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#### 14 CFR Part 39

[Docket No. 94-NM-28-AD]

### Airworthiness Directives; Boeing Model 767 Series Airplanes Equipped With General Electric CF6-80C2 Series Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires tests, inspections, and adjustments of the thrust reverser system. This action would add requirements for installation of a terminating modification on airplanes equipped with General Electric CF6-80C2 series engines, and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. This action also would remove airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of the existing AD. This proposal is prompted by the identification of a modification that ensures that the level of safety inherent in the original type design of the thrust reverser system is further enhanced. The actions specified by the proposed AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in an inadvertent deployment of a thrust reverser during flight.

**DATES:** Comments must be received by March 3, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-28-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group,

P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:**

Lanny Pinkstaff, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2684; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-NM-28-AD." The postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-28-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

On October 7, 1991, the FAA issued AD 91-22-02, amendment 39-8062 (56 FR 51638, October 15, 1991), applicable to Boeing Model 767 series airplanes equipped with Rolls-Royce RB211-524 series engines or General Electric CF6-80C2 series engines, to require tests,

inspections, and adjustments of the thrust reverser system. That action was prompted by an ongoing design review, resulting from an accident investigation from which it had been determined that, prior to the accident, the airplane apparently experienced an uncommanded in-flight deployment of a thrust reverser. Deployment of a thrust reverser in flight could result in reduced controllability of the airplane. The requirements of that AD are intended to ensure the integrity of the fail-safe features of the thrust reverser system by preventing possible discrepancies in the thrust reverser control system that can result in the inadvertent deployment of a thrust reverser during flight.

Since the issuance of AD 91-22-02, the FAA issued AD 94-17-03, amendment 39-8998 (59 FR 41647, August 15, 1994). AD 94-17-03 was issued to require inspections, adjustments, and functional checks of the thrust reverser system; installation of a terminating modification; and repetitive operational checks of the gearbox locks and the air motor brake following accomplishment of the terminating modification on Model 767 series airplanes equipped with Rolls-Royce RB211-524 series engines. In the preamble to AD 94-17-03, the FAA stated it would consider superseding AD 91-22-02 to remove the requirements for Model 767 series airplanes equipped with Rolls-Royce RB211-524 series engines from that AD, to specify that those requirements are contained in AD 94-17-03, and to require accomplishment of a terminating modification for Model 767 series airplanes equipped with General Electric CF6-80C2 series engines. This action proposes such requirements.

**Explanation of Relevant Service Information**

Since the issuance of AD 91-22-02, the FAA has reviewed and approved Boeing Service Bulletin 767-78-0047, Revision 3, dated July 28, 1994. The original issue of the service bulletin was cited in AD 91-22-02 as the appropriate source of service information for performing various tests, inspections, and adjustments required by that AD. Revision 3 of the service bulletin revises certain procedures specified in the Accomplishment Instructions of earlier revisions of the service bulletin. (The FAA has referenced this latest revision of the service bulletin as the appropriate source of service information for accomplishment of those actions after the effective date of this proposed AD.)

The FAA also has reviewed and approved Boeing Service Bulletin 767-78-0063, Revision 2, dated April 28,