

12469, February 17, 1981), and by adding a new airworthiness directive (AD), Amendment 39- , to read as follows:

AD 96-06-04 Bell Helicopter Textron, a Division of Textron Canada, Ltd.:  
Amendment 39-9541, Docket No. 94-SW-16-AD. Supersedes AD 81-04-08, Amendment 39-4037.

**Applicability:** Model 206A and 206B helicopters, certificated in any category.

Note: 1:

This AD applies to each helicopter 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 helicopters 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) 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 helicopter from the applicability of this AD.

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

To prevent failure of the main transmission input driveshaft assembly (driveshaft) due to coupling wear or overheating, which could result in loss of power to the main rotor and a subsequent forced emergency landing, accomplish the following:

(a) Before the first flight of each day after the effective date of this AD, visually check the driveshaft, part number (P/N) 206-040-100-13, for: (1) grease leakage from the driveshaft couplings, P/N 206-040-108-005; and (2) visual damage and security of the clamps and bolts used to attach the driveshaft to the transmission and engine couplings. After compliance with paragraph (d) of this AD, also check the self-adhesive over-temperature indicators (over-temperature indicators) for overheating, deterioration, debonding, or discoloration. The visual checks may be performed by an owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with the visual check of this AD in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations.

(b) If any discrepancies are discovered as a result of the visual check performed in paragraph (a), accomplish the following before further flight:

(1) If there is any grease leakage or any indications of overheating, disassemble and inspect the driveshaft in accordance with the applicable maintenance manual and replace the over-temperature indicators in accordance with Part III of the Accomplishment Instructions of Bell Helicopter Textron, Inc., Alert Service

Bulletin (ASB) No. 206-93-76, Revision B, dated September 6, 1994.

(2) If any "dot" on an over-temperature indicator has changed color to black, accomplish the corrective action in accordance with TABLE I and the accompanying Notes in ASB No. 206-93-76, Revision B, dated September 6, 1994.

(3) If there are any deteriorated, debonded, or discolored over-temperature indicator(s) that would prevent interpretation of the indicating "dots", replace those over-temperature indicator(s) in accordance with Part III of the Accomplishment Instructions of ASB No. 206-93-76, Revision B, dated September 6, 1994. If only one over-temperature indicator is missing, and no "dot" on any other over-temperature indicator on the same coupling is discolored or shows mechanical damage or degradation of the epoxy overcoating, the helicopter may be returned to service.

(4) If there are any loose or damaged clamps or bolts, secure the loose clamps or bolts and replace the damaged clamps or bolts in accordance with the applicable maintenance manual.

(c) Inspect and lubricate the driveshaft assembly, P/N 206-040-100-13, and driveshaft couplings, P/N 206-040-108-005, in accordance with the helicopter's maintenance manual and according to the compliance schedule that follows, and thereafter, inspect and lubricate at intervals not to exceed 300 hours time-in-service (TIS):

(1) For helicopters with 250 hours TIS or more, compliance is required within the next 50 hours TIS; or,

(2) For helicopters with less than 250 hours TIS, compliance is required prior to attaining 300 hours TIS.

(d) Install the over-temperature indicators at the next 300 hours TIS driveshaft coupling inspection and lubrication in accordance with Part I of the Accomplishment Instructions of ASB No. 206-93-76, Revision B, dated September 6, 1994.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(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 helicopter to a location where the requirements of this AD can be accomplished.

(g) The inspections, maintenance and installation of over-temperature indicators shall be done in accordance with ASB No. 206-93-76, Revision B, dated September 6, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained

from Bell Helicopter Textron, A Division of Textron Canada, Ltd., 12,800 Rue L'Avenir, Mirabel, Quebec, Canada J7J1R4, ATTN: Product Support Engineering Light Helicopters. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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

Issued in Fort Worth, Texas, on March 11, 1996.

Eric Bries,

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 96-6419 Filed 3-20-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 95-NM-47-AD; Amendment 39-9545; AD 96-06-08]

### Airworthiness Directives; McDonnell Douglas Model DC-10-10, -15, -30, and -40 Series Airplanes, and Model KC-10A (Military) Airplane

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-10-10, -15, -30, and -40 series airplanes, and Model KC-10A (military) airplanes. This amendment requires inspection(s) to detect cracks of the attach bolts of the front spar support fitting of each wing, and replacement of attach bolts with ones that are corrosion resistant. This amendment is prompted by a report of failure of the attach bolts of the front spar fitting as a result of corrosion pitting. The actions specified by this AD are intended to prevent such stress corrosion, which could lead to the failure of the attach bolts of the front spar; this situation could result in reduced structural integrity of the wing.

**DATES:** Effective April 22, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 22, 1996.

**ADDRESSES:** 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue SW., Renton,

Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 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:** John Cecil, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (310) 627-5322; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-10-10, -15, -30, and -40 series airplanes, and Model KC-10A (military) airplanes, was published in the Federal Register on August 30, 1995 (60 FR 45108). That action proposed to require inspection(s) to detect cracks of the attach bolts of the front spar support fitting of each wing, and replacement of attach bolts with ones that are corrosion resistant.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposal.

Another commenter requests that the proposal be revised to give operators "credit" for having accomplished the initial required ultrasonic inspection prior to the effective date of the final rule. This commenter is concerned that, if such credit is not specified in the AD, operators may be required to perform duplicate inspections needlessly.

The FAA acknowledges this commenter's concerns, and finds that some clarification is necessary. Operators are always given credit for work accomplished prior to the effective date of an AD by means of the phrase in the compliance section of the rule that states, "Required as indicated, unless accomplished previously." Since the ultrasonic inspection required by paragraph (a) of this AD is to be accomplished specifically in accordance with McDonnell Douglas DC-10 Service Bulletin 57-126, which was released on October 30, 1992, the possibility exists that some operators may have accomplished the initial ultrasonic inspection some years ago when the service bulletin was originally issued. For those operators, the "unless accomplished previously" phrase is

intended to ensure that they not conduct a duplicate initial inspection.

However, in light of this commenter's concerns, the FAA finds that the compliance time for repetitive inspections must be clarified. The intent of this AD is to establish a schedule of inspections that are to be conducted at 18-month intervals. Regardless of when the initial inspection was conducted, that inspection must be repeated within 18 months afterwards. Accordingly, paragraph (a) of the final rule has been revised to clarify that the initial inspection is required within 18 months after the effective date of the AD, unless it was accomplished previously within 18 months prior to the effective date. Paragraph (b) of the final rule has been clarified to specify that the inspection must then be repeated at an interval not to exceed 18 months after that initial inspection, and must be repeated again every 18 months after that.

One commenter states that the manufacturer has advised that it is developing revised procedures for accomplishment of the bolt replacement (which may include only partial replacement under certain conditions). The commenter requests that the FAA revise the proposed rule to make these new procedures available to affected operators.

The FAA concurs with the commenter's request. Since issuance of the proposal, the FAA has reviewed and approved McDonnell Douglas Service Bulletin DC1057-126, Revision 1, dated March 1, 1996. This revised service bulletin is essentially identical to the McDonnell Douglas DC-10 Service Bulletin 57-126, dated October 30, 1992, but provides procedures for replacing a minimum of 5 of the attach bolts of the front spar support fitting on each wing with corrosion-resistant attach bolts; and, at the next pylon removal after that replacement, replacing the remaining 1 attach bolt of the front spar support fitting on each wing. Accomplishment of the replacement of these six attach bolts eliminates the need for the repetitive inspections of them. These replacement procedures are identical to the procedures proposed in paragraph (b)(2) of the proposed rule. The FAA has revised the final rule to include the newly released (revised) service bulletin as an additional source of service information.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will

neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 420 Model DC-10-10, -15, -30, and -40 series airplanes, and Model KC-10A (military) airplanes of the affected design in the worldwide fleet. The FAA estimates that 237 airplanes of U.S. registry will be affected by this AD.

It will take approximately 6 work hours per airplane to accomplish the required inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection requirements of this AD on U.S. operators is estimated to be \$85,230, or \$360 per airplane, per inspection cycle.

It will take approximately 6 work hours per airplane to accomplish the required bolt replacement, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$43,000 per airplane. Based on these figures, the cost impact of the replacement requirements of this AD on U.S. operators is estimated to be \$10,276,320, or \$43,360 per airplane.

The number of work hours indicated above does not include time for gaining access, removing and reinstalling engines, removing and reinstalling pylons, closing up, or performing functional checks. Additionally, it does not include time for preparation for the replacement, administrative functions, or nonproductive elapsed time.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has

been prepared for this action and it is contained in the Rules Docket. A copy of it 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), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-06-08 McDonnell Douglas: Amendment 39-9545. Docket 95-NM-47-AD.

*Applicability:* Model DC-10-10, -15, -30, and -40 series airplanes, and Model KC-10A (military) airplanes; as listed in McDonnell Douglas DC-10 Service Bulletin 57-126, dated October 30, 1992; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

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

To prevent reduced structural integrity of the wing, accomplish the following:

(a) Within 18 months after the effective date of this AD, unless previously accomplished within the last 18 months prior to the effective date of this AD, perform an ultrasonic inspection to detect cracks in the 6 attach bolts of the front spar support fitting of each wing, in accordance with McDonnell Douglas DC-10 Service Bulletin 57-126, dated October 30, 1992, or McDonnell Douglas Service Bulletin DC10-57-126, Revision 1, dated March 1, 1996.

(b) If no crack is detected on an attach bolt during the inspection specified in paragraph

(a) of this AD, accomplish paragraphs (b)(1) and (b)(2) of this AD.

(1) Within 18 months after accomplishing the inspection specified in paragraph (a) of this AD, repeat the ultrasonic inspection, and continue to repeat it thereafter at intervals not to exceed 18 months, until the procedures required by paragraph (b)(2) of this AD are accomplished.

(2) Within 5 years after the effective date of this AD, replace a minimum of 5 of the attach bolts of the front spar support fitting on each wing with corrosion-resistant attach bolts, in accordance with the service bulletin. At the next pylon removal after that replacement, replace the remaining 1 attach bolt of the front spar support fitting on each wing. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of this AD for that attach bolt.

(c) If any crack is detected on an attach bolt during any inspection required by paragraph (a) or (b)(1) of this AD, prior to further flight, replace the cracked attach bolt with a corrosion-resistant attach bolt, in accordance with the service bulletin. Accomplishment of such replacement constitutes terminating action for the repetitive inspection requirements of this AD for that attach bolt only.

(d) 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 Angeles Aircraft Certification Office (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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) 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.

(f) The inspection and replacement procedures shall be done in accordance with McDonnell Douglas DC-10 Service Bulletin 57-126, dated October 30, 1992; or McDonnell Douglas Service Bulletin DC10-57-126, Revision 1, dated March 1, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. 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, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on April 22, 1996.

Issued in Renton, Washington, on March 13, 1996.

James V. Devany,

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

[FR Doc. 96-6542 Filed 3-20-96; 8:45 am]

BILLING CODE 4910-13-P

### 14 CFR Part 39

[Docket No. 96-NM-50-AD; Amendment 39-9546; AD 96-06-09]

### Airworthiness Directives; Boeing Model 767 Series Airplanes

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

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

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to three Boeing Model 767 series airplanes, serial numbers 26847, 27048, and 27049. This action requires a functional check of the trailing edge flap drive bypass valve, and eventual replacement of the control valve module for the trailing edge flaps with an improved module. This amendment is prompted by reports of failure of the bypass valve motor in the control valve module of the trailing edge flaps due to hydraulic fluid contamination. The actions specified in this AD are intended to prevent such failure, which could result in loss of shutdown protection for the trailing edge flap drive; this condition could result in reduced controllability of the airplane in the event of uncommanded or asymmetrical flap motion.

**DATES:** Effective April 5, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 5, 1996.

Comments for inclusion in the Rules Docket must be received on or before May 20, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-50-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.