

**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:

**BOEING:** Docket 94-NM-208-AD.

**Applicability:** Model 747 series airplanes, equipped with General Electric Model CF6-45 or -50 series engines, or Pratt & Whitney Model JT9D-70 series 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) 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 failure of the strut and subsequent loss of the engine, accomplish the following:

(a) Accomplish the modification of the nacelle strut and wing structure in accordance with Boeing Alert Service Bulletin 747-54A2158, dated November 30, 1994, within 56 months after the effective date of this AD. All of the terminating actions described in the service bulletins listed in

paragraph I.C., Table 2, "Prior or Concurrent Service Bulletins," on page 7 of Boeing Alert Service Bulletin 747-54A2158, dated November 30, 1994, must be accomplished in accordance with those service bulletins prior to, or concurrently with, the accomplishment of the modification of the nacelle strut and wing structure required by this paragraph.

(b) Perform the inspections and checks specified in paragraph III, NOTES 8, 9, 10, and 11 of the Accomplishment Instructions on page 129 of Boeing Alert Service Bulletin 747-54A2158, dated November 30, 1994, concurrently with the modification of the nacelle strut and wing structure required by paragraph (a) of this AD. Prior to further flight, correct any discrepancies found in accordance with the alert service bulletin.

(c) Accomplishment of the modification of the nacelle strut and wing structure in accordance with Boeing Alert Service Bulletin 747-54A2158, dated November 30, 1994, constitutes terminating action for the inspections required by the following AD's:

AD No.	Amendment No.	Federal Register citation—	Date of Publication
94-22-08 .....	39-9057	59 FR 58761	Nov. 15, 1994.
93-17-07 .....	39-8678	58 FR 45827	Aug. 31, 1993.
93-03-14 .....	39-8518	58 FR 14513	Mar. 18, 1993.
92-24-51 .....	39-8439	57 FR 60118	Dec. 18, 1992.
90-20-20 .....	39-6725	55 FR 37859	Sept. 14, 1990.
89-07-15 .....	39-6167	54 FR 11693	Mar. 22, 1989.
87-04-13 R1 .....	39-5836	53 FR 2005 ..	Jan. 26, 1988.
86-23-01 .....	39-5450	51 FR 37712	Oct. 24, 1986.
86-08-03 .....	39-5289	51 FR 12836	Apr. 16, 1986.
86-07-06 .....	39-5270	51 FR 10821	Mar. 31, 1986.
86-05-11 R1- .....	39-5334	51 FR .. 21900-.	Jun. 17, 1986.
80-08-02 .....	39-3738	45 FR 24450	Apr. 10, 1980.
79-17-07 .....	39-3533	44 FR 50033	Aug. 27, 1979.

(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.

Issued in Renton, Washington, on December 27, 1994.

**Darrell M. Pederson,**

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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## DEPARTMENT OF THE INTERIOR

### Fish and Wildlife Service

#### 50 CFR Part 17

#### Endangered and Threatened Wildlife and Plants; Reopening of Public Comment Period on Proposed Endangered Status for the San Diego Fairy Shrimp

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Proposed rule; notice of reopening of comment period.

**SUMMARY:** The U.S. Fish and Wildlife Service (Service) announces that the comment period on the proposed rule to list the San Diego fairy shrimp (*Branchinecta sandiegoensis*) as endangered is reopened through March 6, 1995. The Service has reopened the comment period to allow all interested parties to submit additional written comments on the proposal.

**DATES:** The public comment period, which was extended to October 31, 1994, is reopened and closes on March

6, 1995. Comments from all interested parties must be received by March 6, 1995.

**ADDRESSES:** Written comments and materials may be submitted directly to the Field Supervisor, U.S. Fish and Wildlife Service, 2730 Loker Avenue West, Carlsbad, California 92008. Comments and materials received will be available for public inspection during business hours by appointment, at the above address.

**FOR FURTHER INFORMATION CONTACT:** Field Supervisor, at the address listed above (telephone 619/431-9440).

#### SUPPLEMENTARY INFORMATION:

##### Background

On August 4, 1994, the Service published a proposed rule in the Federal Register to list the San Diego fairy shrimp (*Branchinecta sandiegoensis*) as endangered (59 FR 39874). A public hearing was scheduled on October 19, 1994, to accept public input on the proposed endangered status. The comment period was extended to October 31, 1994, to