

pump with a new or serviceable fuel pump. Prior to further flight following accomplishment of the replacement, repeat the insulation resistance test.

(iii) If all resistance measurements are greater than or equal to 5 megohms, repeat the visual inspection and insulation resistance test within 5,000 flight hours or 18 months, whichever occur first.

(2) If any discrepancy is detected, prior to further flight, replace the fuel pump with a new or serviceable fuel pump, in accordance with the applicable service bulletin. Prior to further flight following accomplishment of the replacement, perform an insulation resistance test of the fuel pump wiring, in accordance with the Accomplishment Instructions of the applicable service bulletin.

(i) If any resistance measurement is less than or equal to 1 megohms, prior to further flight, replace the fuel pump with a new or serviceable fuel pump, in accordance with the applicable service bulletin. Prior to further flight following accomplishment of the replacement, repeat the insulation resistance test.

(ii) If all resistance measurements are greater than 1 megohm, but one or more are less than 5 megohms: Repeat the visual inspection and insulation resistance test within 500 flight hours, or replace the fuel pump with a new or serviceable fuel pump. Prior to further flight following accomplishment of the replacement, repeat the insulation resistance test.

(iii) If all resistance measurements are greater than or equal to 5 megohms, repeat the visual inspection and insulation resistance test within 5,000 flight hours or 18 months, whichever occur first.

(b) Within 30 days after accomplishing the initial visual inspection required by paragraph (a) of this AD, or within 30 days after the effective date of this AD, whichever is later, submit a report of the inspection results (both positive and negative findings) to the Manager, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2180; fax (206) 227-1181. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

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

(e) Except as specified in NOTE 2 of this AD, the actions shall be done in accordance with Boeing Service Bulletin 747-28A2194, Revision 1, dated January 18, 1996 (for Model 747 series airplanes); or Boeing Service Bulletin 757-28A0043, Revision 1, dated January 18, 1996 (for Model 757 series airplanes); as applicable. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 14, 1997.

Issued in Renton, Washington, on January 30, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-2854 Filed 2-6-97; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-NM-124-AD; Amendment 39-9920; AD 97-03-15]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9 and Model DC-9-80 Series Airplanes, Model MD-88 Airplanes, and C-9 (Military) Series Airplanes Equipped With BFGoodrich Evacuation Slides

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9 and Model DC-9-80 series airplanes, Model MD-88 airplanes, and C-9 (military) series airplanes, that requires modification of the girt and firing lanyard stowage. This amendment is prompted by reports of in-cabin inflation of certain evacuation slides due to the impingement of the galley service cart on the slide girt and firing lanyard. The actions specified by this AD are intended to prevent inadvertent inflation of the evacuation slides inside the cabin, which could contribute to injury of passengers and/or flightcrew in the passenger cabin.

DATES: Effective March 14, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of March 14, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from BFGoodrich Company, Aircraft Evacuation Systems, Department 7916, Phoenix, Arizona 85040. 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: Tracy Ton, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5352; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-9 and Model DC-9-80 series airplanes, Model MD-88 airplanes, and C-9 (military) series airplanes was published in the Federal Register on November 5, 1996 (61 FR 56919). That action proposed to require modification of the girt and firing lanyard stowage.

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

Both commenters support 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 as proposed.

Cost Impact

There are approximately 300 BFGoodrich evacuation slides installed on 100 McDonnell Douglas Model DC-9 and Model DC-9-80 series airplanes, Model MD-88 airplanes, and C-9 (military) series airplanes of the affected design in the worldwide fleet.

The FAA estimates that 180 BFGoodrich evacuation slides installed on 60 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per slide to accomplish the required actions, and

that the average labor rate is \$60 per work hour. Required parts will cost approximately \$75 per forward slide and \$100 per aft slide. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$195 per forward slide and \$220 per aft slide.

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.

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 adding the following new airworthiness directive:

97-03-15 McDonnell Douglas: Amendment 39-9920. Docket 96-NM-124-AD.

Applicability: Model DC-9-10, -20, -30, -40, and -50 series airplanes; Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87) series airplanes; Model MD-88 airplanes; and C-9 (military) series airplanes; equipped with BFGoodrich Evacuation Slides, as listed in BFGoodrich Service Bulletin 25-280, Revision 2, dated August 15, 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 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 in-cabin inflation of the evacuation slides, which could contribute to injury of passengers and/or flightcrew in the passenger cabin, accomplish the following:

(a) Within 36 months after the effective date of this AD, modify the girt and firing lanyard stowage in accordance with BFGoodrich Service Bulletin 25-280, Revision 2, dated August 15, 1996.

(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.

(d) The modification shall be done in accordance with BFGoodrich Service Bulletin 25-280, Revision 2, dated August 15, 1996. 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 BFGoodrich Company, Aircraft Evacuation Systems, Department 7916, Phoenix, Arizona 85040. 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.

(e) This amendment becomes effective on March 14, 1997.

Issued in Renton, Washington, on January 30, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-2853 Filed 2-6-97; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-NM-218-AD; Amendment 39-9921; AD 96-03-16]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-11 and MD-11F 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 and MD-11F series airplanes, that currently requires, among other things, repetitive visual inspections to detect discrepancies of the fuel pipe of the fuel transfer system of the tail tank and associated mounting bracket located in the aft fuselage compartment. That AD was prompted by reports of cracking or bending of the fuel pipe mounting support and/or attaching bracket in the aft fuselage compartment due to a fuel pressure surge that caused repetitive loading of this area. This amendment adds a requirement to install a restraint on the tail tank fuel pipe, which would terminate the repetitive visual inspections. The actions specified by this AD are intended to prevent such cracking/bending, which could expose the fuel pipe coupling O-ring. An exposed O-ring could lose its sealing effect and could allow a fuel leak in the aft fuselage compartment, which would present a fire hazard.

DATES: Effective March 14, 1997.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-28A082, dated May 14, 1996, as listed in the regulations, was approved previously by the Director of the Federal Register as of July 24, 1996 (61 FR 35946, July 9, 1996).