

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 within the next 1,000 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent ice formation in the plumbing of the instrument air system, which, if not detected and corrected, could result in aerodynamic problems and subsequent loss of control of the airplane, accomplish the following:

(a) Modify the plumbing of the instrument air system in accordance with the instructions provided with the following kits, as applicable:

Models	Kit No.
1900 and 1900C	118-9003-1 or 118-9003-3.
1900D	129-9010-1 or 129-9010-3.

Note 2: Beech Service Bulletin (SB) No. 2539 and Beech SB No. 2591, both dated December 1994, reference the kits specified above.

Note 3: Beech will provide parts free of charge to the owner/operator until December 31, 1995.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) The modifications required by this AD shall be done in accordance with the instructions provided with either Beech Kit No. 118-9003-1, No. 118-9003-3, No. 129-9010-1 or 129-9010-3, as applicable, and as specified in Beech Service Bulletin No. 2539 and Beech Service Bulletin No. 2591, both dated December 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(e) This amendment (39-9294) supersedes AD 91-24-15, Amendment 39-8173.

(f) This amendment (39-9294) becomes effective on August 31, 1995.

Issued in Kansas City, Missouri, on June 22, 1995.

Gerald W. Pierce,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-17674 Filed 7-18-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 93-NM-122-AD; Amendment 39-9314; AD 94-21-05 R1]

Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes Equipped With CFM International CFM56-3 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies an existing airworthiness directive (AD), applicable to certain Boeing Model 737-300, -400, and -500 series airplanes, that currently requires modification, adjustments, and tests of the thrust reverser system; and repair, if necessary. This amendment clarifies a requirement specified in the AD concerning the performance of the operational test of the system. This amendment is prompted by an inquiry from an operator of the affected airplanes concerning that aspect of the existing AD.

DATES: Effective November 25, 1994.

The incorporation by reference of certain publications listed in the regulations was approved by the Director of the Federal Register as of November 25, 1994 (59 FR 53573, October 25, 1994).

ADDRESSES: The service information referenced in this AD 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; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Stephen Bray, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2681; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: On October 6, 1994, the FAA issued AD 94-21-05, amendment 39-9047 (59 FR 53573, October 25, 1994), applicable to

certain Boeing Model 737-300, -400, and -500 series airplanes, to require modification, adjustments, and tests of the thrust reverser system; and repair, if necessary. The actions required by that AD are intended to prevent deployment of a thrust reverser in flight and subsequent reduced controllability of the airplane.

Since the issuance of that AD, the FAA has received an inquiry from an operator of the affected airplanes concerning the requirement of paragraph (d)(2) of the AD. That paragraph requires deactivation of a thrust reverser if a discrepancy is found during accomplishment of the thrust reverser sync-lock integrity test. The last sentence of paragraph (d)(2) specifies that, following deactivation of the associated thrust reverser, "the sync-locks installed on the deactivated thrust reverser must remain operational." The operator questions how the sync-lock can remain "operational" when the thrust reverser has been deactivated for failing the required integrity test.

The FAA finds that clarification of the term "operational" is necessary. The FAA's intent in specifying that the sync-lock remain operational was actually to require that it be verified to be in the locked position. In order to avoid unnecessary flight delays and cancellations, the FAA included the provision contained in paragraph (d)(2) of AD 94-21-05 to provide relief to allow dispatch of the airplane with deactivated sync-locks, in accordance with provisions and limitations contained in the Master Minimum Equipment List (MMEL). This relief involves locking out a thrust reverser and verifying that the failed sync-lock is deactivated and in the locked position. In light of this, action is taken herein to revise AD 94-21-05 to clarify paragraph (d)(2) of the AD accordingly. There are no other changes to the rule.

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains November 25, 1994.

Since this action only clarifies a requirement of a final rule, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation

Administration amends 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 39-9047 (59 FR 53573, October 25, 1994), and by adding a new airworthiness directive (AD), amendment 39-9314, to read as follows:

94-21-05 R1 Boeing: Amendment 39-9314. Docket 93-NM-122-AD. Revises AD 94-21-05, Amendment 39-9047.

Applicability: Model 737-300, -400, and -500 series airplanes equipped with CFM International CFM56-3 series engines, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent deployment of a thrust reverser in flight and subsequent reduced controllability of the airplane, accomplish the following:

(a) For airplanes on which the sync-lock installation [specified in paragraph (b) of this AD], sync-lock wiring modification [specified in paragraph (c) of this AD], or Production Revision Record (PRR) 35105 has not been accomplished: Within 60 days after the effective date of this AD, and thereafter at intervals not to exceed 4,000 hours time-in-service, perform adjustments and tests of the thrust reverser system that are specified in Section 78-31-00 of the Boeing 737 Maintenance Manual to verify proper operation of the thrust reverser system, in accordance with that section of the maintenance manual. If any discrepancy is found, prior to further flight, accomplish either paragraph (a)(1) or (a)(2) of this AD.

(1) Repair any discrepancy found, in accordance with procedures described in the Boeing 737 Maintenance Manual. Or

(2) Deactivate the associated thrust reverser in accordance with the existing provisions and limitations specified in the Master Minimum Equipment List (M MEL).

(b) For airplanes on which the sync-lock feature was not installed during production or as a modification in accordance with Boeing Service Bulletin 737-78-1053, dated December 17, 1992: Within 5 years after the effective date of this AD, install an additional thrust reverser system locking feature (sync-lock installation) in accordance with Boeing Service Bulletin 737-78-1053, Revision 1, dated July 1, 1993; Revision 2, dated February 17, 1994; or Revision 3, dated June 30, 1994. Installation of the additional locking feature constitutes terminating action for the tests required by paragraph (a) of this AD.

(c) For airplanes listed in Boeing Service Bulletin 737-78-1058, dated July 1, 1993: Within 5 years after the effective date of this

AD, modify the sync-lock wiring in accordance with Boeing Service Bulletin 737-78-1058, dated July 1, 1993; Revision 1, dated February 17, 1994; or Revision 2, dated July 7, 1994. Modification of the sync-lock wiring constitutes terminating action for the tests required by paragraph (a) of this AD.

(d) At the times specified in paragraph (e) of this AD, accomplish the "Thrust Reverser Sync-Lock Integrity Test" specified below to verify that the sync-locks are not failing in the unlocked state. If any discrepancy is found, prior to further flight, accomplish paragraph (d)(1) or (d)(2) of this AD.

(1) Repair any discrepancy found, in accordance with procedures specified in the Boeing 737 Maintenance Manual. Or

(2) Deactivate the associated thrust reverser in accordance with the existing provisions and limitations specified in the MMEL; and verify that the failed sync-lock is deactivated and in the locked position.

"THRUST REVERSER SYNC-LOCK INTEGRITY TEST"

1. General

A. Use this procedure to test the integrity of the thrust reverser sync-locks.

The procedure must be performed on each engine.

2. Thrust Reverser Sync-Lock Test

A. Prepare for the Thrust Reverser Sync-Lock test.

(1) Do the steps that follow to supply power to the thrust reverser system:

(a) Make sure the thrust levers are in the idle position.

(b) Make sure the thrust reversers are retracted and locked.

(c) Make sure these circuit breakers on the P6 circuit breaker panel are closed:

(1) ENGINE 1 THRUST REVERSER CONT SYS

(2) ENGINE 2 THRUST REVERSER CONT SYS

(3) ENGINE 2 THRUST REVERSER CONT SYS-ALT

(4) ENGINE 1 THRUST REVERSER IND SYS

(5) ENGINE 2 THRUST REVERSER IND SYS

(6) ENGINE 1 SYNC-LOCK

(7) ENGINE 2 SYNC-LOCK

(8) ENGINE 2 SYNC-LOCK-ALTN

(9) LANDING GEAR AIR/GND RELAY AND LIGHTS

(10) RADIO ALTM-2

(d) Make sure this circuit breaker on the P18 circuit breaker panel is closed:

(1) RADIO ALTM-1

(e) Supply electrical power.

(f) Remove pressure from the A (for the left engine) or B (for the right engine) hydraulic system.

B. Do the thrust reverser sync-lock test.

(1) Move and hold the manual unlock lever on the upper actuator on both thrust reverser sleeves to the unlock position.

(2) Make sure the thrust reverser sleeves did not move aft.

(3) Move the left (right) reverse thrust lever up and rearward to the reverse thrust position.

(4) Make sure both thrust reverser sleeves move aft (approximately 0.15 to 0.25 inch).

(5) Release the manual unlock lever on the upper actuators.

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE THRUST REVERSER. WHEN YOU APPLY HYDRAULIC PRESSURE, THE THRUST REVERSER WILL EXTEND AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(6) Pressurize the A (B) hydraulic system.

(7) Make sure the thrust reverser extends.

(8) Move the left (right) reverse thrust lever to the forward and down position to retract the thrust reverser.

C. Put the airplane back to its usual condition.

(1) Remove hydraulic pressure.

(2) Remove electrical power.

D. Repeat the thrust reverser sync-lock test on the other engine."

(e) Accomplish the test required by paragraph (d) of this AD at the times specified in paragraph (e)(1) or (e)(2) of this AD, as applicable.

(1) For airplanes that are subject to the requirements of paragraphs (b) and (c) of this AD: Within 4,000 hours time-in-service after accomplishing the modification required by paragraph (b) or (c) of this AD, as applicable, or within 4,000 hours time-in-service after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 4,000 hours time-in-service.

(2) For all other airplanes: Within 4,000 total hours time-in-service, or within 4,000 hours time-in-service after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 4,000 hours time-in-service.

(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: 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.

(h) The installation and wiring modification shall be done in accordance with Boeing Service Bulletin 737-78-1053, Revision 1, dated July 1, 1993; Boeing Service Bulletin 737-78-1053, Revision 2, dated February 17, 1994; Boeing Service Bulletin 737-78-1053, Revision 3, dated June 30, 1994; Boeing Service Bulletin 737-78-1058, dated July 1, 1993; Boeing Service Bulletin 737-78-1058, Revision 1, dated February 17, 1994; or Boeing Service Bulletin 737-78-1058, Revision 2, dated July 7, 1994. The incorporation by reference of this document was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of November 25, 1994 (59 FR 53573, October

25, 1994). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment is effective on November 25, 1994.

Issued in Renton, Washington, on July 13, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-17709 Filed 7-18-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-NM-28-AD; Amendment 39-9292; AD 95-13-12]

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes 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 amendment adds requirements for installation of a terminating modification, and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. This amendment also removes airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of the existing AD. This amendment 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 this AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in inadvertent deployment of a thrust reverser during flight.

DATES: Effective August 18, 1995.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of August 18, 1995.

The incorporation by reference of Boeing Service Bulletin 767-78-0047, dated August 22, 1991, as listed in the

regulations, was approved previously by the Director of the Federal Register as of October 15, 1991 (56 FR 51638, October 15, 1991).

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91-22-02, amendment 39-8062 (56 FR 51638, October 15, 1991), which is applicable to Boeing Model 767 series airplanes equipped with General Electric CF6-80C2 series engines, was published in the **Federal Register** on January 6, 1995 (60 FR 2036). The action proposed to require tests, inspections, and adjustments of the thrust reverser system; installation of a terminating modification; and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. The action also proposed to remove airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of the existing AD.

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

One commenter supports the proposed rule.

One commenter requests that the proposed compliance time for installation of the terminating modification be extended from 3 to 5 years to be consistent with similar rules that are applicable to Boeing Model 767-200 and 757 series airplanes. The FAA does not concur with the commenter's request to extend the compliance time. In developing an appropriate compliance time for installation of the terminating modification on the affected airplanes, the FAA considered operator fleet sizes,

as well as availability of parts. The commenter is one of two U.S. operators of the affected airplanes. In its comments to the proposed rule, this commenter indicates that the 3-year compliance time presents no problem. The other U.S. operator of these airplanes indicates that it has already modified its entire fleet. Further, the manufacturer has advised that an ample number of required parts will be available for modification of the U.S. fleet within the proposed compliance period. Based on this information, the FAA finds that a compliance time of 3 years would not impose any undue economic burden on any operator. However, the FAA would consider a request for an adjustment of the compliance time, in accordance with the provisions of paragraph (f) of this AD, provided that adequate justification is presented to support such a request.

One commenter requests that the work hour estimate specified in the proposal for installation of the terminating modification be increased from 786 to 880 work hours. Based on its experience, the commenter states that 880 work hours represents the actual time required for accomplishment of the terminating modification. The FAA does not concur with the commenter's request to increase the work hour estimate. The appropriate number of work hours necessary to accomplish the required modification, specified as 786 in the economic impact information, below, was provided to the FAA by the manufacturer based on the best data available to date. That estimate represents the time for direct labor only and is based on the assumption that the modification will be performed by an experienced maintenance crew. However, in light of crew experience, some variability in the estimated number of work hours is likely to exist from operator to operator.

One commenter indicates that a re-identification table provided in Revision 3 of General Electric Service Bulletin 78-135 contains numerous part number errors that should be corrected before a final rule is issued. (The General Electric service bulletin is referenced in "NOTE 2" of the proposal as an additional source of service information for installation of the terminating modification.) The FAA infers from the commenter's statement that it requests that issuance of the final rule be delayed until General Electric releases a revised service bulletin containing correct part numbers. The FAA does not concur. The FAA has been unable to confirm the future date of issuance of Revision 4 of the General Electric service bulletin. In