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## OFFICE OF PERSONNEL MANAGEMENT

### 5 CFR Part 330

RIN 3206-AH26

#### Career Transition Assistance for Surplus and Displaced Federal Employees

**AGENCY:** Office of Personnel  
Management.

**ACTION:** Correction to interim rule.

**SUMMARY:** The Office of Personnel Management inadvertently failed to designate a section in a redesignated subpart. This document corrects this error.

**EFFECTIVE DATE:** December 29, 1995.

**ADDRESSES:** Employment Service, Office of Personnel Management, 1900 E Street NW., Washington, D.C. 20415-0001.

**FOR FURTHER INFORMATION CONTACT:**  
Diane Bohling, 202-606-0960, FAX  
202-606-2329.

**SUPPLEMENTARY INFORMATION:**  
Accordingly, on page 67282, third column, Amendment 3 of the interim rule published on December 29, 1995, is corrected to read as follows:

“3. Subpart F is redesignated as subpart J, section 330.601 is redesignated as section 330.1001, and Subpart F is added to read as follows:”

Robert T. Coco,

*Federal Regulations Liaison Officer.*

[FR Doc. 96-393 Filed 1-9-96; 8:45 am]

**BILLING CODE** 6325-01-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-NM-239-AD; Amendment  
39-9448; AD 95-25-04]

#### Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

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

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

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD-11 series airplanes, that currently requires an inspection and other specified actions to ensure that the ground stud assemblies at three locations of the airplane are installed properly and torqued to certain specifications, to verify the integrity of the components of the ground stud assemblies, and to detect heat damage in adjacent areas; and correction of any discrepancy. That AD was prompted by reports indicating that arcing occurred across the pins in the galley external power receptacle due to loose attach hardware on the ground stud. The actions specified in that AD are intended to ensure that the ground stud assemblies are attached correctly so that arcing will not occur. Such arcing, if not corrected, could result in heat damage to adjacent structure and a fire in the forward cargo compartment, the center accessory compartment, or the aft fuselage compartment. This action would expand the applicability of the existing AD to include additional airplanes.

**DATES:** Effective January 25, 1996.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995, as listed in the regulations, is approved by the Director of the Federal Register as of January 25, 1996.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, as listed in the regulations, was approved previously by the Director of the Federal Register as of September 5, 1995 (60 FR 43364, August 21, 1995).

Comments for inclusion in the Rules Docket must be received on or before March 11, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-239-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). 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:**  
Brett Portwood, Aerospace Engineer,  
Branch, ANM-130L, FAA, Transport  
Airplane Directorate, Los Angeles  
Aircraft Certification Office, 3960  
Paramount Boulevard, Lakewood,  
California 90712; telephone (310) 627-  
5347; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** On August 11, 1995, the FAA issued AD 95-17-11, amendment 39-9341 (60 FR 43364, August 21, 1995), applicable to certain McDonnell Douglas Model MD-11 series airplanes, to require an inspection and other specified actions to ensure that the ground stud assemblies at three locations of the airplane are installed properly and torqued to certain specifications, to verify the integrity of the components of the ground stud assemblies, and to detect heat damage in adjacent areas; and correction of any discrepancy. That action was prompted by reports indicating that arcing occurred across the pins in the galley external power receptacle due to loose attach hardware on the ground stud. The actions required by that AD are intended to ensure that the ground stud assemblies are attached correctly so that arcing will not occur. Such arcing, if not corrected, could result in heat damage to adjacent structure and a fire in the forward cargo compartment, the center

accessory compartment, or the aft fuselage compartment.

Since the issuance of that AD, the manufacturer has advised the FAA that, during random sampling of the fleet, additional airplanes have been identified on which improper installation and incorrect torquing of the attach hardware on the ground stud occurred during manufacture. In light of this, the FAA has determined that those additional airplanes are subject to the same unsafe condition addressed by AD 95-17-11.

The FAA has reviewed and approved McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995. The inspection and other specified actions described in this revision are identical to those described in the original issue of the alert service bulletin (which was referenced in AD 95-17-11). Additionally, this revision expands the effectivity listing to include additional airplanes that are subject to the addressed unsafe condition. This revision also contains minor editorial changes.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 95-17-11 to continue to require an inspection and other specified actions to ensure that the ground stud assemblies at three locations of the airplane are installed properly and torqued to certain specifications, to verify the integrity of the components of the ground stud assemblies, and to detect heat damage in adjacent areas; and correction of any discrepancy. This AD expands the applicability of the existing AD to include additional airplanes. The actions are required to be accomplished in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090.

This AD also requires that operators report inspection results, positive or negative, to the FAA.

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an 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 evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-239-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy

of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 USC 106(g), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing amendment 39-9341 (60 FR 43364, August 21, 1995), and by adding a new airworthiness directive (AD), amendment 39-9448, to read as follows:

95-25-04 McDonnell Douglas: Amendment 39-9448. Docket 95-NM-239-AD.

Supersedes AD 95-17-11, Amendment 39-9341.

*Applicability:* Model MD-11 series airplanes, as identified in McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

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

Note 2: Paragraph (a) of this AD merely restates the requirements of paragraph (a) of AD 95-17-11, amendment 39-9341. As allowed by the phrase, "unless accomplished previously," if those requirements of AD 95-17-11 have already been accomplished, this AD does not require that those actions be repeated.

To prevent arcing in the ground stud assemblies of the airplane, which could result in heat damage to adjacent structure and a fire in the forward cargo compartment, the center accessory compartment, or the aft fuselage compartment, accomplish the following:

(a) For airplanes having manufacturer's numbers 532, 544, and 559 through 588 inclusive: Within 90 days after September 5, 1995 (the effective date of AD 95-17-11), perform a one-time inspection and other specified actions to ensure that the ground stud assemblies in the forward cargo compartment, the center accessory compartment, and the aft fuselage compartment are installed properly and torqued as specified in Figure 1 of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, or Revision 1, dated November 6, 1995; to verify the integrity of the components of the ground stud assemblies; and to detect heat damage to areas adjacent to the ground stud assemblies. Perform the inspection and other specified actions in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, or Revision 1, dated November 6, 1995.

(b) For airplanes other than those identified in paragraph (a) of this AD: Within 90 days after the effective date of this AD, perform a one-time inspection and other specified actions to ensure that the ground stud assemblies in the forward cargo compartment, the center accessory compartment, and the aft fuselage compartment are installed properly and torqued as specified in Figure 1 or 2, as applicable, of McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995; to verify the integrity of the components of the ground stud assemblies; and to detect heat damage to areas adjacent to the ground stud assemblies. Perform the inspection and other specified actions in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995.

(c) If any discrepancy is found during the actions required by paragraph (a) or (b) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 3.A.3. of the Accomplishment Instructions of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, or Revision 1, dated November 6, 1995.

(d) Within 10 days after accomplishing the inspection required by this AD, report inspection results, positive or negative, to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; fax (310) 627-5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los ACO,

FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 14, 1995; or McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995. The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 5, 1995 (60 FR 43364, August 21, 1995). Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846. Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected 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.

(h) This amendment becomes effective on January 25, 1996.

Issued in Renton, Washington, on November 28, 1995.

S. R. Miller,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-271 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-29]

#### Amendment of Class E Airspace; Bullhead City, AZ; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule that was published in the Federal Register on December 18, 1995, Airspace Docket No. 95-AWP-29. The Final Rule Amended .

**EFFECTIVE DATE:** 0901 UTC February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

Federal Register Document 95-30692, Airspace Docket No. 95-AWP-29, published on December 18, 1995 (60 FR 65020), revised the description of the Class E airspace area at Bullhead City, AZ. An error was discovered in the geographic coordinates for the Bullhead City, AZ, Class E airspace area. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Bullhead City, AZ, as published in the Federal Register on December 18, 1995 (60 FR 65020), (Federal Register Document 95-30692), are corrected as follows:

#### § 71.1 [Corrected]

AWP CA E5 Bullhead City, AZ [Corrected]

On Page 65221, column 1, the geographic coordinates for the Bullhead City, AZ Class E airspace area are corrected by removing "(lat, 35°16'00"N., long, 115°10'00"W.)" and adding "(lat. 35°16'00"N., long. 115°00'00"W.)."

Issued in Los Angeles, California, on December 26, 1995.

Richard R. Lien,

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 96-378 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-34]

#### Amendment of Class E Airspace; Winnemucca, NV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

**SUMMARY:** This action amends the Class E airspace area in Winnemucca, NV. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14/32 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight