DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–186–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 replacement of the cargo roller circuit breakers with new circuit breakers, and reidentification of the aft circuit breaker panel; as applicable. This action is necessary to prevent possible overheating of cargo control unit components, which could result in smoke and/or fire in the cargo compartment. This action is intended to address the identified unsafe condition.

DATES: Comments must be received by April 6, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2000–NM–186–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 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-ann-nprmcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2000–NM–186–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 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–LS1 (2–60). This information may be examined at the FAA, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2000–NM–186–AD, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.


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 action may be changed in light of the comments received.

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 proposed 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 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 action must submit a self-addressed, stamped postcard on which the following statement is made: “Comments to Docket Number 2000–NM–186–AD.” The postcard will be date stamped and returned to the commenter.

Availability of NPRMs


Discussion

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 incidents of electrical failures in the cargo control unit (CCU) that have resulted in sparks or flame exiting the CCU container and scouring the insulation blankets. These incidents occurred on McDonnell Douglas Model MD–11 series airplanes. Investigation revealed that the circuit breaker rating of the CCU is too large to protect the CCU circuitry. This condition, if not corrected, could result in possible overheating of the CCU components, which could result in smoke and/or fire in the cargo compartment.

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.

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 (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 Boeing Alert Service Bulletin MD11–21A189, dated June 22, 2000, which describes procedures for replacement of 10 amp cargo roller circuit breakers with new 5 amp circuit breakers, and reidentification of the aft circuit breaker panel; as applicable. 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 require accomplishment of the actions specified in the service bulletin described previously.

Cost Impact

There are approximately 104 Model MD–11 series airplanes of the affected design in the worldwide fleet. The FAA
estimates that 24 airplanes of U.S.
registry would be affected by this
proposed AD, that it would take
approximately 2 work hours per
airplane to accomplish the proposed
actions, and that the average labor rate
is $60 per work hour. Required parts
would be supplied by the airplane
manufacturer at no cost to the operators.
Based on these figures, the cost impact
of the proposed AD on U.S. operators is
estimated to be $2,880, or $120 per
airplane.
The cost impact figure discussed
above is based on assumptions that no
operator has yet accomplished any of
the proposed requirements of this AD
action, and that no operator would
accomplish those actions in the future if
this proposed AD were not adopted. The
cost impact figures discussed in AD
rulemaking actions represent only the
time necessary to perform the specific
actions actually required by the AD.
These figures typically do not include
incidental costs, such as the time
required to gain access and close up,
planning time, or time necessitated by
other administrative actions.

Regulatory Impact
The regulations proposed herein
would 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 proposal
would not have federalism implications
under Executive Order 13132.

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:

AD.

Applicability: Model MD–11 series
airplanes, as listed in Boeing Alert Service
Bulletin MD11–24A189, dated June 22, 2000;
certified 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 possible overheating of cargo
control unit (C-U) components, which could
result in smoke and/or fire in the cargo
compartment, accomplish the following:

Replacement or Reidentification

(a) Within 6 months after the effective
date of this AD, do the applicable actions
specified in paragraphs (a)(1) and (a)(2) of
this AD per Boeing Alert Service Bulletin

(1) For airplanes identified as Group 1 and
Group 2 in the service bulletin: Replace the
cargo roller circuit breakers with new circuit
breakers.

(2) For airplane identified as Group 2 in
the service bulletin: Reidentify the aft circuit
breaker panel.

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 Aircraft Certification Office (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 2: 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 Permit

[c] 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
may be accomplished.

Issued in Renton, Washington, on February

Vi L. Lipski,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–4051 Filed 2–16–01; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–185–AD]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series
Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking
(NPROM).

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 general visual
inspection of the electrical wiring of the
right side of the cockpit to determine if
the electrical wiring is chafing against
the observer station and to detect
damaged wires; and corrective actions,
if necessary. This action is necessary to
prevent chafing and damage to electrical
wires of the cockpit and consequent
electrical arcing due to wires that were
routed improperly during production of
the airplane, which could result in fire
and smoke in the airplane. This action
is intended to address the identified
unsafe condition.

DATES: Comments must be received by
April 6, 2001.

ADDRESSES: Submit comments in
triplicate to the Federal Aviation
Administration (FAA), Transport
Airplane Directorate, ANM–114,
185–AD, 1601 Lind Avenue, SW.,
Comments may be inspected at this
location between 9 a.m. and 3 p.m.,
Monday through Friday, except Federal
holidays. Comments may be submitted
via fax to (425) 227–1232. Comments
may be submitted via fax to (425) 227–

10858 Federal Register Vol. 66, No. 34 / Tuesday, February 20, 2001 / Proposed Rules