

“Docket No. 2002–NM–283–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.

FOR FURTHER INFORMATION CONTACT: Natalie Phan-Tran, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5343; 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 2002–NM–283–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. 2002–NM–283–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On November 8, 2001, the FAA issued AD 2001–24–21, amendment 39–12538 (66 FR 64121, December 12, 2001), applicable to all McDonnell Douglas Model DC–10 series airplanes and Model MD–10–10F and –30F series airplanes, to continue to require a one-time detailed inspection to determine if wire segments of the wire bundle routed through the feed-through on the aft side of the flight engineer’s station are damaged or chafed, and corrective actions if necessary. That AD also requires revising the wire bundle support clamp installation at the flight engineer’s station. The requirements of that AD are intended to prevent chafing of the wire bundle located behind the flight engineer’s panel caused by the wire bundle coming in contact with the lower edge of the feed-through and consequent electrical arcing, which could result in smoke and fire in the cockpit.

Actions Since Issuance of Previous Rule

Since the issuance of AD 2001–24–21, the FAA has reviewed and approved Boeing Alert Service Bulletins DC10–24A149, Revision 03, dated September 19, 2002; and Revision 04, dated March 26, 2003. The inspection and repair procedures described in these revisions are identical to those described in Revisions 01 and 02 of the service bulletin (which were referenced in the existing AD as the appropriate sources of service information for accomplishment of the specified actions). The procedures for revising the wire bundle support clamp installation at the flight engineer’s station described in Revision 02 have been changed to add procedures for installation and relocation of a new bracket when revising the wire bundle support clamp installation, and to add the revision of the wire bundle support clamp installation at the first observer’s station for Group 3 airplanes, as specified in Revision 03. Revision 04 adds procedures for modification of Groups 1

and 2 airplanes on which wire bundle run (RDZ) is installed and was changed as specified in Revision 03 of the service bulletin.

The effectivity listing of Revisions 03 and 04 of the service bulletin have also been revised to remove inactive airplanes and to identify a new Group 3 (which includes the MD–10–10F and MD–10–30F airplanes), and a new Group 4, respectively.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition.

Other Related Rulemaking

The FAA, in conjunction with Boeing and operators of Model DC–10 airplanes, has reviewed all aspects of the service history of those airplanes to identify potential unsafe conditions and to take appropriate corrective actions. This proposed AD is one of a series of corrective actions identified during that process. We have previously issued several other ADs and may consider further rulemaking actions to address the remaining identified unsafe conditions.

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 2001–24–21 to continue to require a one-time detailed inspection to determine if wire segments of the wire bundle routed through the feed-through on the aft side of the flight engineer’s station are damaged or chafed, and corrective actions if necessary. The proposed AD also would continue to require revising the wire bundle support clamp installation at the flight engineer’s station. For certain airplanes, this action would require a new revision of the wire bundle support clamp installation, and modification of a certain wire bundle. This action also would reduce the applicability in the existing AD. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Explanation of Change to Applicability

We have revised the applicability of the existing AD to identify model designations as published in the most recent type certificate data sheet for the affected models.

Explanation of Change Made To Existing Requirements

The FAA has changed all references to a “detailed visual inspection” in the