(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

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: G. Michael Collins, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2689; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 747 SP, SR, –100, –200, and –300 series airplanes was published in the **Federal Register** on March 30, 1995 (60 FR 16392). [A correction of the proposal was published in the **Federal Register** on April 5, 1995 (60 FR 17385).] That action proposed to require 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 during the test.

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

Two commenters support the proposed rule.

One commenter requests an extension of the intervals for repeating the operational tests from 2,000 flight hours to 2,200 flight hours so that the tests can be performed during regularly scheduled maintenance visits. The commenter indicates that it has performed the initial test and one repetitive test on all of its aircraft, and no anomalies have been found. The FAA does not concur. The FAA established the repetitive test interval of 2,000 flight hours to provide an acceptable level of safety and to allow the majority of affected operators to schedule the tests during normal maintenance intervals at a maintenance base where special equipment and trained maintenance personnel will be available, if necessary. In addition, the interval is consistent with the interval recommended by the manufacturer in the alert service bulletin cited in this AD. However, under the provisions of paragraph (d) of the final rule, operators may apply for the approval of an adjustment of the compliance time if sufficient justification is presented to the FAA.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

This AD is considered to be interim action until final action is identified, at which time the FAA may consider additional rulemaking.

There are approximately 456 Model 747 SP, SR, –100, –200, and –300 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 173 airplanes of U.S. registry will be affected by this AD, that it will take approximately 16 work hours per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $166,080, or $960 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 adding the following new airworthiness directive:

95–16–02 Boeing: Amendment 39–9321. Docket 95–NM–06–AD.

Applicability: Model 747 SP, SR, –100, –200, and –300 series airplanes equipped with Pratt & Whitney Model JT9D series engines (excluding Model JT9D–70 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 (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 as indicated, unless accomplished previously. To ensure the integrity of the fail safe features of the thrust reverser system, accomplish the following:

(a) Within 90 days after the effective date of this AD, perform an operational test 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, in accordance with Boeing Alert Service Bulletin 747–78A2131, dated September 15, 1994. Repeat the test thereafter at intervals not to exceed 2,000 flight hours.

(b) If any of the tests required by this AD cannot be successfully performed, or if any discrepancy is found during those tests, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Prior to further flight, correct the discrepancy found, in accordance with Boeing Alert Service Bulletin 747–78A2131, dated September 15, 1994. Or

(2) The airplane may be operated in accordance with the provisions and limitations specified in an operator's FAA-approved Minimum Equipment List (MEL), provided that no more than one thrust reverser on the airplane is inoperative.

(c) Within 30 days after performing each initial test required by this AD, submit a report of the test results, both positive and negative, to the FAA, Seattle Aircraft

Certification Office (ACO), ANM–100S, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; fax (206) 227–1181. 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.

(d) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) 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.

(f) The actions shall be done in accordance with Boeing Alert Service Bulletin 747–78A2131, dated September 15, 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 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.

(g) This amendment becomes effective on September 5, 1995.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–18435 Filed 8–2–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–36–AD; Amendment 39–9322; AD 95–16–03]

Airworthiness Directives; McDonnell Douglas Model DC–9 Series Airplanes and C–9 (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Model DC–9 series airplanes and C–9 (military) airplanes, that requires inspection of the driver links of the thrust reverser door to determine whether the driver links are chamfered, an inspection to detect damage of the overcenter links, and follow-on corrective actions, if necessary; and replacement or rework of the driver links. This amendment is prompted by reports of a thrust reverser door that failed to operate properly due to improperly manufactured (missing chamfers on the) driver links. The actions specified by this AD are intended to prevent damage to the overcenter links due to missing chamfers on the driver links, which may result in uncommanded opening of the thrust reverser door, and subsequently, adversely affecting controllability of the airplane.

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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). 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 FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 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: Robert Baitoo, Aerospace Engineer, Propulsion Branch, ANM–140L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5245; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Model DC–9 series airplanes and C–9 (military) airplanes was published in the **Federal Register** on April 17, 1995 (60 FR 19188). That action proposed to require a one-time visual inspection of the driver links of the thrust reverser door to determine whether the driver links are chamfered, and a one-time visual inspection to detect damage of the overcenter links, and follow-on corrective actions, if necessary; and replacement or rework of the driver links.

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 requests a revision to the proposal to include an option that would allow deactivation of a thrust reverser in accordance with the Minimum Equipment List (MEL). Additionally, the commenter states that if damage limits are required for driver links or overcenter links that are installed on deactivated thrust reversers, then McDonnell Douglas Alert Service Bulletin A78–67 (that is referenced in the proposal as the appropriate source of service information) should be revised to include those limits. The commenter contends that the revised service bulletin should then be referenced in the final rule as the appropriate source of service information. The commenter states that this suggested change would minimize the impact on scheduled service to the public.

The FAA does not concur. The FAA acknowledges that the MEL permits continued operation of an airplane for up to 10 days with a deactivated thrust reverser. However, the FAA's intent in issuing this AD is to remove all defective driver links from the fleet in a timely manner so as to preclude the potential for any further incidents of uncommanded openings of the thrust reverser door after takeoff. Deactivation of the thrust reverser would essentially extend the compliance time of this AD; the FAA considers such extension to be unacceptable since the affected fleet must be purged of the discrepant part in order to ensure safety. Where there are differences between the MEL and the AD, the AD takes precedence; therefore inspection, and any necessary replacement, must be accomplished by affected operators within 3 months, as required by this AD.

Further, the FAA does not concur with the commenter's request that essentially would delay the issuance of this rule until the manufacturer can release a revised service bulletin containing damage limits for driver links and overcenter links that are installed on deactivated thrust reversers. The FAA does not consider that delaying this action until after the release of a revised service bulletin is warranted or appropriate, since, as explained above, the FAA does not concur with the commenter's request to permit flight with a deactivated thrust reverser.

The same commenter also requests a revision to the proposal to include an alternative to the proposed inspections