches age 65; the amount is then reduced to \$0.59 for each \$1,000. For a compensationoner who makes this election, the amount withheld weekly is \$0.2175 for each \$1,000 of the BIA until age 65; the amount is then reduced to \$0.14 for each \$1,000.

(3) For an annuitant who elects to continue Basic insurance and chooses no reduction after age 65 under § 870.702(a)(4), the amount withheld monthly is \$2.3758 for each \$1,000 of the BIA until the month after the month in which the annuitant reaches age 65; the amount is then reduced to \$2.04 for each \$1,000. For a compensationoner who makes this election, the amount withheld weekly is \$0.5475 for each \$1,000 of the BIA until age 65; the amount is then reduced to \$0.47 for each \$1,000.

§ 870.402 Withholdings for Optional insurance.

3. In § 870.402, the tables in paragraphs (d)(1) and (e)(1) are revised and paragraphs (f)(1) and (g) are revised to read as follows:

(d)(1) * * *

For persons under age 35	\$0.30
For persons ages 35 through 39 .....	.40
For persons ages 40 through 44 .....	.60
For persons ages 45 through 49 .....	.90
For persons ages 50 through 54	1.40
For persons ages 55 through 59	2.70
For persons ages 60 and over	6.00

* * * * *

(e)(1) * * *

For persons under age 35	\$0.03
For persons ages 35 through 39 .....	.04
For persons ages 40 through 44 .....	.06
For persons ages 45 through 49 .....	.10
For persons ages 50 through 54 .....	.15
For persons ages 55 through 59 .....	.31
For persons ages 60 and over .....	.70

* * * * *

(f)(1) The biweekly cost of Option C for one multiple of coverage is based on the age of the employee, annuitant, or compensationoner. Table 1 shows the age bands and associated cost up through age 59, effective the first day of the pay period beginning on or after April 24, 1999. The age bands 60-64, 65-69 and 70 and over, the applicable premium rates, and effective dates are shown in Table 2.

TABLE 1.

For persons under age 35	\$0.27
For persons ages 35 through 39 .....	.34
For persons ages 40 through 44 .....	.46
For persons ages 45 through 49 .....	.60
For persons ages 50 through 54 .....	.90
For persons ages 55 through 59	1.45

TABLE 2.—EFFECTIVE DATE

First pay period on or after	4/24/99	4/24/2000
For persons ages 60 through 64	2.60	2.60
For persons ages 65 through 69	2.60	3.00
For persons ages 70 and over	2.60	3.40

* * * * *

(g) For the purpose of this subpart, effective April 24, 1999, an individual is considered to reach age 35, 40, 45, 50, 55, 60, 65, or 70 on the first day of the pay period following the pay period in which his/her birthday occurs.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-87-AD; Amendment 39-11138; AD 99-08-51]

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 document published in the **Federal Register** an amendment

adopting airworthiness directive (AD) 99-08-51 that was sent previously to all known U.S. owners and operators of certain McDonnell Douglas Model MD-11 series airplanes by individual notices. This 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. This action is 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 actions specified by this 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.

DATES: Effective May 3, 1999, to all persons except those persons to whom it was made immediately effective by emergency AD 99-08-51, issued on April 9, 1999, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before June 28, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-87-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Information pertaining to this amendment may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On April 9, 1999, the FAA issued emergency AD 99-08-51, which is applicable to certain

McDonnell Douglas Model MD-11 series airplanes.

As part of its practice of re-examining all aspects of the service experience of a particular aircraft whenever an accident occurs, the FAA has become aware of an incident in which the insulation blanket between frames 1661 and 1681 in the lower center cargo compartment was found to be burnt. This incident occurred on a McDonnell Douglas Model MD-11 series airplane.

Investigation revealed that a wiring harness (including wires with a 115 volt alternating current) of the aft cargo loader control unit was contacting the insulation blanket and rubbing against frame 1681 above stringer R46. A wire was cut, and three other wires were missing insulation. In addition, frame 1681 had signs of arcing damage. Furthermore, the exposed moisture barrier material of the insulation blanket was burnt, and a hole was detected on the insulation blanket where the wiring harness was chafing against frame 1681. Further investigation revealed that a wiring harness support bracket/clamp on the wire bundle at frame 1681 may not have been installed during production of the airplane.

This incident is not considered to be related to an accident that occurred off the coast of Nova Scotia involving a McDonnell Douglas Model MD-11 series airplane. The cause of that accident is still under investigation.

A missing wiring harness support bracket/clamp on the wire bundle at frame 1681 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.

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 airworthiness directive 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.

Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this airworthiness directive is issued to require a visual inspection to verify that, under the floorboards in the lower center cargo compartment at

frame 1681, a certain bracket and a certain open face nylon clamps are installed to a specific support wire bundle. This AD also requires a visual inspection 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 subject wire bundle, if necessary. In addition, this AD requires that operators submit a report of the inspection results to the FAA. The repairs are required to be accomplished in accordance with the procedures specified in Chapter 20-30-01 of the McDonnell Douglas MD-11 Airplane Maintenance Manual, and Chapter 20-10-01 of the McDonnell Douglas MD-11 Wiring Diagram Manual.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual notices issued on April 9, 1999, to all known U.S. owners and operators of certain McDonnell Douglas Model MD-11 series airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an 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.

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 99-NM-87-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, is filed, 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, 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:

99-08-51 BOEING: Amendment 39-11138. Docket 99-NM-87-AD.

Applicability: Model MD-11 series airplanes, certificated in any category; having the following fuselage/factory serial numbers:

Fuselage No.	Serial No.
532	48532
542	48565
543	48566
544	48533
545	48549
546	48470
547	48406
548	48504
549	48602
551	48603
552	48571
553	48604
554	48439
555	48605
556	48572
558	48471
559	48573
560	48600
562	48601
563	48633
564	48513
566	48574
568	48575
570	48542
572	48543
574	48576
576	48415
579	48631
580	48544
582	48632
583	48577
587	48545
588	48578
589	48546
590	48743
592	48744
594	48747
595	48748
596	48745
597	48746
598	48749
599	48579
600	48766
601	48768
602	48767
603	48769
604	48754
605	48623
607	48770
608	48753
609	48773
610	48774
613	48755
615	48758
616	48775
617	48776
618	48777
619	48778
620	48779
622	48624
623	48756
624	48780

Note 1: This AD only affects MD-11 airplanes equipped with a 72-inch cargo door. MD-11 series airplanes equipped with a 104-inch cargo door are not subject to the unsafe condition addressed by this AD due to the configuration of the wire bundles.

Note 2: 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 ensure that a wire harness support bracket/clamp is installed on the wire bundle at frame 1681, accomplish the following:

(a) Within 15 days after the effective date of this AD: Perform a one-time visual inspection under the floorboards in the lower center cargo compartment at frame 1681 (approximately one inch outboard of longeron R46) to verify that a bracket having part number P/N 9D0062-3-16-24 (or equivalent), and an open face nylon clamp having P/N NMC1001-1 or 383-1 (see Figure 1, Item 14/267), are installed to support wire bundle No. AGS9110.

(1) If the bracket and clamp are installed: Prior to further flight, perform a visual inspection to detect damage of the subject wire bundle. If any damage is detected, prior to further flight, accomplish paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Repair in accordance with Chapter 20-30-01 of the McDonnell Douglas MD-11 Airplane Maintenance Manual. And

(ii) Install a silicone rubber coated with a glass cloth protective wrap [Douglas Material Specification (DMS) 2109 or equivalent] around the wire bundle in the area over frame 1681 above stringer R46 in accordance with Chapter 20-10-01 of the McDonnell Douglas MD-11 Wiring Diagram Manual.

(2) If the bracket or clamp is not installed: Prior to further flight, perform a visual inspection to detect damage (i.e., chafing, damage, or missing wire insulation) of the subject wire bundle.

(i) If no damage is detected: Prior to further flight, install a silicone rubber coated with a glass cloth protective wrap (DMS 2109 or equivalent) around the wire bundle in the area over frame 1681 above stringer R46 in accordance with Chapter 20-10-01 of the McDonnell Douglas MD-11 Wiring Diagram Manual.

(ii) If any damage is detected: Prior to further flight, accomplish the actions required by paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(b) Within 10 days after accomplishing the inspection required by paragraphs (a) and (a)(1) of this AD, submit a report of the inspection results (both positive and negative

findings) to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712-4137; fax (562) 627-5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(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 ACO. 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.

(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.

(e) This amendment becomes effective on May 3, 1999, to all persons except those persons to whom it was made immediately effective by emergency AD 99-08-51, issued on April 9, 1999, which contained the requirements of this amendment.

BILLING CODE 4910-13-U

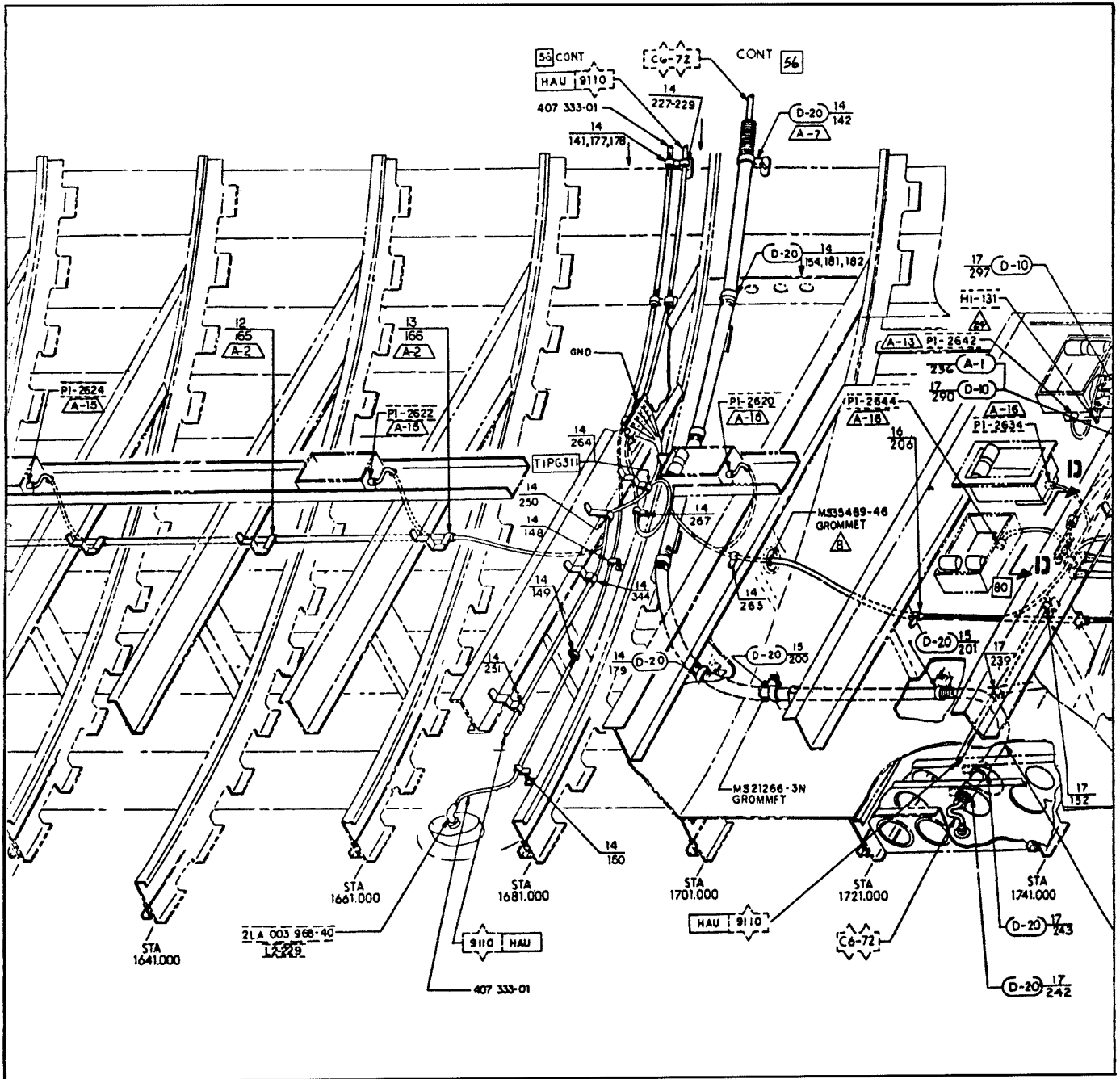


Figure 1

Issued in Renton, Washington, on April 15, 1999.

John J. Hickey,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*

[FR Doc. 99-10055 Filed 4-26-99; 8:45 am]

BILLING CODE 4910-13-C