

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-06-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100 and -200 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 Boeing Model 737-100 and -200 series airplanes. This proposal would require replacement of the 250 volt-ampere (VA) rated static inverters with 410 or 500 VA rated static inverters, and an operational test of the standby electrical power system. This proposal is prompted by a report that accomplishment of a certain modification could result in overload of the static inverter on these airplanes. The actions specified by the proposed AD are intended to prevent overload of the static inverter, which could result in the loss of the 115 volt alternating current standby bus and the associated flight instruments when the airplane is operating on standby electrical power.

DATES: Comments must be received by July 19, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-06-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 Airplane Group,

P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

Stephen Oshiro, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2793; fax (206) 227-1181.

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 96-NM-06-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-103, Attention: Rules Docket No. 96-NM-06-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received a report indicating that, during an engineering review of Revision 4 to Boeing Service Bulletin 737-24-1051 by the manufacturer, it was found that the effectivity listing of the original issue through Revision 4 of this service bulletin included some Boeing Model 737-100 and -200 series airplanes equipped with 250 volt-ampere (VA)-rated static inverters. That particular static inverter may overload on these airplanes if the modification described in these particular revisions of the service bulletin has been accomplished. The modification entails revising the power connections to the captain's instrument panel. Such an overload on the static inverters could result in the loss of the 115 VAC standby bus and the associated flight instruments when the airplane is operating on standby electric power. Loss of use of these components may adversely affect the handling characteristics of the airplane.

FAA's Conclusions

Based on the information obtained from the manufacturer's review, the FAA finds that static inverters rated at 410 VA or 500 VA can safely handle the increase in electrical loading of the 115 VAC standby bus when the modification specified in Service Bulletin 737-24-1051 (the original issue through Revision 4) is accomplished. Therefore, the FAA has determined that replacement of 250 VA-rated static inverters with 410 VA or 500 VA-rated static inverters will positively 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 replacement of the 250 VA-rated static inverters with certain 410 or 500 VA-rated static inverters. This replacement would be required only on those airplanes on which the modification specified in the various revisions of Boeing Service Bulletin 737-24-1051 has been accomplished.

After accomplishment of the replacement, the proposed AD would also require performing an operational test of the standby electrical power system.

The proposed actions would be required to be accomplished in accordance with the Boeing 737 Airplane Maintenance Manual.

Cost Impact

There are approximately 51 Boeing Model 737-100 and -200 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1 airplane 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 cost approximately \$10,500 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$10,620.

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 AD were not adopted.

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 adding the following new airworthiness directive:

Boeing: Docket 96-NM-06-AD.

Applicability: Model 737-100 and -200 series airplanes; equipped with 250 volt-ampere (VA) rated static inverters; on which the modification specified in Boeing Service Bulletin 737-24-1051 (original issue, dated October 20, 1988; Revision 1, dated October 5, 1989; Revision 2, dated June 28, 1990; Revision 3, dated May 7, 1992; or Revision 4, dated December 21, 1995) has been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 overload of the static inverter, which could result in the loss of the 115 VAC standby power and the associated flight instruments, accomplish the following:

(a) Within 10 months after the effective date of this AD, replace the 250 VA rated static inverters either with 500 VA-rated static inverters having Boeing part number (P/N) 60B40023-2, or with 410 VA-rated static inverters having Jet Electronics and Technology P/N 3S2060DV109B1, in accordance with Section 20-10-111 of the Boeing 737 Airplane Maintenance Manual. Prior to further flight following the replacement, perform an operational test of the standby electrical power system in accordance with Section 24-54-0 of the Boeing 737 Airplane Maintenance Manual.

Note 2: Replacements and operational tests accomplished prior to the effective date of this amendment in accordance with Boeing Alert Service Bulletin 737-24A2113, dated February 29, 1996, are considered acceptable for compliance with this AD.

(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, Seattle 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, Seattle ACO.

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

(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 can be accomplished.

Issued in Renton, Washington, on June 3, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-14384 Filed 6-6-96; 8:45 am]

BILLING CODE 4910-13-U

FEDERAL TRADE COMMISSION

16 CFR Part 419

Proposed Amendment of the Games of Chance Trade Regulation Rule

AGENCY: Federal Trade Commission.

ACTION: Notice of publication of the Final Staff Report, the Presiding Officer's Recommended Decision, and an invitation for comment on the two reports.

SUMMARY: On July 7, 1988, the Commission published in the Federal Register its Notice of Proposed Rulemaking for the proposed amendment of the Games of Chance in the Food Retailing and Gasoline Industries Trade Regulation Rule. The Federal Trade Commission's Presiding Officer has announced the publication of and release to the public for comment, the Final Staff Report and the recommended decision of the Presiding Officer in this rulemaking proceeding. The Final Staff Report contains the staff's analysis of the rulemaking record and its recommendations to the Commission as to amendment of the Rule. The Presiding Officer's recommended decision is contained in his report and is based upon his findings and conclusions as to all relevant and material evidence, taking into account the Final Staff Report. Interested persons and the public are invited to submit written comments on both reports. The Commission has not reviewed or adopted either report. The Commission's final determination in the matter will be based upon the entire rulemaking record, including comments received in response to this document.

DATES: Written comments will be received until August 6, 1996.