Models	Serial Nos.
E33C, F33C	CJ–1 through CJ–179.
36, A36	E–1 through E–2103, E–2105 through E–2110.
A36TC, B36TC	EA–1 through EA–319, and EA–321 through EA–388.
T34C–1	GM–1 through GM–142.
34C	GP–1 through GP–50.
T–34C	GL–1 through GL–353.
45	G–3 through G–6.
A45	G–7 through G–156, G–257 through G–306, G–696 through G–845, CG–1 through CG–47, CG–58 through CG–60, CG–68, CG–73, CG–75, CG–78, CG–79, CG–105, CG–106, CG–108, CG–111 through CG–179, CG–200 through CG–223, CG–279 through CG–319.
D45	BG–1 through BG–423.
95	TD–2 through TD–302.
B95	TD–303 through TD–452.
B95A	TD–453 through TD–533.
D95A	TD–534 through TD–707.
E95	TD–708 through TD–721.
95–55	TC–1 through TC–190.
95–A55	TC–191 through TC–349, TC–351 through TC–370, and TC–372 through TC–501.
95–B55, 95–B55A	TC–371, TC–502 through TC–2456.
95–C55	TC–350.
95–C55A	TE–1 through TE–49, and TE–51 through TE–451.
D55, D55A	TE–452 through TE–767.
E55, E55A	TE–768 through TE–1201.
56TC	TG–2 through TG–83.
A56TC	TG–84 through TG–94.
58, 58A	TH–1 through TH–1388, and TH–1390 through TH–1395.
58P, 58PA	TJ–3 through TJ–435, and TJ–437 through TJ–443.
58TC, 58TCA	TK–1 through TK–150.

Compliance: Required the next time the elevator trim tab actuators are removed for any reason, but no later than 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent loss of control of the airplane because of interchanging the right-hand and left-hand elevator trim tab actuators, accomplish the following:

(a) Paint a stripe on each stabilizer rear spar (right-hand black; and left-hand blue) in accordance with the Accomplishment Instructions of Beech Service Bulletin No. 2399, dated March 1991.

(b) Remove the cover over the actuator inspection hole on each stabilizer and paint the inspection hole ledges (right-hand black; and left-hand blue) in accordance with the Accomplishment Instructions of Beech Service Bulletin No. 2399, dated March 1991.

(c) Paint a stripe .50 by 1 inch on each actuator housing through the inspection holes (right-hand black; and left-hand blue) in accordance with the Accomplishment Instructions in Beech Service Bulletin No. 2399, dated March 1991. Actuators must not be removed to paint the .50 by 1 inch stripe on the housing.

Note: A left-hand trim tab actuator will have threads on its actuator screw that will rotate clockwise when screwed into the actuator assembly, and a right-hand trim tab actuator will have threads on its actuator screw that will rotate counterclockwise when screwed into the actuator assembly.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a location where the requirements of this AD can be accomplished.

(e) 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 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

(f) The modification required by this AD shall be done in accordance with Beech Service Bulletin No. 2399, dated March 1991. 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, Commercial Service, Department 52, 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, 1100 L Street, NW.; room 8401, Washington, DC.

This amendment becomes effective on November 25, 1991.

Issued in Kansas City, Missouri, on September 20, 1991.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 91–25588 Filed 10–23–91; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 91–NM–213–AD; Amendment 39–8069, AD 91–22–09]

Airworthiness Directives; Boeing Model 767 Series Airplanes Equipped With Pratt and Whitney PW4000 Series Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Boeing Model 767 series airplanes, equipped with Pratt and Whitney PW4000 series engines, which currently requires deactivation of the thrust reverser system. That action was prompted by the possibility that contamination of the hydraulic directional control valve could result in the uncommanded deployment of a thrust reverser. Uncommanded deployment of a thrust reverser during flight could result in reduced controllability of the airplane. This amendment requires modification of the thrust reverser control system to improve the safeguards against uncommanded deployment of a thrust reverser, and subsequent reactivation of the thrust reversers.

DATES: Effective November 8, 1991.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 8, 1991.

ADDRESSES: The applicable service information may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington. This information may be examined at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 1100 L Street NW., room 8401, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Simonson, Seattle Aircraft Certification Office, Propulsion Branch, ANM–140S; telephone (206) 227–2683. Mailing address: FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

SUPPLEMENTARY INFORMATION: On August 23, 1991, the FAA issued telegraphic AD T91–18–51, to require deactivation of the thrust reverser systems of Model 767 airplanes equipped with Pratt and Whitney PW4000 series engines. That action was prompted by the possibility that

contamination of the hydraulic directional control valve could result in the uncommanded deployment of a thrust reverser. An uncommanded deployment of a thrust reverser during flight could result in reduced controllability of the airplane. While deactivation of thrust reversers eliminates the potential for uncommanded deployment, it also has the undesirable effect of eliminating the margin of safety provided by them during takeoff and landing, particularly on wet or contaminated runways.

Since issuance of that AD, Boeing has developed, and the FAA has approved, a modification of the thrust reverser control system that eliminates the vulnerability of the original system to contamination, and further enhances the level of safety of the thrust reverser system. The modification involves: (1) Installation of an independent stow and restow system of the thrust reverser hydraulic system, (2) addition of an additional hydraulic isolation valve, and (3) modification of the electrical control system to make it less susceptible to electrical shorts induced by wire bundle chafing.

The FAA has reviewed and approved Boeing Service Bulletin 767–78–0051, dated October 9, 1991, which describes the procedures for accomplishing the modification described above.

Since this condition is likely to exist or develop on other airplanes of the same type design, this AD supersedes telegraphic AD T91–18–51 to require modification and reactivation of the thrust reverser system, in accordance with the service bulletin previously described.

This is considered an interim action until final action is identified, at which time the FAA may consider further rulemaking.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable, and good cause exists for making this amendment effective in less than 30 days.

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.

The FAA has determined that this regulation is an emergency regulation and that it is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Executive Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—[AMENDED]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 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:

91–22–09 Boeing: Amendment 39–8069. Docket No. 91–NM–213–AD. Supersedes telegraphic AD T91–18–51, issued August 23, 1991.

Applicability: Model 767 series airplanes equipped with Pratt and Whitney PW4000 series engines, listed in Boeing Service Bulletin 767–78–0051, dated October 9, 1991, certificated in any category.

Compliance: Required as indicated, unless previously accomplished.

To prevent potential in-flight thrust reverser deployment, accomplish the following:

(a) Within 7 days after the receipt of telegraphic AD T91–18–51, issued August 23, 1991, accomplish the following.

(1) Deactivate both left and right thrust reversers in accordance with Section 78–31–1 of Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, dated May 1, 1991.

(2) Add the following to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM). This may be accomplished by placing a copy of this AD in the AFM.

Reduce by five percent the available accelerate-stop distance resulting from the Airplane Flight Manual takeoff performance analysis when the runway is wet or contaminated.

(b) Within 60 days after the effective date of this amendment, modify the thrust reverser system in accordance with Boeing Service Bulletin 767–78–0051, dated October 9, 1991. Once this modification is accomplished, the thrust reverser system must be re-activated, and the AFM limitation required by paragraph (a)(2) of this AD may be removed.

(c) An alternative method of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Note: The request should be forwarded through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Seattle ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

(e) The modification requirement shall be done in accordance with Boeing Service Bulletin 767–78–0051, dated October 9, 1991. The deactivation requirement shall be done in accordance with Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, Section 78–31–1, dated May 1, 1991, which includes the following list of effective pages:

Page No.	Date
2–78–31–1.0	May 1, 1991.
2–78–31–1.1	August 15, 1989.
2–78–31–1.2, 2–78–31–1.3, 2–78–31–1.4, 2–78–31–1.6	
2–78–31–1.5	June 29, 1990.
2–78–31–1.7	December 14, 1990.
2–78–31–1.8, 2–78–31–1.9	

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. Copies may be inspected at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington, or at the Office of the Federal Register, 1100 L Street NW., room 8401, Washington, DC.

This amendment supersedes AD T91–18–51, issued August 23, 1991.

This amendment (39–8069, AD 91–22–09) becomes effective November 8, 1991.

Issued in Renton, Washington, on October 11, 1991.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 91–25587 Filed 10–23–91; 8:45 am]

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