

provided that the information contained in the general revisions is identical to that specified in Falcon 2000 AFM Temporary Change No. 31.

(b) Within 6 months after the effective date of this AD, replace the center baggage net in the baggage compartment with a net having reinforced straps, in accordance with Dassault Service Bulletin F2000-76 (F2000-25-2), dated December 21, 1996. After this replacement is accomplished, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

(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, Standardization Branch, 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, Standardization Branch.

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

(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.

Issued in Renton, Washington, on September 9, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-24342 Filed 9-12-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-132-AD]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9-10, -20, -30, and -40, and C-9 (Military) 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 all McDonnell Douglas Model DC-9-10, -20, -30, and -40, and C-9 (military) series airplanes. This proposal would require modifying the piping of the potable water system. This proposal is prompted by reports of ice forming on the control cables in the wheel well of the left main landing gear due to the

freezing and rupturing of undrained potable water pipes. The actions specified by the proposed AD are intended to prevent such ice formation, which could render the slat, aileron, and spoiler flight controls inoperative, and consequently could result in reduced controllability of the airplane.

DATES: Comments must be received by October 27, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-132-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 The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department 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: Albert Lam, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5346; 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 No. 97-NM-132-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. 97-NM-132-AD, 1601 Lind Avenue SW, Renton, Washington 98055-4056.

Discussion

The FAA received numerous reports, including one from January 1997, indicating that, during flight, ice formed on the control cables in the wheel well of the left main landing gear on McDonnell Douglas Model DC-9 series airplanes. The cause of the ice formation was attributed to the freezing and rupturing of an undrained potable water pipe. This condition, if not corrected, could render the slat, aileron, and spoiler flight controls inoperative, which could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas DC-9 Service Bulletin 38-27, Revision 1, dated May 16, 1978, which describes procedures for modifying the piping of the potable water system. The modification involves replacing the pipe assemblies of the pressurized potable water system with a hose assembly, and installing a metal shroud over the hose assembly. Accomplishment of the modification will divert water leakage into the cargo compartment drain system.

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 modifying the piping of the potable water system. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

There are approximately 570 McDonnell Douglas Model DC-9-10, -20, -30, and -40, and C-9 (military) series airplanes of the affected design in the worldwide fleet. The FAA estimates that 316 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 20 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 \$4,000 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$1,643,200, or \$5,200 per airplane.

The cost impact figure discussed above is 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. However, the FAA has been advised that 219 U.S.-registered airplanes are in compliance in accordance with the requirements of this AD. Therefore, the future economic cost impact of this rule on U.S. operators is now \$504,400.

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:

McDonnell Douglas: Docket 97-NM-132-AD.

Applicability: All Model DC-9-10, -20, -30, and -40, and C-9 (military) series airplanes, 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 ice from forming on the control cables in the wheel well of the left main landing gear, which could render the slat, aileron, and spoiler flight controls inoperative and, consequently, could result in reduced controllability of the airplane, accomplish the following:

(a) Within 18 months after the effective date of this AD, modify the piping of the potable water system in accordance with McDonnell Douglas DC-9 Service Bulletin 38-27, Revision 1, dated May 16, 1978.

(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, 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles 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 September 9, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 107, 108, and 139

[Docket Nos. 28979 and 28978]

RIN 2120-AD-46 and 2120-AD-45

Airport and Aircraft Operator Security; Notice of Public Meetings

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces two public meetings on the notices of proposed rulemaking (NPRM), Airport Security (Parts 107 and 139), and Aircraft Operator Security (Part 108), published in the **Federal Register** on August 1, 1997. The purpose of these meetings is to provide an additional opportunity for the public to comment on the proposals.

DATES: The public meetings will be held on October 15, 1997, at 9:00 a.m., in Washington, DC; and October 22, 1997, at 9:00 a.m., in Fort Worth, TX. Registration will begin at 8:30 a.m. on the day of the meeting at each location.

ADDRESSES: The public meetings will be held at the following locations:

- (1) October 15, 1997, 9:00 a.m., Federal Aviation Administration, 3rd floor Auditorium, 800 Independence Ave., SW, Washington, DC 20591.
- (2) October 22, 1997, 9:00 a.m., Fritz Lanham Federal Building, room 1A03, 819 Taylor St., Fort Worth, TX 76102.

Persons who are unable to attend the meetings may mail their comments on the NPRMs in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Rules Docket (AGC-200), Docket Nos. 28979 (Parts 107 and 139), 28978 (Part 108), 800 Independence Ave., SW, Washington, DC 20591. Written comments to the docket will receive the same consideration as statements made at the public meetings.

FOR FURTHER INFORMATION CONTACT:

Requests to present a statement at the public meetings on the Airport Security (Parts 107 and 139) and Aircraft Operator Security (Part 108) NPRMs and questions regarding the logistics of the