

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 39–5177 (50 FR 49833, December 5, 1985), and by adding a new airworthiness directive (AD), to read as follows:

McDonnell Douglas: Docket 2002–NM–306–AD. Supersedes AD 85–25–06, Amendment 39–5177.

Applicability: Model DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, and DC–9–15F airplanes; Model DC–9–21 airplanes; Model DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–32F (C–9A and C–9B), DC–9–33F, DC–9–34 and DC–9–34F airplanes; Model DC–9–41 airplanes; Model DC–9–51 airplanes; and Model DC–9–81 (MD–81) and DC–9–82 (MD–82) airplanes; as specified in McDonnell Douglas Alert Service Bulletin DC9–24A078, Revision 04, dated May 25, 2000; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a possible loss of electrical bus power due to chafing and/or abrasion of the power feeder cable installation, which could result in a potential fire ignition source and consequent fire in the cabin; accomplish the following:

Inspection

(a) Within 2 years after the effective date of this AD, perform a general visual inspection for proper installation, damage (e.g., evidence of sharp object penetration), or abrasion of the power feeder cables and trough installations, and for proper installation of caterpillar grommets in the lightening holes; per the Work Instructions of McDonnell Douglas Alert Service Bulletin (ASB) DC9–24A078, Revision 04, dated May 25, 2000.

Note 1: 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 made under normally available lighting conditions such as daylight, hangar lighting,

flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

Note 2: It is not necessary to inspect power feeder cables that are contained in conduit.

(b) If any abrasion or damage is found on the power feeder cables and troughs or any improper installation of the caterpillar grommets in the lightening holes is detected during the inspections required by paragraph (a) of this AD, before further flight, repair per the Work Instructions of McDonnell Douglas ASB DC9–24A078, Revision 04, dated May 25, 2000.

(c) Within 2 years after the effective date of this AD, modify the power feeder cable installation (including installing lightening hole grommets, replacing clipnuts with clipnuts specified in McDonnell Douglas ASB DC9–24A078, Revision 04, dated May 25, 2000, as applicable, and performing a generator circuit relay test), per the Work Instructions of McDonnell Douglas ASB DC9–24A078, Revision 04, dated May 25, 2000.

Acceptable Methods of Compliance

(d) Accomplishment of the actions specified in McDonnell Douglas DC–9 Service Bulletin 24–78, dated April 9, 1985; Revision 1, dated December 9, 1985; Revision 2, dated March 20, 1986; or Revision 3, dated July 17, 1987; before the effective date of this AD, is acceptable as a method of compliance with the requirements of this AD.

Alternative Methods of Compliance

(e) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance for this AD.

Issued in Renton, Washington, on September 15, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03–23938 Filed 9–18–03; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NM–269–AD]

RIN 2120–AA64

Airworthiness Directives; Dassault Model Falcon 900 EX and Mystere-Falcon 900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive

(AD), applicable to certain Dassault Model Falcon 900 EX and Mystere-Falcon 900 series airplanes, that would have required installing an attachment support assembly for the fire extinguishing piping in the baggage compartment. This new action revises the proposed rule by proposing to add a requirement to modify the liner panel of the baggage compartment for certain airplanes. The actions specified by this new proposed AD are intended to prevent distortion of the fire extinguishing discharge nozzle as a result of the nozzle not being secure, which could result in poor diffusion of the fire extinguishing agent in the event of a fire in the baggage compartment. This action is intended to address the identified unsafe condition.

DATES: Comments must be received by October 15, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2001–NM–269–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: 9-anm-nprmcomment@faa.gov. Comments sent via fax or the Internet must contain “Docket No. 2001–NM–269–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 Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2125; fax (425) 227–1149.

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