

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Rural Utilities Service

#### 7 CFR Part 1786

#### Prepayment of RUS Guaranteed and Insured Loans to Electric and Telephone Borrowers

##### CFR Correction

In Title 7 of the Code of Federal Regulations, Parts 1600 to 1899, revised as of Jan. 1, 2001, § 1786.31 is corrected by removing the second paragraph (c) on page 1018.

[FR Doc. 01-55509 Filed 3-20-01; 8:45 am]

BILLING CODE 1505-01-D

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-108-AD; Amendment 39-12147; AD 2001-05-10]

RIN 2120-AA64

#### Airworthiness Directives; McDonnell Douglas Model DC-10 and MD-11 Series Airplanes, and KC-10A (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all McDonnell Douglas Model DC-10 and MD-11 series airplanes, and KC-10A (military) airplanes, that requires installation of thrust reverser interlocks on certain airplanes, inspections of the thrust reverser systems to detect discrepancies on certain other airplanes, and corrective actions, if necessary. This amendment is prompted by a

determination that the current thrust reverser systems do not adequately preclude unwanted deployment of a thrust reverser. The actions specified by this AD are intended to prevent unwanted deployment of a thrust reverser, which could result in reduced controllability of the airplane.

**DATES:** Effective April 25, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 25, 2001.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. 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, 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:

Philip Kush, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5263; fax (562) 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 all McDonnell Douglas Model DC-10 and MD-11 series airplanes, and KC-10A (military) airplanes, was published in the **Federal Register** on November 30, 1999 (64 FR 66816). That action proposed to require installation of thrust reverser interlocks on certain airplanes, inspections of the thrust reverser systems to detect discrepancies on certain other airplanes, and corrective actions, if necessary.

##### Comments

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

All commenters agree with the intent of the proposed AD; however, some of them request that certain aspects of the proposed AD be revised.

##### Requests to Revise Certain Compliance Times

Two commenters request that the proposed compliance time (i.e., within 1,500 flight hours or 6 months after the effective date of this AD, whichever occurs first) specified in paragraphs (a), (b), and (c) of the proposed AD be revised. One commenter suggests a compliance time of "6,000 flight hours or 18 months, whichever occurs first." This commenter states that such an extension will allow the proposed actions to be done at a "Light Check" where special equipment and trained maintenance personnel will be available, if necessary, instead of during line maintenance. The second commenter suggests "3,000 flight hours or 12 months after the AD effective date." This commenter states that such an extension will allow affected operators to do the proposed actions during a regularly scheduled maintenance interval, thereby preventing service disruptions.

The FAA does not agree with the first commenter's request to extend the compliance time to "6,000 flight hours or 18 months, whichever occurs first." However, we agree with the second commenter's request to extend the compliance time to "within 3,000 flight hours or 12 months after the effective date of this AD, whichever occurs first." Extending the compliance time by an additional 1,500 flight hours or 6 months will not adversely affect safety and will allow the actions required by paragraphs (a), (b), and (c) of this AD to be performed at a base during regularly scheduled maintenance where special equipment and trained maintenance personnel will be available if necessary. Extending the compliance time beyond 3,000 flight hours or 12 months after the effective date of this AD may affect safety. In addition, no information has been provided to justify the extension beyond this time. Therefore, we have revised paragraphs (a), (b), and (c) of the final rule accordingly.

One commenter requests that the compliance time specified in paragraphs (d)(1) and (d)(2) of the proposed AD be revised to include a grace period of "or at the next scheduled [Certification