

- (k) For the right engine, make sure these circuit breakers on the P11 panel are closed:
- (1) RIGHT ENGINE PDIU
  - (2) RIGHT ENGINE THRUST REVERSER CONT/SCAV PRESS
  - (3) RIGHT ENGINE ELECTRONIC ENGINE CONTROL ALTN PWR (if installed)
  - (4) RIGHT ENGINE THRUST REVERSER PRI CONT
  - (5) RIGHT ENGINE THRUST REVERSER SEC CONT
- (l) Supply electrical power.
- (m) Remove the pressure from the left (right) hydraulic system.

**B. Do the Thrust Reverser Sync Lock Test.**

- (1) Move and hold the manual unlock lever on the center actuator on both thrust reverser sleeves to the unlock position.
- (2) Make sure the thrust reverser sleeves did not move.
- (3) Move the left (right) reverser thrust lever up and rearward to the idle detent position.
- (4) Make sure both thrust reverser sleeves move aft (approximately 0.15 to 0.25 inch).
- (5) Release the manual unlock lever on the center actuators.

**WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE THRUST REVERSER. WHEN YOU APPLY HYDRAULIC PRESSURE THE THRUST REVERSER WILL EXTEND AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.**

- (6) Pressurize the left (right) hydraulic system.
- (7) Make sure the thrust reverser extends.
- (8) Move the left (right) reverser thrust lever to the fully forward and down position to retract the thrust reverser.

**C. Put the Airplane Back to its Usual Condition.**

- (1) Remove hydraulic pressure.
- (2) Close the left and right fan cowls.
- (3) Close the AUTO SPEEDBRAKE circuit breaker on the P11 panel.
- (4) Remove electrical power if it is not necessary.
- (5) Return the EEC MAINT POWER switch or the EEC POWER L and EEC POWER R switches to the NORMAL position.

**D. Repeat the Thrust Reverser Sync Lock Test on the other engine."**

- (f) Installation of the sync lock, as required by paragraph (d) of this AD, constitutes terminating action for the requirements of paragraphs (a) through (c) of this AD.

**Alternative Methods of Compliance**

(g)(1) 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.

(2) Alternative methods of compliance, approved previously in accordance with AD 91-20-09, amendment 39-8043; and AD 94-01-10, amendment 39-8792; are approved as

alternative methods of compliance with the requirements of this AD.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

**Special Flight Permits**

(h) 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.

**Incorporation by Reference**

(i) Except as otherwise required by this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 757-78A0027, dated September 9, 1991; Boeing Service Bulletin 757-78-0025, dated September 9, 1991; Boeing Document D630N002, "Boeing 757 Dispatch Deviation Guide," Revision 8, dated January 15, 1991; and Boeing Service Bulletin 757-78-0028, Revision 1, dated October 29, 1992, or Boeing Service Bulletin 757-78-0028, Revision 2, dated January 14, 1993; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 757-78-0028, Revision 1, dated October 29, 1992; and Boeing Service Bulletin 757-78-0028, Revision 2, dated January 14, 1993; was approved previously by the Director of the Federal Register as of March 3, 1994 (59 FR 4558, February 1, 1994).

(2) The incorporation by reference of Boeing Alert Service Bulletin 757-78A0027, dated September 9, 1991; Boeing Service Bulletin 757-78-0025, dated September 9, 1991; and Boeing Document D630N002, "Boeing 757 Dispatch Deviation Guide," Revision 8, dated January 15, 1991; was approved previously by the Director of the Federal Register as of September 16, 1991 (56 FR 46725, September 16, 1991). (The document number of Boeing Alert Service Bulletin 757-78A0027, dated September 9, 1991, was cited erroneously in the September 16, 1991, issue of the **Federal Register** as "757-78H0027." The document number of Boeing Service Bulletin 757-78-0025, dated September 9, 1991, was also cited erroneously in the September 16, 1991, issue of the **Federal Register** as "757-0025.")

(3) Copies of the service documents may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

**Effective Dates**

(j) This amendment becomes effective on September 18, 2003.

Issued in Renton, Washington, on August 7, 2003.

**Neil D. Schalekamp,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**COMMODITY FUTURES TRADING COMMISSION**

**17 CFR Part 18**

**Reports by Traders**

*CFR Correction*

In Title 17 of the Code of Federal Regulations, Parts 1 to 199, revised as of January 1, 2003, in § 18.04, on page 314, remove paragraph (d).

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**DEPARTMENT OF THE INTERIOR**

**Bureau of Indian Affairs**

**25 CFR Part 170**

**RIN 1076-AE34**

**Distribution of Fiscal Year 2003 Indian Reservation Roads Funds**

**AGENCY:** Bureau of Indian Affairs, Interior.

**ACTION:** Final rule.

**SUMMARY:** We are issuing a final rule requiring that we distribute the remaining 25 percent of fiscal year 2003 Indian Reservation Roads (IRR) funds to projects on or near Indian reservations using the relative need formula. We are using the Federal Highway Administration (FHWA) Price Trends report for the relative need formula distribution process, with appropriate modifications to address non-reporting states.

**EFFECTIVE DATE:** August 14, 2003 through September 30, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mr. LeRoy Gishi, Chief, Division of Transportation, Office of Trust Responsibilities, Bureau of Indian Affairs, 1849 C Street, NW., MS-4058-MIB, Washington, DC 20240. Mr. Gishi may also be reached at 202-208-4359 (phone) or 202-208-4696 (fax).

**SUPPLEMENTARY INFORMATION:**

**Background**

*Where Can I Find General Background Information on the Indian Reservation Roads (IRR) Program, the Relative Need Formula, the Federal Highway Administration (FHWA) Price Trends Report, and the Transportation Equity Act for the 21st Century (TEA-21) Negotiated Rulemaking Process?*

The background information on the IRR program, the relative need formula, the FHWA Price Trends Report, and the TEA-21 Negotiated Rulemaking process