

Request To Revise the Applicability

One commenter states that it is exempt from the requirements of Boeing Alert Service Bulletin MD11-24A068, Revision 02, dated May 16, 2001 (which is referenced in the notice of proposed rulemaking (NPRM) as an appropriate source of service information for accomplishing certain proposed actions), because of the statement in the note in paragraph 1., "Planning Information" of the service bulletin. The note states, "Airplanes that have been modified from passenger to freighter and have had the entry door (L1) sliding panel described in this service bulletin removed are not affected." The commenter further states that its fleet has had all sliding panels removed.

From this comment, the FAA infers that the commenter is requesting that we revise the applicability of the NPRM to exclude those airplanes mentioned by the commenter. No change to the final rule is necessary because the third column of Table 1—Applicability of this AD already excludes affected airplanes "modified from a passenger to a freighter configuration on which the entry door (L1) sliding panel described in Boeing Alert Service Bulletin MD11-24A068, Revision 02, dated May 16, 2001, has been removed."

The same commenter notes that in Table 1—Applicability, the first service bulletin listed is McDonnell Douglas Alert Service Bulletin MD11-24A194, Revision 06, dated January 27, 2000. The commenter believes the service bulletin should be MD11-25A194. The commenter notes that Service Bulletin MD11-24A194, original issue, dated January 29, 2002, describes procedures for an inspection of the overhead flight compartment, not the L1 entry door.

From this comment, we infer that the commenter is requesting that the correct service bulletin be referenced in the applicability. We agree. It was our intent, as noted elsewhere in the NPRM, to specify McDonnell Douglas Alert Service Bulletin MD11-25A194, Revision 06, dated January 27, 2000, in Table 1—Applicability of this AD. Therefore, we have revised that table accordingly.

Request To Reference Latest Service Bulletin

The same commenter notes that McDonnell Douglas Alert Service Bulletin MD11-25A194 is now up to Revision 07, dated January 9, 2002.

From this comment, we infer that the commenter is requesting that the NPRM be revised to reference that revision as an additional source of service information for accomplishing the

proposed installation and modification. We agree. We have reviewed and approved Revision 07 of Boeing Alert Service Bulletin MD11-25A194. Revision 07, among other editorial changes, deletes fuselage number 0450 from the service bulletin effectivity. Therefore, we have revised the final rule to reference that revision as an appropriate source of service information for determining the applicability of the AD and for accomplishing the required installation and modification. In addition, we have revised the Cost Impact figures accordingly.

Explanation of Change to Notes

Since the language in Notes 3 and 5 of the NPRM are regulatory in nature, we have redesignated those notes as paragraphs in this final rule and have renumbered subsequent paragraphs and notes accordingly.

Explanation of Change to Inspection Definitions

We have changed all references to a "detailed visual inspection" in the existing AD (requirements are restated in paragraphs (a) through (f) of this final rule) to "detailed inspection" in this final rule to correspond with the terminology in MSG-3. For clarification purposes, we also have revised the definition of a "detailed inspection" in Note 2 of this final rule and a "general visual inspection" in Note 3 of this final 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 the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

1. Actions Currently Required by AD 2000-24-11 and Retained in This AD

There are approximately 110 airplanes of the affected design in the worldwide fleet that are affected by the actions currently required by AD 2000-24-11 and retained in this AD. Of these 110 airplanes, the FAA estimates that 21 airplanes of U.S. registry will be affected by this AD.

The inspection to detect discrepancies around the entry light connector of the slide ceiling panel above the forward passenger doors takes 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 this currently required inspection on U.S. operators is estimated to be \$2,520, or \$120 per airplane.

For Group 1 airplanes as specified in Boeing Alert Service Bulletin MD11-25A194, Revision 07 (approximately 16 airplanes of U.S. registry), the installation of the flapper door ramp deflector takes approximately 8 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts cost approximately \$455 per airplane. Based on these figures, the cost impact of this currently required installation on U.S. operators of Group 1 airplanes is estimated to be \$14,960, or \$935 per airplane.

For Group 2 airplanes as specified in Boeing Alert Service Bulletin MD11-25A194, Revision 07 (approximately 8 airplanes of U.S. registry), the installation of the flapper door ramp deflector takes approximately 8 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts cost approximately \$890 per airplane. Based on these figures, the cost impact of this currently required installation on U.S. operators of Group 2 airplanes is estimated to be \$10,960, or \$1,370 per airplane.

For airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-24A068, Revision 01, dated March 8, 1999 (approximately 21 airplanes of U.S. registry), the inspection of the wire assembly support installation takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this currently required inspection on U.S. operators is estimated to be \$1,260, or \$60 per airplane.

For airplanes in Groups 1 and 3 as specified in Boeing Alert Service Bulletin MD11-25A194, Revision 07 (approximately 18 airplanes of U.S. registry), the modification of the ramp deflector assembly support bracket takes 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 this currently required modification on U.S. operators is estimated to be \$2,160, or \$120 per airplane.

2. New Actions Required by This AD

There are approximately 194 Model MD-11 and -11F airplanes of the affected design in the worldwide fleet that are affected by the actions required by this AD. Of these 194 airplanes, the FAA estimates that 64 airplanes of U.S. registry will be affected by this AD.