

receipt of telegraphic AD T94-25-51: Incorporate the following into the Limitations Section of the FAA-approved AFM. This may be accomplished by inserting a copy of this AD in the AFM.

"(1) Operation of the airplane into forecast or reported icing conditions, as such conditions are defined in the AFM, is prohibited.

"(2) Use of the autopilot is prohibited during inadvertent flight in icing conditions, as defined in the AFM, or when the airplane is operated in moderate or greater turbulence.

"(3) If any unusual lateral trim situations are observed, such as excessive trim displacement; illumination of the message 'RETRIM ROLL R WING DN' or 'RETRIM ROLL L WING DN' on the advisory display unit (ADU); illumination of the message 'AILERON MISTRIM' on the ADU; or abnormal flight characteristics of the airplane: Disconnect the autopilot and manually fly the airplane prior to adjusting the lateral trim. The autopilot may be re-engaged following manual adjustment of the lateral trim."

(b) Between the effective date of this AD and June 1, 1995, the limitations contained in paragraph (a) of this AD may be removed from the AFM upon accomplishment of the actions specified in paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD, as applicable. Dispatch into or operation in known or forecast icing conditions, as defined in the AFM, may occur if the actions specified in paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD have been accomplished previously. Except as provided by paragraph (c) of this AD, the limitation required by paragraph (a) of this AD must be reinserted in the AFM no later than June 1, 1995.

(1) ATR-42 AFM Temporary Revision 18, dated January 10, 1995; or ATR-72 AFM Temporary Revision 14, dated January 10, 1995; as applicable; shall be incorporated into the Limitations Section of the FAA-approved AFM.

(2) ATR-42 and ATR-72 flight crew members shall receive FAA-approved training, which consists of the following items.

(i) ATR Icing Procedures Brochure, Version 1.0.

Note 1: The ATR Icing Procedure Brochure specified in this paragraph also has been published as "Version 2.0." That version is acceptable for compliance with this paragraph.

(ii) ATR Technical Background Paper, Version 1.0, dated January 6, 1995.

(iii) ATR-42 AFM Temporary Revision 18, dated January 10, 1995; or ATR-72 AFM Temporary Revision 14, dated January 10, 1995; as applicable.

(iv) Flight Crew Operation Manual, Revision 20, dated January 11, 1995 (for Model ATR-42 series airplanes); or Flight Crew Operation Manual, Revision 13, dated January 11, 1995 (for Model ATR-72 series airplanes); as applicable.

(3) Operators of Model ATR-42 and ATR-72 series airplanes shall establish an FAA-approved system to provide forecasts and reports of freezing rain and freezing drizzle at enroute altitudes along the route of flight and at all airports considered in the flight

planning process. Training concerning the use of these icing forecasts and reports shall be accomplished in accordance with Flight Standards Information Bulletin "ATR-42 and ATR-72 Airworthiness Directive T95-02-51 Compliance Procedures," dated January 11, 1995.

(4) For Model ATR-72 series airplanes only: Install ATR Modification Number 04213 in accordance with ATR Service Bulletin ATR72-27-1039, dated January 12, 1995.

(c) Installation of a modification that precludes the formation of hazardous ice accumulation during flight in freezing rain or freezing drizzle conditions constitutes terminating action for the requirements of this AD. This modification must be approved by the Manager, FAA, Transport Airplane Directorate, Standardization Branch, ANM-113. Following installation of such modification, the modification required by paragraph (b)(4) of this AD shall be removed from Model ATR-72 series airplanes.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) Certain actions, when accomplished in accordance with paragraph (b) of this AD, shall be done in accordance with ATR-42 AFM Temporary Revision 18, dated January 10, 1995; ATR-72 AFM Temporary Revision 14, dated January 10, 1995; ATR Icing Procedures Brochure, Version 1.0; ATR Technical Background Paper, Version 1.0, dated January 6, 1995; ATR-42 Flight Crew Operation Manual, Revision 20, dated January 11, 1995; and ATR-72 Flight Crew Operation Manual, Revision 13, dated January 11, 1995; as applicable. Training concerning the use of certain icing forecasts and reports [as specified in paragraph (b)(3) of this AD] shall be accomplished in accordance with Flight Standards Information Bulletin, "ATR-42 and ATR-72 Airworthiness Directive T95-02-51 Compliance Procedures," dated January 11, 1995. Installation of ATR Modification Number 04213 [as specified in paragraph (b)(4) of this AD] shall be accomplished in accordance with ATR Service Bulletin ATR72-27-1039, dated January 12, 1995. 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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. 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 March 8, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95-02-51, issued January 11, 1995, which contained the requirements of this amendment.

Issued in Renton, Washington, on February 13, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4001 Filed 2-17-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-11-AD; Amendment 39-9153; AD 95-04-01]

Airworthiness Directives; Boeing Models 727, 737, and 747 Series Airplanes; McDonnell Douglas Models DC-8 and DC-9 Series Airplanes, Model MD-88 Airplanes, and Models MD-11 and MD-90-30 Series Airplanes; Lockheed Models L-1011-385-1, -385-1-14, -385-1-15, and -385-3 Series Airplanes; and Fokker Models F28 Mark 1000, 2000, 3000, 4000, and 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain transport category airplanes equipped with Honeywell Standard Windshear Detection and Recovery Guidance System (WSS). This action requires a revision to the FAA-approved Airplane Flight Manual (AFM) to alert the flight crew of the potential for significant delays in the WSS detecting windshear when the flaps of the airplane are in transition. This amendment is prompted by a report of an accident during which an airplane encountered severe windshear during a missed approach. The actions specified in this AD are intended to ensure that the flight crew is aware that there may be significant delays in the WSS detecting windshear when the flaps of the airplane are in transition.

DATES: Effective March 8, 1995.

Comments for inclusion in the Rules Docket must be received on or before April 24, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation