13–35274B, Revision 2, dated August 18, 1994, 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) 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 loss of multiple engine power during flight in freezing precipitation, accomplish the following:

(a) Within 30 days after June 15, 1994 (the effective date of AD 94–08–01, amendment 39–8872), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Flight is prohibited into forecast or reported freezing precipitation conditions where the outside air temperature is between $+5^{\circ}C$ and $-5^{\circ}C$."

(b) Within 72 days after the effective date of this AD, accomplish the actions specified in paragraphs (b)(1), (b)(2), (b)(3), (b)(4), (b)(5), and (b)(6), which will constitute terminating action for the AFM revision required by paragraph (a) of this AD. Once these actions are completed, the AFM revision required by paragraph (a) may be removed.

(1) Revise the Limitations Section and the Normal Procedures Section of the FAAapproved AFM, to include the information specified in Temporary Revision T/33, Issue 1, dated November 1, 1993, and Temporary Revision T/38, Issue 1, dated February 16, 1994, which introduce procedures for operation in icing conditions, as specified in the temporary revision; and operate the airplane in accordance with those limitations and procedures.

Note 2: This may be accomplished by inserting copies of Temporary Revision T/33 and T/38 in the AFM. When these temporary revisions have been incorporated into general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revision

is identical to that specified in Temporary Revision T/33 and T/38.

(2) Incorporate a revision into the FAAapproved maintenance program that provides for replacement of engine igniter plugs at the intervals specified in Jetstream Service Bulletin ATP-80-06, Revision 1, dated October 22, 1993, or Revision 2, dated October 16, 1994. Initial replacement of an engine igniter plug with a new plug shall be accomplished prior to the accumulation of 200 total hours time-in-service on the engine igniter plug, or within 50 hours time-inservice after incorporating the maintenance program revision, whichever occurs later.

(3) Install an eductor plate over the exhaust port of the engine air intake system in accordance with Jetstream Service Bulletin ATP-54-12-35274A, dated September 28, 1993, or Revision 1, dated December 15, 1993. Any eductor plate installed in accordance with the original issue of the service bulletin must be inspected for any aperture profile mismatch, in accordance with paragraph 2., Part B., of the Accomplishment Instructions of Revision 1 of the service bulletin. If any mismatch is found that exceeds the limit specified in that service bulletin, prior to further flight, correct the discrepancy in accordance with paragraph 2., Part C, of Revision 1 of the service bulletin.

(4) For airplanes having constructor's numbers 2007, 2010 through 2016 inclusive, 2020 through 2022 inclusive, 2028, 2029, 2032, 2034 through 2037 inclusive, 2041 through 2044 inclusive, 2051, 2053, and 2056: Install engine air inlet ducts that incorporate electrical de-ice heaters with increased power and area, and perform associated electrical system changes, in accordance with the Accomplishment Instructions, in Jetstream Service Bulletin ATP–54–13–35274B, dated October 9, 1993, or Parts A through F of Revision 1, dated July 8, 1994, or Revision 2, dated August 18, 1994.

(5) For airplanes having constructor's numbers 2002 through 2006 inclusive, 2008, 2009, 2017 through 2019 inclusive, 2023 through 2027 inclusive, 2030, 2031, 2033, 2038 through 2040 inclusive, 2045 through 2050 inclusive, 2052, 2054 through 2055 inclusive, and 2057 through 2063 inclusive: Install engine air inlet ducts that incorporate electrical de-ice heaters with increased power, in accordance with the Accomplishment Instructions, Part G, of Jetstream Service Bulletin ATP–54–13– 35274B, Revision 2, dated August 18, 1994.

Note 3: Installation of engine air inlet ducts in accordance with Jetstream Service Bulletin ATP-54-15-35274E, dated July 27, 1994, is considered acceptable for compliance with either paragraph (b)(4) or (b)(5) of this AD.

(6) Revise the FAA-approved maintenance program to include repetitive visual

inspections for damage of the heater mats at intervals not to exceed 50 hours time-inservice, in accordance with Jetstream Service Bulletin ATP–54–14, dated October 14, 1993; and, if any damage is found, prior to further flight, replace the engine air intake in accordance with the service bulletin.

(c) The following installations on both engines constitute terminating action for the repetitive replacement of the engine igniter plugs required by paragraph (b)(2) of this AD:

(1) Installation of new de-ice timers in accordance with Jetstream Service Bulletin ATP-30-39-30146A, dated July 29, 1994,

(2) Wiring changes to incorporate automatic duct heat when engine air intake lip heat is selected "on," in accordance with Jetstream Service Bulletin ATP–30–37– 30143A, dated August 1, 1994, or Revision 1, dated September 5, 1994, and

(3) Installation of an engine automatic ignition system in accordance with Jetstream Service Bulletin ATP-80-7-30141A, Revision 2, dated November 4, 1994; and an associated revision of the FAA-approved Airplane Flight Manual (AFM) by incorporating the information contained in Temporary Revision T/42, Issue 1, dated August 12, 1994.

(d) For airplanes on which the engine air intake (Modification 35274E) has been installed in accordance with Jetstream Service Bulletin ATP-54-15-35274E, dated July 27, 1994: The installation of engine duct de-ice overheat protection (Modification 35274D) in accordance with Jetstream Service Bulletin ATP-30-44-35274D, dated August 12, 1994, constitutes terminating action for the repetitive inspections required by paragraph (b)(6) of this AD.

(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, Standardization Branch, FAA, Transport Airplane Directorate, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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 the following documents, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
Temporary Revision T/42	1–18	1	August 12, 1994.
Issue 1, August 12, 1994	3–7	Original	March 2, 1993.
ATP 30–37–30143A, August 1, 1994	1–15	Original	August 1, 1994.