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 adding the following new airworthiness directive:

95–14–06 McDonnell Douglas: Amendment 39–9298. Docket 94–NM–114–AD.

Applicability: Model DC–10–10, –10F, –15, –30, –30F, –40, and –40F series airplanes and Model KC–10A (military) airplanes; as listed in the following McDonnell Douglas DC–10 service bulletins; certificated in any category:

Service bulletin No.	Revision level	Date issued
27–71	1	February 14, 1973.
27–120	Original	February 10, 1975.
27–152	Original	August 9, 1976.
27–181	1	May 28, 1981.
27–201	Original	December 30, 1985.
27–208	Original	September 5, 1989.
27–209	Original	October 20, 1989.
29–109	1	September 22, 1978.
29–125	2	October 23, 1987.
32–134	Original	March 22, 1977.
32–143	Original	August 8, 1978.
32–157	1	October 29, 1980.

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 (b) 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.

To ensure airplane survivability in the event of damage to fully powered flight control systems, accomplish the following:

(a) Within 24 months after the effective date of this AD, modify the flight controls, hydraulic power systems, and landing gear in accordance with paragraphs (a)(1) through (a)(12) of this AD, as applicable.

(1) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–71, Revision 1, dated February 14, 1973: Install surge damper assemblies and new piping assemblies in hydraulic systems 1 and 3 of the horizontal stabilizer in accordance with the service bulletin. As of the effective date of this AD, no person shall install a pipe assembly, part number AJK7004–641, –642, –643, –644, –645, –646, –647, or –648 on any airplane. As of the effective date of this AD, no person shall install a valve assembly, part number AJG7041–5515 or –5517, on any airplane unless that assembly has been modified in accordance with the service bulletin.

(2) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–120, dated February 10, 1975: Modify and reidentify the trim hydraulic motor assembly of the horizontal stabilizer in accordance with the service bulletin.

Note 2: The McDonnell Douglas service bulletin references Sperry Rand Corporation, Vickers Division, Service Bulletin 390017–27–2, dated December 2, 1974, as an additional source of service information.

(3) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–152, dated August 9, 1976: Replace the existing retaining nut locking clip on the torsional coupling of the horizontal stabilizer with a new retaining nut locking clip in accordance with the service bulletin. As of the effective date of this AD, no person shall install a locking clip or nut retainer, part number AJH7259–1, on any airplane.

(4) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–181, Revision 1, dated May 28, 1981: Install a modified chain drive unit on the horizontal stabilizer in accordance with the service bulletin. As of the effective date of this AD, no person shall install a chain drive unit assembly, part number AJH7337–1 or AJH7337–501; pin, part number AJH7343–1; housing assembly, part number AJH7345–1; shaft, part number AJH7075–1 or –501; or decal, part number AJH7347–1; on any airplane.

(5) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–201, dated December 30, 1985: Replace the hydraulic pipe assemblies of the flap lock valve with new pipe assemblies in accordance with the service bulletin. As of the effective date of this AD, no person shall install a pipe assembly, part number AYK7002–876, –877, –878, –879, –880, and –881; AYK7136–1; and AYK7137–1; on any airplane.

(6) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–208, dated September 5, 1989: Replace eight end caps of the trim control valve of the horizontal stabilizer with new end caps having a larger inside radius, in accordance with the service bulletin. As of the effective date of this AD, no person shall install an end cap, part number AJG7020–503; or valve assembly, part number AJG7041–5535, –5533, –5531, –5529, –5527, –5525, –5523, –5521, –5519, –5517, –5515, –5513, –5511, –5509, –5507, –5505, –5503, –5501, or –5001; on any airplane.

(7) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–209, dated October 20, 1989: Inspect the nuts on the shaft assembly for looseness, proper orientation, excess backlash, and engagement of the washer locking tab, in accordance with the service bulletin. As of the effective date of this AD, no person shall install a drive assembly, part number AJH7337–505, on any airplane unless that assembly has been modified in accordance with the service bulletin.

(i) If no discrepancy is found, no further action is required by this paragraph.

(ii) If any discrepancy is found, prior to further flight, replace the fuse pin, adjust backlash, and properly position and tighten the nuts in accordance with the service bulletin.

(8) For airplanes listed in McDonnell Douglas Service Bulletin 29–109, Revision 1, dated September 22, 1978: Install an indication system on the reversible motor pump in accordance with the service bulletin. As of the effective date of this AD, no person shall install a nameplate, part number ABN7191–1124, –1125, –1126, –872, –873, –874, –878, or –1084; a support, part number 2394536–509; or a plate, part number 2710497–1–6; on any airplane.

(9) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 29–125, Revision 2, dated October 23, 1987: Modify the main hydraulic power system in accordance with the service bulletin. As of the effective date of this AD, no person shall install an annunciator panel, part number 102200–268, or –274, on any airplane unless that panel has been modified in accordance with the service bulletin.

(10) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 32–134, dated March 22, 1977: Modify the aft antiskid manifold on the left and right main landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a bracket, part number ARG7291–1, ARG7291–501, ARG7485–501, or ARG7485–502 on any airplane. As of the effective date of this AD, no person shall install a main landing gear assembly, part number ARG7393-(Any Configuration), on any airplane unless that assembly has been modified in accordance with the service bulletin.

(11) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 32–143, dated August 8, 1978: Install protective shields over the brake and antiskid piping located on the aft side of the left and right main landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a support, part number ARG7551–1 or ARG7552–1, or bracket, part number AEP8009–25, on any airplane. As of the effective date of this AD, no person shall install a main landing gear assembly, part number ARG7393–(Any Configuration), on any airplane unless that assembly has been modified in accordance with the service bulletin.

(12) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 32–157, Revision 1, dated October 29, 1980: Install a doubler on the web assembly between the wheel wells of the center landing gear and the right main landing gear; install a fiberglass deflector assembly on the shock