

regulations is approved by the Director of the Federal Register as of August 18, 1995.

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: Mauricio J. Kuttler, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5355; 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 series airplanes and Model KC-10A (military) airplanes was published in the **Federal Register** on January 4, 1995 (60 FR 389). That action proposed to require various modifications of the flight controls, hydraulic power systems, and landing gear.

Discussion of Comments Received

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 proposed rule.

McDonnell Douglas and the Air Transport Association (ATA) of America, on behalf of its members, request an extension of the comment period from March 1, 1995, to March 31, 1995, for the purpose of convening to assess the impact of the recommendation of the Systems Review Task Force (SRTF) for this AD action. The ATA states that some carriers have already incorporated the recommendations of the SRTF to varying degrees. Based on that experience, the carriers question the implementation of those recommendations in the exact manner

contemplated originally by the SRTF. Specifically, one commenter states that it does not believe current history requires the accomplishment of all the service bulletins cited in the proposed rule.

The FAA does not concur with the commenters' request to extend the comment period. The FAA has accepted and considered all comments received to date concerning this AD action, including those received after the comment period closed on March 1, 1995. The FAA does not consider that delaying this AD action further is warranted, since the actions required by this AD must be accomplished in a timely manner to ensure airplane survivability in the event of damage to fully powered flight control systems. Furthermore, ATA members were represented at meetings of the SRTF to discuss the 12 systems enhancements contained in the specific service bulletins addressed in this AD. At that time, ATA members present at the meeting agreed with the recommendation for issuance of an AD to require the accomplishment of those systems enhancements.

Two commenters express a concern that sufficient parts may not be available to accomplish the requirements of the proposed AD; therefore, operators may not be able to meet the proposed 24-month compliance time. The FAA infers that the commenters request an extension of the proposed compliance time. The FAA does not concur. In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the availability of required parts, and the practical aspect of installing the required system enhancements within an interval of time that parallels the normally scheduled maintenance holds for the majority of affected operators. In consideration of these items, the FAA finds that the proposed compliance time of 24 months is appropriate for this rulemaking action. However, the FAA recognizes that a parts availability problem may exist in certain cases. Therefore, under the provisions of paragraph (b) of the final rule, the FAA may approve requests for adjustments to the compliance time if data are submitted to substantiate that such an adjustment would provide an acceptable level of safety.

Two commenters express concern that the economic impact information reflected in the proposal is underestimated. One commenter provides a detailed breakdown of costs associated with the accomplishment of

five service bulletins cited in the proposed rule. The cost estimates for those service bulletins, as presented by the commenter, are higher than those specified in the proposed rule. Those estimates include costs for planning hours by engineering staff. The second commenter estimates that the cost estimate specified in one particular service bulletin is off (lower) by a factor of 2 or 3. This commenter indicates that the accomplishment of one of the service bulletins referenced will result in loss of revenue due to payload restrictions on a small percentage of flights as a result of a 40-pound weight increase incurred by installation of the subject modification. Both commenters state that costs associated with accomplishing a particular service bulletin that is not cited in the proposal should be included in the economic impact information, since the service bulletin is specified as a prerequisite for accomplishment of a service bulletin that is cited in the proposal.

From these remarks, the FAA infers that the commenters request that the economic impact information specified in the preamble to this rule be revised. Consequently, the FAA has re-evaluated that information and obtained updated cost data from the manufacturer. Accordingly, the FAA has revised the economic impact information, below, to reflect the best data available to date. The cost analysis in AD rulemaking actions typically does not include planning hours or costs pertaining to particular operating scenarios that could result in higher fuel costs and lower payload capacity or restrictions, as suggested by the commenters. The number of work hours represents the time required to gain access, remove parts, modify, and close up.

One commenter requests that separate AD's be issued for each of the 12 service bulletins cited in the proposed AD to allow for adequate tracking and closure. The FAA does not concur with this request. Issuing 12 separate AD's would not increase the ability of affected operators to track compliance with the AD and maintain accurate records of compliance more adequately than issuing a single AD to address all 12 service bulletins. The FAA finds that the consequent workload burden that would be associated with documenting maintenance record entries (i.e., recording 12 new AD numbers) among all of the affected operators would not be appropriate. Therefore, in light of the consequent workload associated with maintenance record entries, the FAA has determined that a less burdensome approach is to issue only one AD that