

accumulation of 1,800 hours time-in-service (TIS) or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated.

To prevent the inability to open the passenger/crew door because of a cracked internal handle mounting platform structure, which, if not detected and corrected, could result in passenger injury if emergency evacuation was needed, accomplish the following:

(a) Inspect the passenger/crew door internal handle mounting platform structure for cracks in accordance with Part 1 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Service Bulletin (SB) 52-A-JA 930901, Revision 1, dated February 11, 1994.

(1) If any cracked structure is found, prior to further flight, replace the mounting platform structure with a new structure, part number 137450C23, in accordance with Part 2 of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 52-A-JA 930901, Revision 1, dated February 11, 1994.

(2) If no cracks are found, reinspect the mounting platform structure at intervals not to exceed 1,800 hours TIS until a part number 137450C23 mounting platform structure is installed.

(b) The repetitive inspections required by this AD may be terminated upon installing a part number 137450C23 passenger/crew door internal handle mounting platform structure. This installation may be accomplished regardless of whether the existing structure is cracked.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(e) The inspection and modification (if necessary) required by this AD shall be done in accordance with Jetstream Service Bulletin 52-A-JA 930901, Revision 1, dated February 11, 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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029. 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., suite 700, Washington, DC.

(f) This amendment (39-9123) becomes effective on March 17, 1995.

Issued in Kansas City, Missouri, on January 18, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 94-NM-80-AD; Amendment 39-9127; AD 95-02-08]

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737 series airplanes, that requires modification of certain fuselage support structure for the number 2 galley. This amendment is prompted by results of engineering tests and analyses which revealed that certain fuselage support structure for the number 2 galley is unable to support certain loads that may occur during emergency landing conditions. If the fuselage support structure breaks, the galley may shift and cause blockage of the forward service door (galley door). The actions specified by this AD are intended to prevent inability of passengers and crew to exit the airplane through this door after an emergency landing.

DATES: Effective March 16, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 16, 1995.

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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: Thomas Rodriguez, Aerospace Engineer, Airframe Branch, ANM-120S, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601

Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2779; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 737 series airplanes was published in the **Federal Register** on September 1, 1994 (59 FR 45249). That action proposed to require modification of certain fuselage support structure for the number 2 galley.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters support the proposed rule.

One commenter requests that the issuance of the proposed AD be delayed until a revision to the referenced service bulletin is issued by the manufacturer. The commenter states that by the time the revision is issued, which is expected to be in the second quarter of 1995, the manufacturer will be able to supply required modification parts "that fit." The FAA does not concur. The FAA does not consider that delaying this action until after the release of the manufacturer's planned service bulletin is warranted, since sufficient technology currently exists to perform the modification within the compliance time. Neither the manufacturer nor any operator has notified the FAA of any problems involving improper fit of parts for the required modification. However, paragraph (b) of the final rule does provide affected operators the opportunity to request an adjustment of the compliance time if a situation were to arise where ample required parts were not available.

One commenter requests that the proposed compliance time of 18 months be extended for an additional 18 months to allow operators to schedule a heavy maintenance visit in which to accomplish the required modification. The FAA does not concur. In developing an appropriate compliance time for this action, the FAA considered not only the safety implications, but the availability of required parts, as well as normal maintenance schedules for timely accomplishment of the modification. The FAA determined that an 18-month compliance time provides sufficient time within which the majority of affected operators can schedule a heavy maintenance visit, and an acceptable level of safety can be maintained. However, paragraph (b) of the final rule does provide affected