

torque must be conducted at maximum continuous speed.

(3) *90 percent rate maximum continuous*: One hour at 90 percent rate maximum continuous torque must be conducted at maximum speed for use without maximum continuous torque.

(4) *80 percent rated maximum continuous*: One hour at 80 percent rated maximum continuous torque must be conducted at minimum speed for use with maximum continuous torque.

(5) *60 percent rated maximum continuous*: One hour at 60 percent rated maximum continuous torque must be conducted at minimum speed for use with maximum continuous torque.

(6) *Engine malfunctioning run*: It must be determined if a malfunction of engine components, such as the engine fuel or torque limiters, or if unequal power section power can cause dynamic conditions detrimental to the common gearbox parts and clutches. If a detrimental condition(s) exists, a suitable number of hours of operation must be accomplished under those conditions, 1 hour of which must be included in each cycle, and the remaining time must be accomplished at the end of the 20 cycles. If no detrimental condition results, an additional hour of operation must be conducted in compliance with paragraph (b)(1) excluding the OPS OEI power portions.

(7) *Overspeed run*: One hour of continuous operation at 110 percent of rated maximum continuous output speed must be conducted at maximum continuous torque. If the power sections are limited to an overspeed of less than 110 percent of maximum continuous speed, the speed used must be the highest speed allowable for those power sections.

(8) *Continuous OPS OEI power runs*: In sequence, and for each power section of the engine, a power section must be inoperative while the remaining power section is run for 1 hour and 14 minutes. The power section that is running must use continuous OPS OEI torque at maximum speed. The teardown inspection after completing the mechanical endurance test must comply with the requirements of § 33.93(a).

(c) *Clutch engagements*. In addition to the requirements of § 33.91, a minimum of 400 clutch engagements, including the engagements of paragraph (b)(1) of these special conditions must be made during the takeoff power runs. If it is necessary, engagements should be made at each change of power and speed throughout the test. In each engagement, the shaft on the driven side of the clutch must be accelerated from rest or an

unloaded condition that is representative of engine operation. This test may be conducted concurrently with the mechanical endurance test. The teardown inspection after completing the clutch engagement test must comply with the requirements of § 33.93(a).

(d) *Overspeed test*. The endurance test of paragraph (b) of these special conditions must be completed before performing this test under the requirements of § 33.89, and without intervening major disassembly. The output gearbox must be subjected to 50 overspeed runs, each  $30 \pm 3$  seconds in duration at 120 percent of rated maximum continuous speed. These runs must be conducted as follows:

(1) Overspeed runs must be alternated with stabilizing runs of 60 to 80 percent of maximum continuous speed.

(2) Acceleration and deceleration must be accomplished in a period not longer than 10 seconds, and the time for changing speeds may not be deducted from the specified time for the overspeed runs. If the power section are limited by the applicant to an overspeed of less than 120 percent of maximum continuous speed for the periods required, the highest allowable speed must be used for the power sections involved. The teardown inspection after completing the overspeed test must comply with the requirements of § 33.93(a).

(e) *Maximum torque test*. When performing the requirements of § 33.89 for maximum torque operation, the maximum power section output of the engine must be substantiated as follows:

(1) Under conditions associated with all power sections operating, perform 200 applications, for 10 seconds each, of torque that is, at a minimum, equal to the lesser of (i) and (ii):

(i) The maximum torque used in meeting the endurance test plus 10 percent or;

(ii) The maximum torque attainable under probable operating conditions, assuming that torque limiting devices, if any, function properly.

(2) With the critical power sections inoperative, apply the maximum torque attainable under probable operating conditions, assuming that torque limiting devices, if any, function properly. Each gearbox input must be tested at this maximum torque for at least 15 minutes. The teardown inspection after completing the maximum torque test must comply with the requirements of § 33.93.

(f) *Oil flow interruption*. In addition to the requirements of § 33.71, the mixing gearbox must be operated at zero oil

pressure and 100 percent output speed for at least 5 minutes without seizure.

(g) *Power section isolation*. The power sections and their systems, including fuel, oil and control systems, must be arranged and isolated from each other to allow operation, in at least one configuration. Consequently, the failure or malfunction of any power section, or the failure of any system that can affect any power section, will not prevent the continued safe operation of the remaining power section. For the purpose of these special conditions, a power section failure is interpreted to not include an uncontained failure, such as an uncontained power section rotor burst.

(h) *Critical component reliability*. In addition to the vibration tests specified in § 33.83, the vibration load/stress limits of engine-furnished critical components of the rotor drive system must be investigated. This investigation must include the following: (1) The gearbox case and each component in the mixing gearbox whose failure would cause an uncontrolled landing.

(2) Each component common to the two power sections.

(3) Components provided as a part of the engine necessary to transmit power from the power section shaft to and through the engine output shaft. This includes components such as gearboxes, shafting, couplings, rotor brake assemblies, clutches, supporting bearings for shafting, and any attendant accessory pads or drives.

Issued in Burlington, Massachusetts on December 8, 2000.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 00-32883 Filed 12-26-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-227-AD; Amendment 39-12050; AD 2000-15-17 R1]

RIN 2120-AA64

**Airworthiness Directives; McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-987 (MD-87); Model MD-88 Airplanes; and Model MD-90-30 Series Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a typographical error that appeared in airworthiness directive (AD) 2000-15-17 that was published in the **Federal Register** on August 8, 2000 (65 FR 48368). The typographical error resulted in the omission of an airplane model from paragraph (c) of the AD. This AD is applicable to certain McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); Model MD-88 airplanes; and Model MD-90-30 series airplanes. This AD requires installation of a pipe support and clamps on the hydraulic lines in the aft fuselage; replacement of the hydraulic pipe assembly in the aft fuselage with a new pipe assembly; and installation of drain tube assemblies and diverter assemblies in the area of the auxiliary power unit inlet; as applicable.

**DATES:** Effective September 12, 2000.

**FOR FURTHER INFORMATION CONTACT:**

Albert Lam, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5346; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:**

Airworthiness Directive (AD) 2000-15-17, amendment 39-11849, applicable to certain McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); Model MD-88 airplanes; and Model MD-90-30 series airplanes, was published in the **Federal Register** on August 8, 2000 (65 FR 48368). That AD requires installation of a pipe support and clamps on the hydraulic lines in the aft fuselage; replacement of the hydraulic pipe assembly in the aft fuselage with a new pipe assembly; and installation of drain tube assemblies and diverter assemblies in the area of the auxiliary power unit (APU) inlet; as applicable.

As published, that AD contained a typographical error in paragraph (c) of the AD, which resulted in the omission of Model MD-88 airplanes from its applicability. It was the FAA's intent that the applicability of paragraph (c) of the AD be parallel to that recommended by the manufacturer in its referenced service bulletin (*i.e.*, McDonnell Douglas Service Bulletin MD80-53-286, dated September 3, 1999). As was indicated under the heading "Explanation of Relevant Service Information" in the preamble of the notice of proposed rulemaking (NPRM), McDonnell Douglas Service Bulletin MD80-53-286, dated September 3, 1999, affects McDonnell Douglas Model

DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) series airplanes, and Model MD-88 airplanes.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains September 12, 2000.

**§ 39.13 [Corrected]**

On page 48371, in the first column, paragraph (c) of AD 2000-15-17 is corrected to read as follows:

**2000-15-17 McDonnell Douglas:**  
Amendment 39-11849. Docket 99-NM-227-AD.

\* \* \* \* \*

(c) For Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) series airplanes, and Model MD-88 airplanes, as listed in McDonnell Douglas Service Bulletin MD80-53-286, dated September 3, 1999; and Model MD-90-30 series airplanes, as listed in McDonnell Douglas Service Bulletin MD90-53-018, dated September 3, 1999: Within 36 months after the effective date of this AD, install drain tube assemblies and diverter assemblies in the area of the APU inlet, in accordance with the applicable service bulletin.

\* \* \* \* \*

Issued in Renton, Washington, on December 18, 2000.

**Dorenda D. Baker,**

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

[FR Doc. 00-32761 Filed 12-26-00; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Airspace Docket No. 00-AWP-8]**

**Modification of Class E Airspace; Willits, CA**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final Rule, correction.

**SUMMARY:** This action corrects an error in the radial distance of the 1,200 foot airspace area of a Final Rule that was published in the **Federal Register** on November 2, 2000 (65 FR 65731), Airspace Docket No. 00-AWP-8.

**EFFECTIVE DATE:** 0901 UTC January 25, 2001.

**FOR FURTHER INFORMATION CONTACT:** Jeri Carson, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000

Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6611.

**SUPPLEMENTARY INFORMATION:**

**History**

**Federal Register** Document 00-28188, Airspace Docket No. 00-AWP-8, published on April 20, 1998 (65 FR 65731), revised the geographic coordinates and radial distance of the Class E airspace area at Willits, CA. A typographical error was discovered in the radial distance of the 1,200 foot airspace area for the Willits, CA, Class E airspace area. This action corrects those errors.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, for the Class E airspace area at Willits, CA, as published in the **Federal Register** on November 2, 2000 (65 FR 65731), (**Federal Register** Document 00-28188; page 65732, column 2 is corrected as follows:

**§ 71.1 [Corrected]**

\* \* \* \* \*

**AWP CA E5 Willits, CA [Corrected]**

Ells Field-Willits Municipal Airport, CA  
(lat. 39°27'03"N, long. 123°22'20"W)

By removing "(and that airspace extending upward from 1,200 feet above the surface with a 39-mile radius of the Ells Field-Willits Municipal Airport.)" and substituting "(and that airspace extending upward from 1,200 feet above the surface within a 38-mile radius of the Ells Field-Willits Municipal Airport)".

\* \* \* \* \*

**John Clancy,**

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 00-32884 Filed 12-26-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Airspace Docket No. 00-ASW-6]**

**RIN 2120-AA66**

**Amendment of Legal Description of V-66 in the Vicinity of Dallas/Fort Worth; TX**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** on October 16, 2000. In the legal description of V-66, a portion of the