

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2001-NE-38-AD; Amendment 39-12529; AD 2001-24-12]

RIN 2120-AA64

Airworthiness Directives: Rolls-Royce Corporation (formerly Allison Engine Company) 250-C20 Series Turboshaft and 250-B17 Series Turboprop Engines, Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2001-24-12 applicable to Rolls-Royce Corporation (formerly Allison Engine Company) 250-C20 series turboshaft and 250-B17 series turboprop engines, that was published in the **Federal Register** on December 4, 2001 (66 FR 62915). The AD number being superseded was inadvertently omitted under the PART 39—AIRWORTHINESS DIRECTIVES amendatory instruction 2 in the heading of the AD. This document corrects that omission. In all other respects, the original document remains the same.

EFFECTIVE DATE: December 19, 2001.

FOR FURTHER INFORMATION CONTACT: John Tallarovic, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-8180, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: A final rule; request for comments airworthiness directive applicable to Rolls-Royce Corporation (formerly Allison Engine Company) 250-C20 series turboshaft and 250-B17 series turboprop engines was published in the **Federal Register** on December 4, 2001 (66 FR 62915). The following correction is needed:

§ 39.13 [Corrected]

On page 62916, in the first column, under PART 39—AIRWORTHINESS DIRECTIVES, amendatory instruction 2, the heading of the AD is corrected to read as follows:

2001-24-12 Rolls-Royce Corporation (formerly Allison Engine Company): Amendment 39-12529. Docket No. 2001-NE-38-AD. Supersedes AD 2001-20-51.

Issued in Burlington, Massachusetts, on December 14, 2001.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2000-NM-283-AD; Amendment 39-12568; AD 2001-26-04]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-8 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-8 series airplanes that have been converted from a passenger-to a cargo-carrying (“freighter”) configuration, that requires, among other actions, modification of the main deck cargo door structure and fuselage structure; replacement of fasteners in the two door-side hinge elements; modification of the main deck cargo floor; and installation of a main deck cargo 9g crash barrier. The actions specified by this AD are intended to prevent opening of the cargo door while the airplane is in flight, and consequent rapid decompression of the airplane including possible loss of flight control or severe structural damage. These actions are intended to address the identified unsafe condition.

DATES: Effective January 30, 2002.

ADDRESSES: Information pertaining to this AD may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Michael E. O’Neil, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5320; 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 certain McDonnell Douglas Model DC-8 series airplanes that have been converted from a passenger-to a cargo-carrying (“freighter”) configuration was published in the **Federal Register** on September 27, 2000 (65 FR 58203). That action proposed to require, among other actions, modification of the main deck cargo door structure and fuselage structure; replacement of fasteners in the two door-side hinge elements; modification of the main deck cargo floor; and installation of a main deck cargo 9g crash barrier.

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.

Request To Revise Compliance Times

One commenter requests that the compliance times specified in paragraph (b) of the proposed AD be revised from “Within 2 years or 2,000 flight cycles after the effective date of this AD, whichever occurs first” to “within 3 years or 4,000 flight cycles after the effective date of this AD, whichever occurs first.” The commenter contends that if the inspection and evaluation required by that paragraph reveals a discrepancy, the corrective modification will be extensive. The commenter states that such an extension would allow operators to correct discrepancies at one maintenance visit, and thus, minimize airplane downtime.

The FAA agrees. Since issuance of the NPRM, we have gained a better understanding of the design feature of the original modification relative to the vertical side restraint installation and decompression venting. We have determined that the structure is sufficiently robust, and that accomplishing the required inspection, evaluation, and modification, if necessary, required by paragraph (b) of this AD “within 3 years or 4,000 flight hours after the effective date of this AD, whichever occurs first,” will provide an acceptable level of safety. For the same reasons, we also find that the 2-year compliance time for the modification required by paragraph (e) of this AD can be extended to “within 3 years or 4,000 flight hours after the effective date of this AD, whichever occurs first.” Therefore, we have revised the compliance times of paragraphs (b) and (e) of the final rule accordingly.

The same commenter requests that the compliance time specified in paragraph (f)(2) of the proposed AD be revised from “Within 2 years or 2,000 flight