

**Cost Impact**

There are approximately 112 airplanes of the affected design in the worldwide fleet. The FAA estimates that 32 airplanes of U.S. registry would be affected by this proposed AD.

The inspection that is currently required by AD 2002–17–06 and retained in this AD takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of the currently required inspection on U.S. operators is

estimated to be \$2,080, or \$65 per airplane, per inspection cycle.

Table 1 of this proposed AD shows the estimated cost impact of the new actions for airplanes affected by this proposed AD. The average labor rate is \$65 per work hour. Table 1 is as follows:

TABLE 1.—COST ESTIMATE

Task	For group 1 airplanes			For group 2 airplanes		
	Work hours	Required parts	Cost per airplane	Work hours	Required parts	Cost per airplane
Replacement .....	18	\$15,276 ....	\$16,446	19	\$17,261 ....	\$18,496
Task	Group 3 airplanes			For group 4 airplanes		
	Work hours	Required parts	Cost per airplane	Work hours	Required parts	Cost per airplane
Inspection .....	1	None .....	\$65	1	None .....	\$65
Modification .....	2	\$190 .....	\$320	1	\$9 .....	\$74

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions. The manufacturer may cover the cost of replacement parts associated with this proposed AD, subject to warranty conditions. Manufacturer warranty remedies may also be available for labor costs associated with this proposed AD. As a result, the costs attributable to the proposed AD may be less than stated above.

**Regulatory Impact**

The regulations proposed herein would not have a substantial direct effect 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, it is determined that this proposal would not have federalism implications under Executive Order 13132.

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 removing amendment 39–12872 (67 FR 55716, August 30, 2002), and by adding a new airworthiness directive (AD), to read as follows:

**McDonnell Douglas:** Docket 2003–NM–68–AD. Supersedes AD 2002–17–06, Amendment 39–12872.

**Applicability:** Model MD–11 airplanes, as listed in Boeing Service Bulletin MD11–24–184, Revision 02, dated January 7, 2003; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent chafing damage to the wire assembly, and consequent arcing and smoke and fire in the electrical power center (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 galley load control unit (GLCU), which could result in smoke and fire in the center accessory compartment; accomplish the following:

**Certain Requirements of AD 2002–17–06, Amendment 39–12872****Initial Inspection**

(a) Do a general visual inspection of the power feeder cables, terminal strip, fuseholder, and fuses of the GLCU within the No. 3 bay EPC to detect damage (*i.e.*, discoloration of affected parts or loose attachments), per McDonnell Douglas Alert Service Bulletin MD11–24A160, dated August 30, 1999; or Revision 01, dated November 11, 1999; at the applicable time specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For airplanes on which the replacement required by paragraph (c) of AD 2002–14–05, amendment 39–12805, has been done: Inspect within 60 days after September 16, 2002 (the effective date AD 2002–17–06, amendment 39–12872).

(2) For airplanes on which the replacement required by paragraph (c) of AD 2002–14–05 has not been done: Inspect within 600 flight hours from the last inspection required by AD 2002–14–05, or within 60 days after September 16, 2002, whichever occurs later.

**Note:** For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is