Document No.	Pages	Revision	Date
Total pages: 18.			
SB No. 6118	1	3	January 10, 1996.
	2–5	2	April 18, 1995.
	6–32	Original	April 15, 1993.
	33	2	April 18, 1995.
	34–38	Original	April 15, 1993.
	39	1	May 20, 1993.
	40	Original	April 15, 1993.
	41–44	1	May 20, 1993.
	45	3	January 10, 1996.
Total pages: 45.			
SB No. 6157	1	1	July 17, 1996.
	2–15	Original	February 9, 1994.
	16	1	July 17, 1996.
Total pages: 16.			

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 Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132–30, 400 Main St., East Hartford, CT 06108; telephone (860) 565–7700, fax (860) 565–4503. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on February 18, 1997.

Issued in Burlington, Massachusetts, on December 4, 1996.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–31947 Filed 12–18–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–160–AD; Amendment 39–9862; AD 96–25–19]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD–11 series airplanes, that currently 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 one-time 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 adds a requirement for replacement of certain connector contacts (pins/sockets) with gold-plated contacts. This amendment is prompted by reports of burning and arcing of the connector contacts of the power feeder cable of the APU generator. The actions specified by this AD are intended to reduce the potential for a fire hazard as a result of such burning or arcing.

DATES: Effective January 27, 1997.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996, as listed in the regulations was approved previously by the Director of the Federal Register as of June 21, 1996 (61 FR 28736, June 6, 1996).

ADDRESSES: 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 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; 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96–12–10, amendment 39–9652 (61 FR 28736, June 6, 1996), which is applicable to certain McDonnell Douglas Model MD–11 series airplanes, was published in the Federal Register on September 30, 1996 (61 FR 51058). The action proposed to require supersede AD 96–12–10 to continue to require a one-time visual inspection for gold-plating and evidence of damage of the connector contacts of the power feeder cable of the auxiliary power unit (APU) generator, and various follow-on actions. This action also proposed to add a requirement for replacement of certain connector contacts with gold-plated contacts.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter supports the proposed rule.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with as proposed.

Cost Impact

There are approximately 149 McDonnell Douglas Model MD–11 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 45 airplanes of U.S. registry will be affected by this AD.

The actions that are currently required by AD 96–12–10 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 $5,400, or $120 per airplane.

The new action (replacement) that is required by this new AD will take approximately 9 work hours per airplane to accomplish, at an average labor rate of $60 per work hour.

Required parts will cost approximately $909 per airplane. Based on these figures, the cost impact of the new requirements of this AD on U.S. operators is estimated to be $65,205, or $1,449 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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, Incorporation by reference, 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 removing amendment 39–9652 (61 FR 28736, June 6, 1996), and by adding a new airworthiness directive (AD), amendment 39–9862, to read as follows:

96–25–19 McDonnell Douglas: Amendment 39–9862. Docket 96–NM–160–AD. Supersedes AD 96–12–10, Amendment 39–9652.

Applicability: Model MD–11 series airplanes; as listed in McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996; 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.

Note 2: Paragraph (a) of this AD merely restates the requirements of paragraph (a) of AD 96–12–10. As allowed by the phrase, ''unless accomplished previously,'' if those requirements of AD 96–12–10 have been accomplished previously, this AD does not require that they be repeated.

To reduce the potential for a fire hazard as a result of burning and arcing of the connector contacts of the power feeder cable of the auxiliary power unit (APU) generator, accomplish the following:

Restatement of Requirements of AD 96–12–10

(a) Within 60 days after June 21, 1996 (the effective date of AD 96–12–10, amendment 39–9652), accomplish the actions specified in either paragraph (a)(1) or (a)(2) of this AD in accordance with McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996.

(1) Apply a vapor sealant on the back of the APU power feeder cable receptacle. Or

(2) Accomplish the actions specified in both paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Perform a one-time visual inspection for color (gold-plating) and evidence of damage of the connector contacts (pins/sockets) of the power feeder cable of the APU generator located in the upper left corner of the APU compartment in the forward bulkhead. And

(ii) Replace any damaged pin or socket with a gold-plated pin or socket, or deactivate the electrical operation of the APU until the replacement required by paragraph (c) of this AD is accomplished.

New Requirements of This AD:

(b) For airplanes on which the requirements of paragraph (a)(2) of this AD have not been accomplished previously: Within 60 days after the effective date of this AD, accomplish the requirements of paragraphs (b)(1) and (b)(2) of this AD in accordance with McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996.

(1) Perform a one-time visual inspection for color (gold-plating) and evidence of damage of the connector contacts (pins/sockets) of the power feeder cable of the APU generator located in the upper left corner of the APU compartment in the forward bulkhead. And

(2) Replace any damaged pin or socket with a gold-plated pin or socket, or deactivate the electrical operation of the APU until the replacement required by paragraph (c) of this AD is accomplished.

(c) Within 24 months after the effective date of this AD, replace any pin or socket that is nickel-plated or copper (brass) with a pin or socket that is gold-plated. Accomplish the replacement in accordance with McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996.

(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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) 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.

(f) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996. This incorporation by reference was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 21, 1996 (61 FR 28736, June 6, 1996). Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). Copies may be inspected 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.

(g) This amendment becomes effective on January 27, 1997.

Issued in Renton, Washington, on December 11, 1996.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–32049 Filed 12–18–96; 8:45 am]

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