

0024). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, 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:

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SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that chafed stator lead wires have been found on certain fuel boost/transfer pumps installed on all McDonnell Douglas Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F airplanes. Investigation has revealed that this chafing is due to improper routing of the lead wires connecting the pumping unit stator to the pump connector during assembly of the pump. This improper routing could cause chafing of the lead wires, which could lead to a short circuit and electrical arcing, and result in a fire or explosion of the fuel tank.

Other Relevant Rulemaking

The FAA previously issued AD 2000-22-21, amendment 39-11969 (65 FR 69658, November 20, 2000). That AD applies to the same airplanes as this AD and requires revising the airplane flight manual (AFM) to ensure that the flightcrew is advised of appropriate procedures for disabling certain fuel pump electrical circuits following failure of a fuel pump electrical connector. For certain airplanes, that AD also requires revising the AFM to prohibit resetting of tripped fuel pump circuit breakers. Those actions are intended to prevent continued arcing following a short circuit of a fuel pump electrical connector, which could damage the conduit that protects the power lead wire inside the fuel tank and result in the creation of a potential ignition source in the fuel tank.

We have also previously issued AD 2002-13-10, amendment 39-12798 (67 FR 45053, July 8, 2002), which applies to certain McDonnell Douglas Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and

MD-11F airplanes. That AD requires repetitive tests for electrical continuity and resistance; repetitive inspections to detect discrepancies of the fuel boost/transfer pump connectors; and corrective actions, if necessary. (Accomplishment of these actions necessitates removal of the fuel boost/transfer pumps from the airplane.) Those actions are intended to prevent arcing of connectors in the fuel boost/transfer pump circuit, which could result in a fire or explosion of the fuel tank. (We have also issued a separate notice of proposed rulemaking, Rules Docket No. 2002-NM-134-AD, that would require these same actions on one additional McDonnell Douglas Model DC-10-30 airplane that was omitted from the service information referred to in AD 2002-13-10.)

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletins DC10-28A240 and MD11-28A121, both dated January 6, 2003. These service bulletins describe operating limitations relating to maintaining minimum fuel levels in the airplane's fuel tanks. These service bulletins also describe procedures for performing maintenance actions on the fuel boost/transfer pumps, installing placards to ensure that the flightcrew is informed of minimum fuel levels that must be maintained in the fuel tanks, and deactivating certain auxiliary fuel tanks.

These service bulletins also refer to a "terminating action" to be accomplished per Boeing Alert Service Bulletins DC10-28A239 or MD11-28A120, both dated December 3, 2002; as applicable. The terminating action described in these service bulletins involves removing the installed fuel boost/transfer pumps; performing a detailed inspection of the pumps to determine whether certain lead wires are routed improperly; modifying the fuel boost/transfer pumps if the wires are routed improperly; and installing inspected and, if necessary, modified pumps on the airplane. Accomplishing these actions eliminates the need for the operating limitations, placards, and deactivation of the fuel tanks described previously. Boeing Alert Service Bulletins DC10-28A239 and MD11-28A120 refer to Crane Hydro-Aire Service Bulletin 60-847-28-2, dated December 2, 2002, as the appropriate source of service information for accomplishing the inspection—and modification, if necessary—of the fuel boost/transfer pumps.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent electrical arcing in the connector for the fuel boost/transfer pump, which could result in a fire or explosion of the fuel tank. This AD requires accomplishment of the actions specified in the applicable service bulletins described previously, except as discussed below.

Differences Between Service Bulletins and This AD

While Boeing Alert Service Bulletins DC10-28A240 and MD11-28A121 contain procedures (under the heading "Fuel Tank Maintenance") for defueling the airplane prior to deactivating the fuel boost/transfer pumps, this AD does not require these procedures to be followed. We have determined that operators' standard procedures for such defueling will provide an acceptable level of safety.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a