

of the tail tank, in accordance with the alert service bulletin.

(i) **Condition 1.** If no damage to the fuel pipe assembly is detected, accomplish the requirements of either paragraph (a)(2)(i)(A) or (a)(2)(i)(B) of this AD at the times specified in that paragraph.

(A) Condition 1, Option 1. Thereafter, repeat the visual inspections required by paragraph (a) of this AD at intervals not to exceed 600 flight hours; or

(B) Condition 1, Option 2. Install a temporary doubler on the fuel pipe assembly in accordance with the alert service bulletin and, thereafter, repeat the visual inspections required by paragraph (a) of this AD at intervals not to exceed 15 months.

(ii) **Condition 2.** If damage is found that is within the limits specified by the alert service bulletin, prior to further flight, install a temporary doubler on the fuel pipe assembly. Thereafter, repeat the visual inspections required by paragraph (a) of this AD at intervals not to exceed 15 months.

(iii) **Condition 3.** If damage is found that is outside the limits specified by the alert service bulletin, prior to further flight, replace the fuel pipe assembly with a new or serviceable assembly; and accomplish the requirements of either paragraph (a)(2)(iii)(A) or (a)(2)(iii)(B) of this AD at the time specified in that paragraph.

(A) Condition 3, Option 1. Thereafter, repeat the visual inspections required by paragraph (a) of this AD at intervals not to exceed 600 flight hours; or

(B) Condition 3, Option 2. Install a temporary doubler on the fuel pipe assembly; and repeat the visual inspections required by paragraph (a) of this AD, thereafter, at intervals not to exceed 15 months.

(Replacement of the fuel pipe assembly with a serviceable pipe assembly that has been repaired by welding a doubler in the area of potential damage, does not require the installation of a temporary doubler.)

New Requirements of this AD

(b) Within 24 months after the effective date of this AD, accomplish the requirements of paragraphs (b)(1) and (b)(2) of this AD, as applicable.

(1) For airplanes on which the temporary protective doubler has been installed on the fuel pipe assembly in accordance with McDonnell Douglas Alert Service Bulletin MD11-28A083, dated March 13, 1996: Remove the clamps and the temporary protective doubler installed on the fuel transfer pipe, in accordance with McDonnell Douglas Service Bulletin MD11-28-089, dated October 24, 1996. Prior to further flight following accomplishment of the removal, accomplish the requirements of paragraph (a)(2) of this AD.

(2) For all airplanes: Install the fuel transfer pipe of the tail tank and support brackets and clamps of the fuel feed pipe of engine No. 2, in accordance with McDonnell Douglas Service Bulletin MD11-28-089, dated October 24, 1996. Accomplishment of this installation constitutes terminating action for the requirements of this AD.

(c)(1) 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.

(2) Alternative methods of compliance that concern the use of an alternate material in lieu of the specified temporary doubler, which were approved previously in accordance with AD 96-10-07, amendment 39-9612, are *not* considered to be approved as alternative methods of compliance with this AD.

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.

(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 February 10, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-3842 Filed 2-14-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-283-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 inspection to detect riding, chafing, or damage of the wire bundles adjacent to the disconnect panel bracket of the observer's station. The proposed AD also would require repair or replacement of damaged wires with new or serviceable wires; installation of anti-chafing sleeving on the wire bundles, if necessary; and installation of grommet along the entire upper aft edge of the disconnect panel bracket. This proposal is prompted by a report indicating that the circuit breakers tripped on a Model MD-11 series airplane due to inflight arcing behind the avionics circuit breaker panel as a result of chafing of the wire bundles adjacent to the disconnect

panel bracket assembly. The actions specified by the proposed AD are intended to detect and correct such chafing, which could result in a fire in the wire bundles and smoke in the cockpit.

DATES: Comments must be received by March 28, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-283-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 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 FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

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:

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-283-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-283-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA received a report indicating that the circuit breakers tripped on a Model MD-11 series airplane during flight due to arcing behind the avionics circuit breaker panel. Investigation revealed that the arcing was caused by chafing of the wire bundles adjacent to the disconnect panel bracket assembly. Such chafing, if not detected and corrected, could result in a fire in the wire bundles and smoke in the cockpit.

Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Service Bulletin MD11-24-111, dated December 3, 1996. The service bulletin describes procedures for a one-time inspection to detect riding, chafing, or damage of the wire bundles adjacent to the disconnect panel bracket of the observer's station. The service bulletin also describes procedures for repair or replacement of damaged wires with new or serviceable wires; installation of anti-chafing sleeving on the wire bundles, if necessary; and installation of grommet along the entire upper aft edge of the disconnect panel bracket. Accomplishment of the installations will minimize potential arcing, wiring damage, and resultant loss of aircraft systems.

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 a one-time inspection to detect riding, chafing, or damage of the wire bundles adjacent to the disconnect panel bracket of the observer's station. The proposed AD also would require repair or replacement of damaged wires with new or serviceable wires; installation of anti-chafing sleeving on the wire bundles, if necessary; and

installation of grommet along the entire upper aft edge of the disconnect panel bracket. The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

There are approximately 86 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 would be affected by this proposed AD, that it would take approximately 3 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The cost for required parts would be negligible. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$8,100, or \$180 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 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:

MCDONNELL DOUGLAS: Docket 96-NM-283-AD.

Applicability: Model MD-11 series airplanes, as listed in McDonnell Douglas Service Bulletin MD11-24-111, dated December 3, 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 (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 detect and correct chafing of the wire bundles adjacent to the disconnect panel bracket assembly and consequent inflight arcing behind the avionics circuit breaker, which could result in a fire in the wire bundles and smoke in the cockpit, accomplish the following:

(a) Within 6 months after the effective date of this AD: Perform a one-time inspection to detect riding, chafing, or damage of the wire bundles adjacent to the disconnect panel bracket of the observer's station, in accordance with McDonnell Douglas Service Bulletin MD11-24-111, dated December 3, 1996.

(1) Condition 1. If any riding or chafing is found, and if any damage is found: Prior to further flight, repair or replace any damaged wires with new or serviceable wires; install anti-chafing sleeving on the wire bundles; and install a grommet along the entire upper aft edge of the disconnect panel bracket; in accordance with the service bulletin.

(2) Condition 2. If any riding or chafing is found, but no damage is found: Prior to further flight, install anti-chafing sleeving on the wire bundles, and install a grommet along the entire upper aft edge of the

disconnect panel bracket, in accordance with the service bulletin.

(3) Condition 3. If no riding, chafing, or damage is found: Prior to further flight, install a protective grommet along the entire upper aft edge of the disconnect panel bracket in accordance with the service bulletin.

(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 February 10, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-3841 Filed 2-14-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-64-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 and A300-600 Series Airplanes Equipped with Pratt & Whitney Turbofan Engines

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 Airbus Model A310 and A300-600 series airplanes. This proposal would require flow checks of the hydraulic pump drain system to ensure that the system is not clogged, and correction of any discrepancy. Additionally, the proposed AD would require replacement of the existing seal of the accessory gearbox with a new, improved seal assembly; this replacement would terminate the requirement for repetitive flow checks. This proposal is prompted by reports indicating that hydraulic fluid had contaminated the engine oil system as a result of failure of the seal of the

hydraulic pump shaft. The actions specified by the proposed AD are intended to prevent clogging of the hydraulic pump drain system, which could cause failure of the seal of the hydraulic pump shaft and subsequent contamination of the engine accessory gearbox oil; this condition could result in an in-flight engine shutdown.

DATES: Comments must be received by March 28, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-64-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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

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-64-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-64-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Airbus Model A310 and A300-600 series airplanes. The DGAC advises that it has received reports of engine oil contamination on both of these models of airplanes. Investigation revealed that the contamination was due to failure of the seal of the green hydraulic pump shaft as a result of clogging of the hydraulic pump drain system. The seal is insufficient to handle the increase in the backflow pressure when the hydraulic pump drain system is clogged. Failure of the seal of the green hydraulic pump shaft, if not corrected, could permit contamination of the engine accessory gearbox oil, and result in an in-flight engine shutdown.

Explanation of Relevant Service Information

Airbus has issued the following service bulletins which describe procedures for performing repetitive flow checks of the hydraulic pump drain system to ensure that the system is not clogged, and correction of any discrepancy.

1. For Model A310 series airplanes: Airbus Service Bulletin A310-72-2022, dated February 16, 1993 (for airplanes on which Pratt & Whitney JT9D-7R4D1 and 7R4E1 engines are installed); and Airbus Service Bulletin A310-72-2023, Revision 1, dated December 22, 1993 (for airplanes on which Pratt & Whitney PW4152 and PW 4156A engines are installed).

2. For Model A300-600 series airplanes: Airbus Service Bulletin A300-72-6018, Revision 1, dated December 22, 1993 (for airplanes on which Pratt & Whitney JT9D-7R4H1 engines are installed); and Airbus Service Bulletin A300-72-6019, Revision 1, dated December 22, 1993 (for airplanes on which Pratt & Whitney PW4158 engines are installed).