

responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final 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, 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 adding a new airworthiness directive to read as follows:

95-15-12 Jetstream Aircraft Limited:

Amendment 39-9318; Docket No. 95-CE-12-AD.

Applicability: HP137 Mk1 and Jetstream Series 200 airplanes (all serial numbers), 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 (d) of this AD 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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent sudden pitch down of the airplane during icing conditions, which could lead to loss of control of the airplane, accomplish the following:

(a) Modify the operating limitations placards located on the flight deck in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) No. 27-A-JA 911044, dated January 31, 1992. This modification limits the maximum flap operating speed for DOWN flaps to 120 knots indicated airspeed (KIAS). Insert a copy of this AD into the Limitations section of the applicable airplane flight manual (AFM).

(b) Fabricate a placard with the words "Do not extend the flaps beyond the take-off position if ice is visible on the aircraft. Ensure the landing gear selector is down prior to landing." Install this placard on the airplane's instrument panel within the pilot's clear view. Insert a copy of paragraph "B. Instructions for Aircraft Operations" of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 27-A-JA 911044, dated January 31, 1992, into the Limitations section of the AFM.

Note 2: Parts of the airplane where ice could specifically be visible include the windshield wipers, center windshield, propeller spinners, or inboard wing leading edges.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety, may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(e) The inspections required by this AD shall be done in accordance with Jetstream Service Bulletin No. 27-A-JA 911044, dated January 31, 1992. 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 Jetstream Aircraft Limited, Manager, Product Support, Prestwick

Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, D.C., 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. 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.

(f) This amendment (39-9318) becomes effective on September 19, 1995.

Issued in Kansas City, Missouri, on July 18, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-18123 Filed 8-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-126-AD; Amendment 39-9320; AD 95-16-01]

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all McDonnell Douglas Model MD-11 series airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) that prohibits autoland operation below 100 feet above ground level, and installation of flight control computer software. It also provides for an optional terminating action for the AFM revision. This amendment provides for a new optional terminating action for the AFM revision. This amendment is prompted by reports of erroneous central aural warning system altitude callouts and erroneous radio altimeter indications during autoland approaches due to radio frequency leakage (RF) on airplanes on which the optional terminating action had been accomplished. The actions specified in this AD are intended to prevent radio altimeter antenna/coaxial cable RF leakage, which could result in early and/or abnormal flare (pitch) control during autoland operation and potential degradation of the landing capability of the airplane.

DATES: Effective August 18, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of August 18, 1995.

The incorporation by reference of McDonnell Douglas MD-11 Alert Service Bulletin A34-57, dated December 19, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of February 6, 1995 (60 FR 4076, January 20, 1995).

Comments for inclusion in the Rules Docket must be received on or before October 2, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-126-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, 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: Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5347; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On January 6, 1995, the FAA issued AD 94-26-51, amendment 39-9120 (60 FR 4076, January 20, 1995), applicable to all McDonnell Douglas Model MD-11 series airplanes. It requires a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit autoland operation below 100 feet above ground level (AGL), and installation of -905 flight control computer (FCC) software. It also provides for an optional terminating action for the AFM revision, consisting of certain inspections and tests. That action was prompted by reports of a loose nut on a coaxial connector on a radio altimeter receiver/transmitter rack, and the transmittal of erroneous altitude data to the FCC while the airplane was below 100 feet AGL, which resulted in abnormal flare (pitch) control during

autoland operation. The actions required by that AD are intended to prevent abnormal flare (pitch) control, which could result in degradation of the landing capability of the airplane.

Since the issuance of that AD, the FAA has received several reports of erroneous central aural warning system (CAWS) altitude callouts and erroneous radio altimeter indications during autoland approaches on Model MD-11 series airplanes. Investigation has revealed that these incidents occurred on these airplanes following accomplishment of the optional terminating action (inspections and tests) and the installation of the -905 FCC software, as specified in AD 94-26-51. In light of these incidents, the FAA has determined that those provisions of AD 94-26-51 do not adequately preclude radio frequency (RF) leakage of the radio altimeter antenna/coaxial cable. That condition could result in abnormal flare (pitch) control during autoland operation and potential degradation of the landing capability of the airplane.

Additionally, since the issuance of AD 94-26-51, McDonnell Douglas has developed a new, improved modification to the FCC software for Model MD-11 series airplanes. Further, Allied Signal has developed a new, improved modification to the radio altimeter.

The FAA has reviewed and approved McDonnell Douglas Service Bulletin MD11-34-063, dated July 10, 1995, which describes procedures for replacement of the radio altimeters 1 and 2 located in the center accessory compartment with modified radio altimeters, for certain airplanes. The modified radio altimeters are less susceptible to influence by antenna/coaxial system RF leakage.

The FAA has also reviewed and approved McDonnell Douglas Service Bulletin MD11-34-060, Revision 3, dated July 14, 1995, which describes procedures for:

1. Performing an inspection to identify the part number (P/N) of the coaxial cables of the radio altimeter;
2. Installing new clamps, replacing the cables with new cables, performing an inspection to verify if lockwashers having P/N MS51848-45 are installed on the coaxial contacts, and various follow-on actions; and
3. Installing new clamps on certain airplanes, and replacing and relocating the brackets of the terminal grounding block on certain other airplanes, if any cable is identified as P/N AE11919-1, -2, -3, or -4.

These procedures will minimize the possibility of RF signal leakage. The

service bulletin specifies that these actions be accomplished within 7 months.

Additionally, the FAA has reviewed and approved McDonnell Douglas Service Bulletin MD11-22-015, dated July 3, 1995, which describes procedures for updating the software of two flight control computers (FCC) having part number (P/N) 4059001-904 or -905 and reidentifying them as P/N 4059001-906. This update will minimize the effects of radio altimeter signal leakage. Accomplishment of the update and reidentification constitutes terminating action for the AFM revision.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 94-26-51 to continue to require a revision to the Limitations Section of the FAA-approved AFM to prohibit autoland operation below 100 feet AGL. However, this AD provides for a new optional terminating action, which would constitute terminating action for the AFM revision and the temporary optional terminating action (repetitive inspections and tests, which have been retained from AD 94-26-51). Operators electing to accomplish the new terminating action will be required to perform it in accordance with procedures described in the service bulletins described previously. This AD also requires that operators report results of inspection findings, positive or negative, to the FAA.

Operators who currently are accomplishing the terminating action specified in AD 94-26-51 should note that, although McDonnell Douglas Service Bulletin MD11-34-060 recommends accomplishment of the described procedures within 7 months, this AD requires their accomplishment within 60 days. The FAA finds that continuing to perform the previous terminating actions for a period of 7 months would not address the identified unsafe condition in a timely manner. In developing an appropriate compliance time for this AD, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the upcoming inclement weather conditions and the maximum interval of time allowable for all affected airplanes to continue to operate without compromising safety. The FAA finds 60 days to be an appropriate compliance time for initiating these new terminating actions.

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 rule to clarify this long-standing requirement.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to

Docket Number 95-NM-126-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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 39-9120 (60 FR 4076, January 20, 1995), and by adding a new airworthiness directive (AD), amendment 39-9320, to read as follows:

95-16-01 McDonnell Douglas: Amendment 39-9320. Docket 95-NM-126-AD. Supersedes AD 94-26-51, Amendment 39-9120.

Applicability: All Model MD-11 series airplanes, 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 (e) of this AD 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 prevent degradation of the landing capability of the airplane, accomplish the following:

(a) Within 24 hours after February 6, 1995 (the effective date of AD 94-26-51, amendment 39-9120), revise the Limitations Section of the FAA-approved MD-11 Airplane Flight Manual (AFM), page 5-3, Flight Guidance, Automatic Landing Section, to include the following restriction. This may be accomplished by inserting a copy of this AD in the AFM.

"Autoland operation below 100 feet above ground level (AGL) is prohibited. The autopilot must be disconnected prior to descent below 100 feet AGL."

(b) For airplanes on which the inspections and tests specified in paragraph (b) of AD 94-26-51, amendment 39-9120, (and reiterated below) have been initiated prior to the effective date of this AD: Accomplishment of the inspections and tests specified in paragraphs (b)(1) and (b)(2) of this AD, in accordance with McDonnell Douglas MD-11 Alert Service Bulletin A34-57, dated December 19, 1994, temporarily terminates the AFM revision required by paragraph (a) of this AD. These inspections and tests must be repeated at intervals not to exceed 500 hours time-in-service. As of 60 days after the effective date of this AD, however, those actions no longer constitute terminating action for paragraph (a) of this AD. As of 60 days after the effective date of this AD, only the actions specified in paragraph (c) of this AD constitute such terminating action.

(1) Perform an inspection to determine if the connector nut of the four coaxial connectors on the back of the radio altimeter receiver/transmitter is loose.

(i) If no loose nut is found, prior to further flight, loosen the nut until finger tight, retorque the nut to 10 to 15 inch pounds, and mark the nut with a torque stripe.

Note 2: Retorque is not necessary during repetitive inspections if the torque stripe is in line, as specified in the alert service bulletin.

(2) Perform a leakage indication test to verify the integrity of the radio altimeter antenna system. Prior to further flight, correct any discrepancy found.

(c) Accomplishment of the actions specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, as applicable, constitutes terminating action for the AFM revision required by paragraph (a) of this AD, and for the repetitive inspections and tests specified in paragraph (b) of this AD. Following accomplishment of the actions specified in this paragraph, the AFM revision may be removed from the AFM.

(1) For airplanes equipped with Allied Signal radio altimeters: Replace radio altimeters 1 and 2 located in the center accessory compartment with modified radio altimeters, in accordance with McDonnell Douglas Service Bulletin MD11-34-063, dated July 10, 1995. The requirements of this paragraph must be accomplished prior to or in conjunction with paragraph (c)(3) of this AD.

(2) For all airplanes: Perform an inspection to identify the part number (P/N) of the coaxial cables of the radio altimeter in accordance with McDonnell Douglas Service Bulletin MD11-34-060, Revision 3, dated July 14, 1995. The requirements of this paragraph must be accomplished prior to or in conjunction with paragraph (c)(3) of this AD.

(i) For Group 1, 2, and 4 airplanes: Prior to further flight, accomplish either paragraph (c)(2)(i)(A) or (c)(2)(i)(B) of this AD, as applicable, in accordance with the service bulletin.

(A) If the cables are identified as P/N AE11532-1, -2, -3, or -4, install new clamps, replace the cables with new cables, and perform an inspection to verify if lockwashers having P/N MS51848-45 are installed on the coaxial contacts.

(1) If no lockwasher is installed, prior to further flight, install a lockwasher having P/N MS51848-45 and install the coaxial contact, in accordance with the service bulletin.

(2) If a lockwasher having P/N MS51848-45 is installed, prior to further flight, install the coaxial contact in accordance with the service bulletin.

(B) If the cables are identified as P/N AE11919-1, -2, -3, or -4, install the new clamps.

(ii) For Group 3 airplanes: Prior to further flight, accomplish either paragraph (c)(2)(ii)(A) or (c)(2)(ii)(B) of this AD, as applicable, in accordance with the service bulletin.

(A) If the cables are identified as P/N AE11532-1, -2, -3 or -4, install the new clamps, replace the cables with new cables, perform an inspection to verify if lockwashers having P/N MS51848-45 are installed on the coaxial contacts, and replace the brackets of the terminal grounding block with a new bracket and relocate them, in accordance with the service bulletin.

(1) If no lockwasher is installed, prior to further flight, install a lockwasher having P/N MS51848-45 and install the coaxial contact, in accordance with the service bulletin.

(2) If a lockwasher having P/N MS51848-45 is installed, prior to further flight, install the coaxial contact in accordance with the service bulletin.

(B) If the cables are identified as P/N AE11919-1, -2, -3, or -4, install the new

clamps, and replace the brackets of the terminal ground block with new brackets and relocate them, in accordance with the service bulletin.

(3) For all airplanes: Update the software of the two flight control computers (FCC) having part number (P/N) 4059001-904 or -905, and reidentify them as P/N 4059001-906, in accordance with McDonnell Douglas Service Bulletin MD11-22-015, dated July 3, 1995. The requirements of paragraphs (c)(1) and/or (c)(2), as applicable, must be accomplished prior to or in conjunction with this paragraph.

(d) Within 10 days after accomplishing the inspection required by paragraph (b)(2) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712; fax (310) 627-5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(e) 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(f) 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.

(g) The actions shall be done in accordance with McDonnell Douglas MD-11 Alert Service Bulletin A34-57, dated December 19, 1994; McDonnell Douglas Service Bulletin MD11-34-063, dated July 10, 1995; McDonnell Douglas Service Bulletin MD11-34-060, Revision 3, dated July 14, 1995; and McDonnell Douglas Service Bulletin MD11-22-015, dated July 3, 1995. The incorporation by reference of McDonnell Douglas MD-11 Alert Service Bulletin A34-57, dated December 19, 1994, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of February 6, 1995 (60 FR 4076, January 20, 1995). The incorporation by reference of the remainder of the service documents listed above 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at FAA, Transport Airplane Directorate, 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.

(h) This amendment becomes effective on August 18, 1995.

Issued in Renton, Washington, on July 21, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-18434 Filed 8-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-06-AD; Amendment 39-9321; AD 95-16-02]

Airworthiness Directives; Boeing Model 747 SP, SR, -100, -200, and -300 Series Airplanes Equipped with Pratt & Whitney Model JT9D Series Engines (Excluding Model JT9D-70 Engines)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747 SP, SR, -100, -200, and -300 series airplanes, that requires repetitive operational tests of the reversible gearbox pneumatic drive unit (PDU) or the reversing air motor PDU to ensure that the unit can restrain the thrust reverser sleeve, and correction of any discrepancy found. This amendment is prompted by the results of an investigation, which revealed that, in the event of thrust reverser deployment during high-speed climb or during cruise, these airplanes could experience control problems. The actions specified by this AD are intended to ensure the integrity of the fail safe features of the thrust reverser system by preventing possible failure modes in the thrust reverser control system that can result in inadvertent deployment of a thrust reverser during flight.

DATES: Effective September 5, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 5, 1995.

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