

Issued in Renton, Washington, on December 30, 1994.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-307 Filed 1-5-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-28-AD]

Airworthiness Directives; Boeing Model 767 Series Airplanes Equipped With General Electric CF6-80C2 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires tests, inspections, and adjustments of the thrust reverser system. This action would add requirements for installation of a terminating modification on airplanes equipped with General Electric CF6-80C2 series engines, and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. This action also would remove airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of the existing AD. This proposal is prompted by the identification of a modification that ensures that the level of safety inherent in the original type design of the thrust reverser system is further enhanced. The actions specified by the proposed AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in an inadvertent deployment of a thrust reverser during flight.

DATES: Comments must be received by March 3, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-28-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group,

P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

Lanny Pinkstaff, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2684; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-NM-28-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-28-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On October 7, 1991, the FAA issued AD 91-22-02, amendment 39-8062 (56 FR 51638, October 15, 1991), applicable to Boeing Model 767 series airplanes equipped with Rolls-Royce RB211-524 series engines or General Electric CF6-80C2 series engines, to require tests,

inspections, and adjustments of the thrust reverser system. That action was prompted by an ongoing design review, resulting from an accident investigation from which it had been determined that, prior to the accident, the airplane apparently experienced an uncommanded in-flight deployment of a thrust reverser. Deployment of a thrust reverser in flight could result in reduced controllability of the airplane. The requirements of that AD are intended to ensure the integrity of the fail-safe features of the thrust reverser system by preventing possible discrepancies in the thrust reverser control system that can result in the inadvertent deployment of a thrust reverser during flight.

Since the issuance of AD 91-22-02, the FAA issued AD 94-17-03, amendment 39-8998 (59 FR 41647, August 15, 1994). AD 94-17-03 was issued to require inspections, adjustments, and functional checks of the thrust reverser system; installation of a terminating modification; and repetitive operational checks of the gearbox locks and the air motor brake following accomplishment of the terminating modification on Model 767 series airplanes equipped with Rolls-Royce RB211-524 series engines. In the preamble to AD 94-17-03, the FAA stated it would consider superseding AD 91-22-02 to remove the requirements for Model 767 series airplanes equipped with Rolls-Royce RB211-524 series engines from that AD, to specify that those requirements are contained in AD 94-17-03, and to require accomplishment of a terminating modification for Model 767 series airplanes equipped with General Electric CF6-80C2 series engines. This action proposes such requirements.

Explanation of Relevant Service Information

Since the issuance of AD 91-22-02, the FAA has reviewed and approved Boeing Service Bulletin 767-78-0047, Revision 3, dated July 28, 1994. The original issue of the service bulletin was cited in AD 91-22-02 as the appropriate source of service information for performing various tests, inspections, and adjustments required by that AD. Revision 3 of the service bulletin revises certain procedures specified in the Accomplishment Instructions of earlier revisions of the service bulletin. (The FAA has referenced this latest revision of the service bulletin as the appropriate source of service information for accomplishment of those actions after the effective date of this proposed AD.)

The FAA also has reviewed and approved Boeing Service Bulletin 767-78-0063, Revision 2, dated April 28,

1994, which describes procedures for installation of a third locking system on the thrust reversers on Model 767 series airplanes equipped with General Electric CF6-80C2 series engines to minimize the possibility of an uncommanded in-flight deployment of the thrust reversers. This modification involves the following:

1. installing fuselage-to-wing pressure seal doublers;
2. routing and installing new ships wiring;
3. installing the tray assembly and thrust reverser relay module on the E1-4 or E2-6 shelf;
4. installing circuit breakers, filler patches, bus bars, and a relay in the P11 panel;
5. removing, reworking, and installing the M966 autothrottle microswitch pack;
6. Installing the left and right thrust reverser locks with associated wire bundles on both engines; and
7. Performing a functional test of the thrust reverser system.

The FAA has determined that accomplishing this modification in accordance with the service bulletin will positively address the identified unsafe condition with regard to those airplanes equipped with General Electric CF6-80C2 series engines.

Explanation of the Proposed Requirements

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 91-22-02 to continue to require tests, inspections, and adjustments of the thrust reverser system on Model 767 series airplanes equipped with General Electric CF6-80C2 series engines. This proposed AD would add a requirement to install the terminating modification, described above. The tests, inspections, adjustments, and terminating modification would be required to be accomplished in accordance with the Boeing service bulletins described previously.

In addition, the FAA has determined that operational checks of the electro-mechanical brake and the cone brake of the center drive unit are necessary to provide an adequate level of safety and to ensure the effectiveness of the terminating modification following its installation in addressing the unsafe condition identified in this proposed AD. Procedures for accomplishment of the proposed operational checks are specified in Appendix 1 (including Figure 1) of this proposed AD.

Accomplishment of the terminating modification and operational checks would constitute terminating action for the tests, inspections, and adjustments currently required by AD 91-22-02.

This proposed AD also would remove airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of AD 91-22-02.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this requirement.

Cost Impact

There are approximately 135 Boeing Model 767 series airplanes equipped with General Electric CF6-80C2 series engines in the worldwide fleet. The FAA estimates that 39 airplanes of U.S. registry would be affected by this proposed AD.

The tests, inspections, and adjustments that were previously required by AD 91-22-02, and retained in this AD, take approximately 30 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact on U.S. operators of the currently required tests, inspections, and adjustments that would be retained in AD is estimated to be \$70,200, or \$1,800 per airplane, per inspection cycle.

The terminating modification proposed by this AD would take approximately 786 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. The repetitive operational checks proposed by this AD would take approximately 2 work hours per airplane to accomplish at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the terminating modification and repetitive operational checks proposed in this AD on U.S. operators is

estimated to be \$1,843,920, or \$47,280 per airplane.

The number of required work hours for each requirement of this proposed AD, as indicated above, is presented as if the accomplishment of the actions were to be conducted as "stand alone" actions. However, in actual practice, these actions for the most part would be accomplished coincidentally or in combination with normally scheduled airplane inspections and other maintenance program tasks. Therefore, the actual number of necessary additional work hours will be minimal in many instances. Additionally, any costs associated with special airplane scheduling will be minimal.

The FAA recognizes the large number of work hours required to accomplish the proposed modification. However, the 3-year compliance time proposed in paragraph (c) of this AD should allow the modification to be accomplished coincidentally with scheduled major airplane inspection and maintenance activities, thereby minimizing the costs associated with special airplane scheduling.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the

Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

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 removing amendment 39-8062 (56 FR 51638, October 15, 1991), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 94-NM-28-AD. Supersedes AD 91-22-02, Amendment 39-8062.

Applicability: Model 767 series airplanes equipped with General Electric CF6-80C2 series engines, certificated in any category.

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 (f) 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 the integrity of the fail-safe features of the thrust reverser system, accomplish the following:

(a) Within 30 days after October 15, 1991 (the effective date of AD 91-22-02, amendment 39-8062), perform tests, inspections, and adjustments of the thrust reverser system in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, those actions shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Except as provided by paragraph (a)(2) of this AD, repeat all tests and inspections thereafter at intervals not to exceed 3,000 flight hours until the modification required by paragraph (c) of this AD is accomplished.

(2) Repeat the check of the grounding wire for the Directional Pilot Valve (DPV) of the thrust reverser in accordance with the service bulletin at intervals not to exceed 1,500 flight hours, and whenever maintenance action is taken that would disturb the DPV grounding

circuit, until the modification required by paragraph (c) of this AD is accomplished.

(b) If any of the tests and/or inspections required by paragraph (a) of this AD cannot be successfully performed, or if those tests and/or inspections result in findings that are unacceptable in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994; accomplish paragraphs (b)(1) and (b)(2) of this AD. After the effective date of this AD, the actions required by paragraphs (b)(1) and (b)(2) shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Prior to further flight, deactivate the associated thrust reverser in accordance with Section 78-31-1 of Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, dated May 1, 1991; or Revision 10, dated September 1, 1992. After the effective date of this AD, this action shall be accomplished only in accordance with Revision 10 of the Boeing document. No more than one reverser on any airplane may be deactivated under the provisions of this paragraph.

(2) Within 10 days after deactivation of any thrust reverser in accordance with this paragraph, the thrust reverser must be repaired in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, the repair shall be accomplished only in accordance with Revision 3 of the service bulletin. Additionally, the tests and/or inspections required by paragraph (a) of this AD must be successfully accomplished; once this is accomplished, the thrust reverser must then be reactivated.

(c) Within 3 years after the effective date of this AD, install a third locking system on the left- and right-hand engine thrust reversers in accordance with Boeing Service Bulletin 767-78-0063, Revision 2, dated April 28, 1994.

Note 2: The Boeing service bulletin references General Electric Service Bulletin 78-135 as an additional source of service information for accomplishment of the third locking system on the thrust reversers. However, the Boeing service bulletin does not specify the appropriate revision level for the General Electric service bulletin. The appropriate revision level for the General Electric service bulletin to be used in conjunction with the Boeing service bulletin is Revision 3, dated August 2, 1994.

(d) Within 4,000 flight hours after accomplishing the modification required by paragraph (c) of this AD, or within 4,000 flight hours after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 4,000 flight hours; perform operational checks of the electro-mechanical brake and the cone brake of the center drive unit in accordance with Appendix 1 (including Figure 1) of this AD.

(e) Accomplishment of the modification and periodic operational checks required by paragraphs (c) and (d) of this AD constitutes terminating action for the tests, inspections,

and adjustments required by paragraph (a) of this AD.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Appendix—Thrust Reverser Electro-Mechanical Brake and CDU Cone Brake Test

1. General

A. This procedure contains steps to do two checks:

- (1) A check of the holding torque of the electro-mechanical brake
- (2) A check of the holding torque of the CDU cone brake.

2. Electro-Mechanical Brake and CDU Cone Brake Torque Check (Fig. 1)

A. Prepare to do the checks:

- (1) Open the fan cowl panels.

B. Do a check of the torque of the electro-mechanical brake:

- (1) Do a check of the running torque of the thrust reverser system:

(a) Manually extend the thrust reverser six inches and measure the running torque.

- (1) Make sure the torque is less than 10 pounds-inches.

(2) Do a check of the electro-mechanical brake holding torque:

- (a) Make sure the thrust reverser translating cowl is extended at least one inch.
- (b) Make sure the CDU lock handle is released.

(c) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

Note: This will lock the electro-mechanical brake.

- (d) With the manual drive lockout cover removed from the CDU, install a 1/4-inch extension tool and dial-type torque wrench into the drive pad.

Note: You will need a 24-inch extension to provide adequate clearance for the torque wrench.

- (e) Apply 90 pound-inches of torque to the system.

(1) The electro-mechanical brake system is working correctly if the torque is reached before you turn the wrench 450 degrees (1-1/4 turns).

(2) If the flexshaft turns more than 450 degrees before you reach the specified torque, you must replace the long flexshaft between the CDU and the upper angle gearbox.

- (3) If you do not get 90 pound-inches of torque, you must replace the electro-mechanical brake.
 - (f) Release the torque by turning the wrench in the opposite direction until you read zero pound-inches.
 - (1) If the wrench does not return to within 30 degrees of initial starting point, you must replace the long flexshaft between the CDU and upper angle gearbox.
 - (3) Fully retract the thrust reverser.
- C. Do a check of the torque of the CDU cone brake:
- (1) Pull up on the manual release handle to unlock the electro-mechanical brake.
 - (2) Pull the manual brake release lever on the CDU to release the cone brake.

Note: This will release the pre-load tension that may occur during a stow cycle.

- (3) Return the manual brake release lever to the locked position to engage the cone brake.
- (4) Remove the two bolts that hold the lockout plate to the CDU and remove the lockout plate.
- (5) Install a 1/4-inch drive and a dial-type torque wrench into the CDU drive pad.

CAUTION: DO NOT USE MORE THAN 130 POUND-INCHES OF TORQUE WHEN YOU DO THIS CHECK. EXCESSIVE TORQUE WILL DAMAGE THE CDU.

- (6) Turn the torque wrench to try to manually extend the translating cowl until you get at least 15 pound-inches.

Note: The cone brake prevents movement in the extend direction only. If you try to measure the holding torque in the retract direction, you will get a false reading.

- (a) If the torque is less than 15 pound-inches, you must replace the CDU.

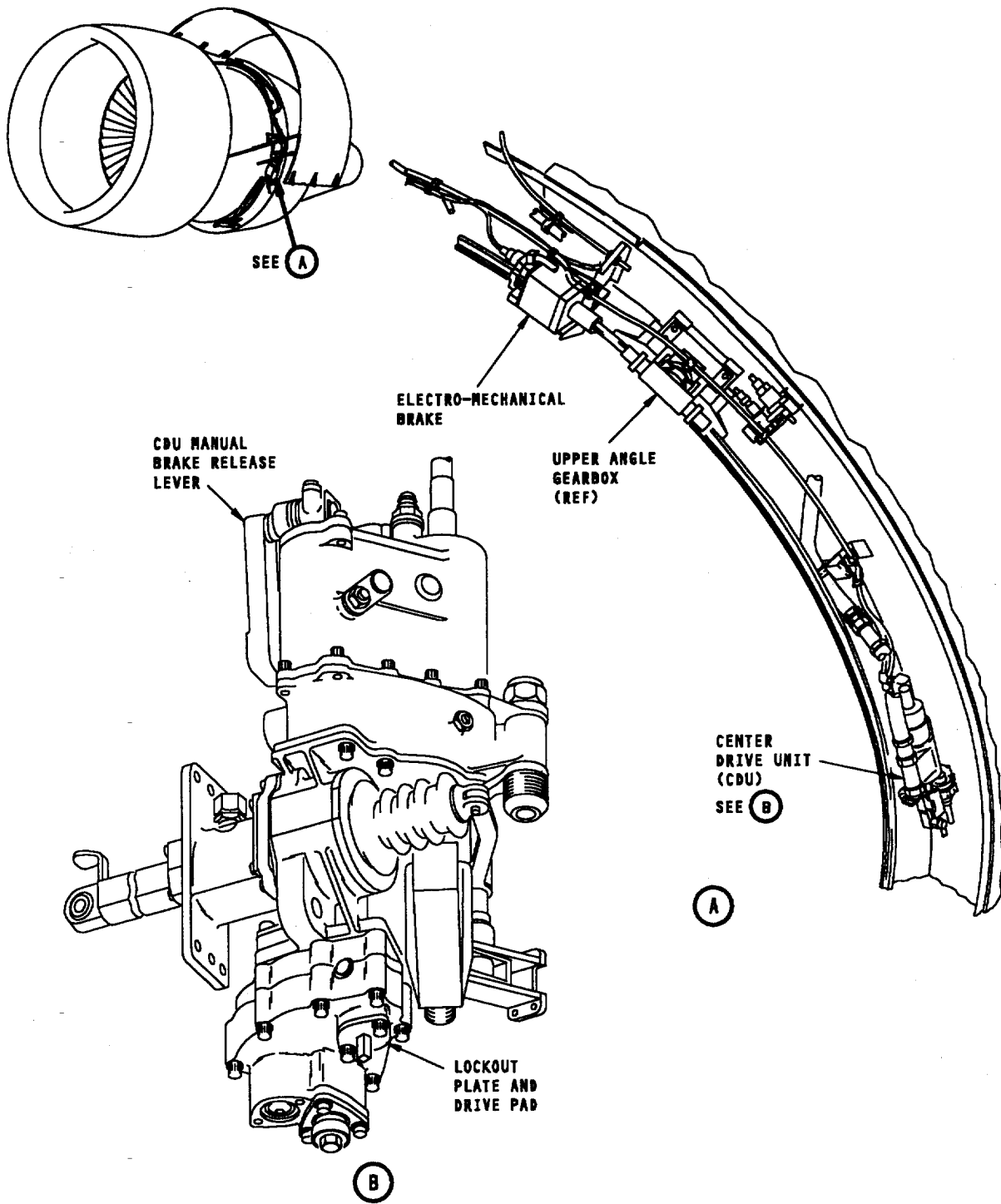
D. Return the airplane to its usual condition:

- (1) Fully retract the thrust reverser.
- (2) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

Note: This will lock the electro-mechanical brake.

- (3) Close the fan cowl panels.

BILLING CODE 4910-13-U



Electro-Mechanical Brake and CDU Cone Brake Torque Check
Figure 1

Issued in Renton, Washington, on December 30, 1994.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-306 Filed 1-5-95; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-175-AD]

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas MD-11 series airplanes. This proposal would require the installation of an electrically controlled slat system. This proposal is prompted by numerous incidents of inadvertent deployment of the slats while the airplane was in flight at cruise altitude. The actions specified by the proposed AD are intended to prevent inadvertent deployment of the slats during flight, which could result in an abrupt pitch up of the airplane and consequent injury to crew and passengers; it could also result in significant vibrations and cause damage to the elevators.

DATES: Comments must be received by March 3, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-175-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Wahib Mina, Aerospace Engineer,

Airframe Branch, ANM-120L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (310) 627-5324; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-NM-175-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-175-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA previously has issued several AD's, applicable to McDonnell Douglas Model MD-11 series airplanes, whose requirements have addressed the problems associated with inadvertent deployment of the slats during flight:

1. AD 92-13-03, amendment 39-8273 (57 FR 27155, June 18, 1992), requires either modification or replacement of the flap control module quadrant. That action was prompted by an incident in which a flightcrew member inadvertently bumped the flap/slat handle, which then placed the handle in

an improper position that allowed the slats to extend during cruise.

2. AD 92-14-51, amendment 39-8325 (57 FR 38264, August 24, 1992), requires a one-time inspection of the slat mechanical input system for proper clearance and rigging, and adjustment of the system, if necessary. That action was prompted by two incidents in which the slats extended during flight at cruise altitude because the rigging of the slat input system was out of tolerance in three separate places in the extended position

3. AD 92-26-03, amendment 39-8430 (57 FR 57906, December 8, 1992), requires installing a cover on the flap/slat control module quadrant in the flight compartment. That action was prompted by an incident in which a flightcrew member inadvertently initiated slat deployment by unintentionally depressing the zero degree detent gate while the flap/slat handle was stowed in the retracted detent and the handle was not in the proper position within the detent.

4. AD 93-15-03, amendment 39-8649 (58 FR 41421, August 4, 1993), requires installing a retainer assembly on the upper pedestal flap/slat control module quadrant in the flight compartment. That action was prompted by several incidents in which flightcrew members accidentally bumped the flap/slat handle and the slats deployed during cruise.

Deployment of the slats during flight at cruise altitude could result in abrupt pitch up of the airplane and consequent injury to crew and passengers; it could also create significant vibrations and cause damage to the elevators.

In the preambles to those AD's, the FAA stated that the requirements of each of the AD's were considered to be interim action until final action was identified. The manufacturer had undertaken a design review of the flap/slat system of the Model MD-11 in an effort to positively address the problems associated with it, and the FAA indicated that it would consider further rulemaking once that design review was completed.

The manufacturer's design review has now been completed and the manufacturer has developed an electrically controlled slat system. Installation of this new system will reduce the possibility of uncommanded operation of the slats and inadvertent displacement of the flap/slat handle. The FAA has determined that the system positively addresses the unsafe condition addressed in the previously-issued AD's. In light of this, the FAA has determined that further rulemaking action is indeed necessary, and this