

the following address: 9-anm-nprmcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2003-NM-68-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT:

Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5350; 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 action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (e.g., reasons or data) for each request.

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 action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2003-NM-68-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-114, Attention: Rules Docket No. 2003-NM-68-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On August 23, 2002, the FAA issued AD 2002-17-06, amendment 39-12872 (67 FR 55716, August 30, 2002), applicable to certain McDonnell Douglas Model MD-11 airplanes, to supersede AD 2002-14-05, amendment 39-12805 (67 FR 47640, July 19, 2002) to require repetitive general visual inspections of the power feeder cables, terminal strip, fuseholder, and fuses of the galley load control unit (GLCU) within the No. 3 bay electrical power center (EPC) to detect damage; and corrective actions, if necessary. That action was prompted by information from the airplane manufacturer that accomplishment of the replacement required by AD 2002-14-05 could result in additional wire chafing damage in the EPC due to insufficient clearance from structure. The requirements of that AD are intended to prevent such chafing, and consequent arcing and smoke and fire in the EPC, and to prevent damage to the wire assembly terminal lugs and overheating of the power feeder cables on the No. 3 and No. 4 GLCU, which could result in smoke and fire in the center accessory compartment.

Actions Since Issuance of Previous Rule

In the preamble of AD 2002-17-06, the FAA indicated that the actions required by that AD were considered "interim action," and that further rulemaking action would be considered once the airplane manufacturer developed a replacement that addresses the identified unsafe condition and once we approved that replacement. We now have determined that further rulemaking is indeed necessary, and this proposed AD follows from that determination.

Explanation of Relevant Service Information

We have reviewed and approved Revision 02 of Boeing Service Bulletin MD-11-24-184, dated January 7, 2003. Revision 02 of the service bulletin incorporates engineering data released subsequent to Revision 01 of the service bulletin (referenced in AD 2002-17-06 as the appropriate source of service information for the required actions) to provide additional details for ensuring proper wire clamping and support. Revision 02 also removes airplanes from the effectivity. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

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 supersede AD 2002-17-06 to continue to require repetitive general visual inspections of the power feeder cables, terminal strip, fuseholder, and fuses of the GLCU within the No. 3 bay EPC to detect damage; and corrective actions, if necessary. The proposed AD would also require accomplishment of the actions specified in Revision 02 of the service bulletin described previously, which would terminate the repetitive inspection requirements.

Explanation of Change to Applicability

The applicability of the proposed AD references Boeing Service Bulletin MD11-24-184, Revision 02, dated January 7, 2003, as the appropriate source of service information for determining the affected airplanes (AD 2002-17-06 referenced Revision 01 of the service bulletin). The service bulletin reflects the most current listing of airplanes subject to the requirements of this proposed AD.

Changes to 14 CFR Part 39/Effect on the AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs our AD system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance (AMOC). Because we have now included this material in part 39, for purposes of this proposed AD, it is only necessary to identify the office authorized to approve AMOCs and previously approved AMOCs that are acceptable for compliance with the applicable requirements of this proposed AD.