

England Executive Park, Burlington, MA 01803-5299.

### Discussion

The Federal Aviation Administration (FAA) has received reports of higher than normal rotor speeds on certain compressor and turbine disks installed on Pratt & Whitney (PW) JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, and -7A series turbofan engines with hush kits (Stage III noise reduction systems) installed in accordance with PW Service Bulletin (SB) No. 5947. Analysis indicates that higher rotor speeds result in reduced cyclic lives for affected disks. This condition, if not corrected, could result in compressor and turbine disk failure due to reduced cyclic lives, which could result in an uncontained engine failure and damage to the airplane.

The FAA has reviewed and approved the technical contents of PW Alert Service Bulletin (ASB) No. A6340, dated June 25, 1998, that identifies affected compressor and rotor disks by part number (P/N), and describes formulae for recalculating cyclic disk lives.

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 require recalculation of cyclic life limits for certain compressor and turbine disks installed on engines with hush kits installed in accordance with PW SB No. 5947, removal from service of disks that exceed the new, lower cyclic life limits, and replacement with serviceable parts. The actions would be required to be accomplished in accordance with the ASB described previously.

There are approximately 2,872 engines of the affected design in the worldwide fleet. The FAA estimates that 2,585 engines installed on aircraft of U.S. registry would be affected by this proposed AD, and that the prorated life reduction would cost approximately \$5,700 per engine over the life of the engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$14,734,500.

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 adding the following new airworthiness directive:

**Pratt & Whitney:** Docket No. 99-NE-04-AD.

**Applicability:** Pratt & Whitney (PW) JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, and -17A series turbofan engines with hush kits (Stage III noise reduction systems) installed in accordance with PW Service Bulletin (SB) No. 5947. These engines are installed on but not limited to Boeing 727 and 737 series aircraft, and McDonnell Douglas DC-9 series aircraft.

**Note 1:** This airworthiness directive (AD) applies to each engine 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 engines 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 (d) 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 compressor and turbine disk failure due to reduced cyclic lives, which

could result in an uncontained engine failure and damage to the airplane, accomplish the following:

(a) Within twenty five (25) cycles-in-service after the effective date of this AD, recalculate the cyclic life limits of affected compressor and turbine disks listed by part number (P/N) in PW Alert Service Bulletin (ASB) No. A6340 dated June 25, 1998, in accordance with the formulae described in the Accomplishment Instructions of the ASB.

(b) After recalculating the new cyclic life limits in accordance with paragraph (a) of this AD, but prior to further flight, remove from service affected compressor and turbine disks that exceed the new, lower cyclic life limits calculated in accordance with paragraph (a) of this AD, and replace with serviceable parts.

(c) Except as provided in paragraph (d) of this AD, this AD established new, lower cyclic life limits for affected compressor and turbine disks installed on engines with hush kits.

(d) 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, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(e) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on October 21, 1999.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 99-28087 Filed 10-26-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-168-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 superseding of an existing airworthiness

directive (AD), applicable to all McDonnell Douglas Model MD-11 series airplanes, that currently requires a one-time inspection to detect discrepancies at certain areas around the entry light connector of the sliding ceiling panel above the forward passenger doors, and repair, if necessary. That AD was prompted by a report indicating that damaged electrical wires were found above the forward passenger doors due to flapper panels moving inboard and chafing the electrical wire assemblies of this area. For certain airplanes, this action would require the installation or modification of a flapper door ramp deflector on the forward entry drop ceiling structure. For certain other airplanes, this action would require inspection of the wire assembly support installation for evidence of chafing, and corrective actions, if necessary; and modification of the subject area. The actions specified by the proposed AD are intended to prevent such chafing, which could result in an electrical fire in the passenger compartment.

**DATES:** Comments must be received by December 13, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-168-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-168-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-168-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

### Discussion

On December 31, 1998, the FAA issued AD 98-25-11 R1, amendment 39-10988 (64 FR 1502, January 11, 1999), applicable to all McDonnell Douglas Model MD-11 series airplanes, to require a one-time inspection to detect discrepancies at certain areas around the entry light connector of the sliding ceiling panel above the forward passenger doors, and repair, if necessary. That action was prompted by a report indicating that damaged electrical wires were found above the forward passenger doors due to flapper panels moving inboard and chafing the electrical wire assemblies of this area. The actions required by that AD are intended to prevent chafing of certain wires above the forward passenger doors, which could result in an electrical fire in the passenger compartment. [AD 98-25-11 R1 was

issued as a correction to AD 98-25-11, amendment 39-10937 (63 FR 68172, December 10, 1998).]

### Actions Since Issuance of Previous Rule

In the preamble to AD 98-25-11, the FAA specified that the actions required by that AD were considered "interim action" until final action is identified at which time the FAA may consider further rulemaking. The manufacturer has since developed a modification, and the FAA has determined that further rulemaking action is indeed necessary; this proposed AD follows from that determination.

### 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.

### Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999, which describes procedures for the installation or modification of the flapper door ramp deflector on the forward entry drop ceiling structure. The modification involves reworking the current middle angle support, part number 4223570-5, of the ramp deflector and reidentifying it as part number 4223570-9.

The FAA also has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11-24A068, Revision 01, dated March 8, 1999. The service bulletin describes procedures for a visual inspection of the wire assembly support installation for evidence of chafing, and corrective actions, if necessary; and modification of the wire assembly support installation above the entry door (L1) sliding panel. The corrective actions involve either repairing any chafed part or replacing any discrepant part with a new part.

Accomplishment of the actions specified in the service bulletins 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 98-25-11 R1 to continue to require a one-time inspection to detect discrepancies at certain areas around the entry light connector of the sliding ceiling panel above the forward passenger doors, and repair, if necessary. The proposed AD also would require accomplishment of the actions specified in the service bulletins described previously.

#### **Explanation of Change Made to Applicability**

Since the issuance of AD 98-25-11 R1, the FAA has determined that the unsafe condition is not likely to exist or develop on McDonnell Douglas Model MD-11 series airplanes delivered new as freighter aircraft since the flapper door ramp deflector on the forward entry drop ceiling was not installed. Therefore, the applicability of the proposed AD does not include those airplanes.

#### **Explanation of Changes to Requirements of AD 98-25-11 R1**

The FAA has clarified the inspection requirement contained in AD 98-25-11 R1. Whereas that AD specified a visual inspection, the FAA has revised this proposed AD to clarify that its intent is to require a detailed visual inspection. Additionally, a note has been added to the proposed AD to define that inspection.

Operators should note that although AD 98-25-11 R1 requires operators to submit a report of the inspection results to the FAA, this proposed AD does not require such reporting. As a result of the reporting requirements in that AD, the FAA has received an adequate amount of inspection reports from operators to determine the proper corrective actions.

#### **Cost Impact**

There are approximately 152 airplanes of the affected design in the worldwide fleet on which the proposed installation or modification of the flapper door ramp deflector on the forward entry drop ceiling structure would be required. The FAA estimates that this installation or modification would be required on 29 airplanes of U.S. registry.

There are approximately 152 airplanes of the affected design in the worldwide fleet on which the proposed inspection and modification of the wire assembly support installation above the entry door (L1) sliding panel would be required. The FAA estimates that this inspection and modification would be required on 41 airplanes of U.S. registry.

The actions that are currently required by AD 98-25-11 R1 take

approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour.

Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$7,800, or \$120 per airplane.

The new installation or modification of the flapper door ramp deflector on the forward entry drop ceiling structure that is proposed in this AD action would be required on three airplane groups.

- Group 1 (installation of a ramp deflector) affects approximately 23 airplanes of U.S. registry and would take approximately 8 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour.

Required parts would cost approximately \$480 per airplane. Based on these figures, the cost impact of this proposed requirement of this AD on U.S. operators is estimated to be \$22,080, or \$960 per airplane.

- Group 2 (installation of a ramp deflector) affects approximately 4 airplanes of U.S. registry and would take approximately 8 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour.

Required parts would cost approximately \$890 per airplane. Based on these figures, the cost impact of this proposed requirement of this AD on U.S. operators is estimated to be \$5,480, or \$1,370 per airplane.

- Group 3 (modification of a previously installed ramp deflector) affects approximately 2 airplanes of U.S. registry and would take approximately 2 work hours per airplane to accomplish, 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 this proposed requirement of this AD on U.S. operators is estimated to be \$240, or \$120 per airplane.

The inspection of the wire assembly support installation above entry door (L1) sliding panel affects approximately 41 airplanes and would take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this inspection proposed by this AD on U.S. operators is estimated to be \$2,460, or \$60 per airplane.

The modification of the wire assembly support installation above entry door (L1) sliding panel affects approximately 41 airplanes and would take approximately 1 work hour per airplane to accomplish, 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 this

modification proposed by this AD on U.S. operators is estimated to be \$2,460, 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 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 39-10988 (64 FR 1502, January 11, 1999), and by adding a new airworthiness directive (AD), to read as follows:

**McDonnell Douglas:** Docket 99-NM-168-AD. Supersedes AD 98-25-11 R1, amendment 39-10988.

**Applicability:** Model MD-11 series airplanes, as listed in McDonnell Douglas Alert Service Bulletins MD11-25A194, Revision 05, dated June 21, 1999, and MD11-24A068, Revision 01, dated March 8, 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 (d) 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 chafing of certain electrical wires above the forward passenger doors, which could result in an electrical fire in the passenger compartment, accomplish the following:

**Restatement of The Requirements of AD 98-25-11 R1****Detailed Visual Inspection**

(a) Within 10 days after December 28, 1998 (the effective date of AD 98-25-11 R1, amendment 39-10988), perform a detailed visual inspection of the aircraft wiring to detect discrepancies that include but are not limited to frayed, chafed, or nicked wires and wire insulation in the areas specified in paragraphs (a)(1) and (a)(2) of this AD.

**Note 2:** For the purposes of this AD, a detailed visual 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) At the area of the forward drop ceiling just outboard of mod block S3-735, and forward and inboard of the light ballast for the entry light on the sliding ceiling panel above the forward left passenger door (1L) at station location  $x = 24.75$ ,  $y = 435$ , and  $z = 64.5$ .

(2) At the area above the forward right passenger door (1R) at station location  $x = -30$ ,  $y = 430$ , and  $z = 70$  in the ramp

deflector assembly part number 4223570-501.

**Corrective Action**

(b) If any discrepancy is detected during the visual inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with Chapter 20, Standard Wiring Practices of the MD-11 Wiring Diagram Manual, dated January 1, 1998, or April 1, 1998.

**New Requirements of this AD****Inspection, Installation, and Modification**

(c) Within 6 months after the effective date of this AD, accomplish the actions specified in paragraphs (c)(1), (c)(2), (c)(3) and (c)(4) of this AD, as applicable.

(1) For Group 1 airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999: Install a ramp deflector assembly on the right side forward entry drop ceiling structure in accordance with McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999.

(2) For Group 2 airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999: Install a ramp deflector assembly on the right side forward entry drop ceiling structure in accordance with McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999.

**Note 3:** Installation of a ramp deflector assembly in accordance with McDonnell Douglas Service Bulletin MD11-25-194, dated March 15, 1996; Revision 01, dated May 1, 1996; Revision 02, dated July 12, 1996; Revision 03, dated December 12, 1996; or Revision 04, dated March 8, 1999, is acceptable for compliance with the requirements of paragraph (c)(2) of this AD.

(3) For Group 3 airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999: Modify the previously installed ramp deflector assembly bracket in accordance with McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 05, dated June 21, 1999.

(4) For airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-24A068, Revision 01, dated March 8, 1999: Accomplish the actions specified in paragraphs (c)(4)(i) and (c)(4)(ii) of this AD in accordance with the service bulletin.

(i) Perform a general visual inspection of the wire assembly support installation for evidence of chafing. If any chafing is detected, prior to further flight, repair or replace any discrepant part with a new part in accordance with the service bulletin.

**Note 4:** For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(ii) Modify the wire assembly support installation above the entry door (L1) sliding panel in accordance with the service bulletin.

**Alternative Methods of Compliance**

(d) 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 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**

(e) 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.

Issued in Renton, Washington, on October 20, 1999.

**D.L. Riggan,**

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

[FR Doc. 99-27941 Filed 10-26-99; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 99-NM-171-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 adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-11 series airplanes. This proposal would require a one-time detailed visual inspection of the wire bundle installation behind the first observer's station to detect damaged or chafed wires; and corrective action, if necessary. This proposal is prompted by a report indicating that the wire bundle contained in the feedthrough behind the first observer's station was contacting the bottom portion of the feedthrough. The actions specified by the proposed AD are intended to prevent such contact, which could cause cable