

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 (M MEL). 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