

**14 CFR Part 39**

[Docket No. 94-NM-216-AD; Amendment 39-9130; AD 95-02-11]

**Airworthiness Directives; McDonnell Douglas Model DC-9-87 (MD-87) Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9-87 (MD-87) series airplanes. This action requires an inspection to detect chafing or arcing damage to the wiring of the aft right cootroom, the intercostal, and the recirculation duct assembly near longeron 5; and modification of the wiring installation for the aft right cootroom. This amendment is prompted by a report of an electrical fire that started due to a short in the cootroom wiring, which was caused by arcing and chafing damage to the wiring. The actions specified in this AD are intended to prevent severe damage to the airframe in the event of a fire caused by arcing and chafing damage to the cootroom wiring.

**DATES:** Effective March 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 2, 1995.

Comments for inclusion in the Rules Docket must be received on or before April 17, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-216-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, 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:** Elvin K. Wheeler, Aerospace Engineer,

Systems and Equipment Branch, ANM-132L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5344; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** The FAA received a report of an electrical fire that started behind the aft right cootroom on a McDonnell Douglas Model DC-9-87 (MD-87) series airplane. Investigation revealed that the fire occurred due to a short in the cootroom wiring, which was caused by arcing and chafing damage to the wiring between an intercostal and a recirculation air duct assembly. This condition, if not corrected, could result in severe damage to the airframe.

McDonnell Douglas has issued MD-80 Service Bulletin 24-151, dated September 29, 1994, which describes procedures for a visual inspection to detect chafing or arcing damage to the wiring of the aft right cootroom, the intercostal, and the recirculation duct assembly near longeron 5 (between stations Y=1078.000 and Y=1098.000), and modification of the wiring installation for the aft right cootroom. The modification entails removing any damaged wiring, cutting a hole in the intercostal and installing a clip assembly, and rerouting the wiring for the aft right cootroom through the modified intercostal. Modification of the wiring installation for the aft right cootroom will minimize the possibility of chafing damage.

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 severe damage to the airframe in the event of a fire. This AD requires a visual inspection to detect chafing or arcing damage to the wiring of the aft right cootroom, the intercostal, and the recirculation duct assembly near longeron 5 (between stations Y=1078.000 and Y=1098.000), and modification of the wiring installation for the aft right cootroom. The actions are required to be accomplished in accordance with the service bulletin described previously, with the exception of modifying the wiring installation for airplanes on which any arcing damage to the intercostal or recirculation air duct assembly is found; that modification is required to be accomplished in accordance with a method approved by the FAA.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's

on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this rule to clarify this requirement.

None of the Model DC-9-87 (MD-87) series airplanes affected by this action is on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 7 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts will cost approximately \$410 per airplane. Based on these figures, the total cost impact of this AD would be \$830 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

**Comments Invited**

Although this action is in the form of a final rule and was not preceded by notice and 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