

Amendment 39-6640 (55 FR 27457, July 3, 1990), applicable to Aerospace Lighting Corporation (ALC) lamp connectors, Part Number (P/N) 31.85.1.A, and Series 66 fluorescent lamps. That AD requires initial and repetitive inspections, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting systems. That action was prompted by reports of cabin lighting systems that are not properly installed, are damaged, or are improperly configured. That condition, if not corrected, could result in smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft.

Since the issuance of that AD, the manufacturer has developed improved design protected power units that have an internal safety circuit which monitors output voltage produced. If the output voltage increases as a result of a fault condition, the safety circuit will activate and cause the input power to the protected power unit to be disconnected. In addition, the manufacturer has developed improved design protected power supplies that have system output faults which react by preventing output power production. The protected power supplies are equipped with circuit output protection circuitry that monitors the protected power supply's output circuit and will immediately shut down the protected power supply if a fault condition occurs.

The FAA has reviewed and approved the technical contents of the following ALC Installation Instructions (II): AL-11023M, Revision A, dated May 20, 1994; AL-11024M, dated March 15, 1992; and AL-11025M, dated March 15, 1992. These II's describe procedures for installing improved design protected power units, and protected power supplies, as applicable. In addition, ALC has issued Information Bulletin No. IB 90-001, which describes procedures for initial and repetitive inspections of the cabin fluorescent lighting system.

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 90-14-06 to continue to require an inspection, and adjustment or replacement of improperly installed, damaged, or improperly configured lamp connectors and fluorescent lamps used in cabin fluorescent lighting systems. This proposed AD adds an optional replacement of power units,

and power supplies and dimmers, with improved design protected power units, and protected power supplies, as applicable. Installation of these protected power units and protected power supplies constitutes terminating action to the repetitive inspections.

The FAA estimates that it would take approximately 3 work hours per power unit or power supply to accomplish the proposed actions, and that the average labor rate is \$55 per work hour. Required parts would cost approximately \$5000 per power unit or power supply. Based on these figures, the impact of the proposed AD on U.S. operators is estimated to be \$5,165 per power unit or power supply.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [AMENDED]

2. Section 39.13 is amended by removing amendment 39-6640 (55 FR 27457, July 3, 1990) and by adding a new airworthiness directive to read as follows:

**Aerospace Lighting Corporation:** Docket No. 94-ANE-31. Supersedes AD 90-14-06, Amendment 39-6640.

**Applicability:** Aerospace Lighting Corporation (ALC) lamp connectors, Part Number (P/N) 31.85.1.A; Series 66 fluorescent lamps; power units, P/N's TR-991, TR-992, AL-0546, and AL-0514; and power supplies, P/N's 1895D and AL-0598. These products are utilized in cabin fluorescent lighting systems, and are installed on, but not limited to, the following aircraft: Airbus Industrie Model A310; Avion Marcel Dassault Breguet Aviation Model Falcon 10; Beech Aircraft Corporation Model 400A; Boeing Airplane Company Models 727, 737, 747, and 757; British Aerospace Model HS.125-600A and -700A; Canadair Ltd. Models CL-600-1A11, CL-600-2A12, and CL-600-2B16; Cessna Aircraft Company Models 550 and 560; Dassault Aviation Models Mystere-Falcon 20 and 50; Empresa Brasileira de Aeronautica S/A Model Embraer EMB-120; Gulfstream Aerospace Corporation Models G-159, G-1159, G-1159A, and G-IV; Israel Aircraft Industrie, Ltd. Models 1124 and 1125; Jetstream Aircraft, Ltd. Jetstream Model 310; Learjet Corporation Models Learjet 35 and 36; Saab Aircraft AB Model Saab 340A; and Sikorsky Aircraft Division Model S-76A.

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

To prevent smoke, fire, electrical shock, and possible electromagnetic interference caused by high voltage arcing in the cabin which, if undetected, could result in personal hazard or loss of the aircraft, accomplish the following:

(a) Within 30 calendar days of the effective date of this airworthiness directive (AD), accomplish the following:

(1) Inspect the cabin fluorescent lighting system in accordance with ALC Information Bulletin No. IB 90-001, paragraph IV. "Fluorescent Lighting System Components Identification and Inspection Procedure," subparagraphs B.1, 2., 3., 5., 6., and 7.

(2) After completing the inspection above in paragraph (a)(1) of this AD, any part(s) found to be damaged or improperly configured, perform the removal and replacement procedures in accordance paragraph IV. B.4, 8., and 9., as required, of ALC Information Bulletin No. IB 90-00.

(b) Within 5 flights or 10 flight hours, whichever occurs first, of a cabin fluorescent lighting system components failure, repeat the removal and replacement procedures of paragraph (a)(2) of this AD.

(c) An alternative method of compliance with paragraphs (a)(1), (a)(2), and (b) of this AD would be to turn the fluorescent lighting system off and to placard the system to prevent unintentional activation.

(d) Replacement of the following ALC parts, in accordance with the following instructions, constitutes terminating action to