

1994, which describes procedures for installation of a third locking system on the thrust reversers on Model 767 series airplanes equipped with General Electric CF6-80C2 series engines to minimize the possibility of an uncommanded in-flight deployment of the thrust reversers. This modification involves the following:

1. installing fuselage-to-wing pressure seal doublers;
2. routing and installing new ships wiring;
3. installing the tray assembly and thrust reverser relay module on the E1-4 or E2-6 shelf;
4. installing circuit breakers, filler patches, bus bars, and a relay in the P11 panel;
5. removing, reworking, and installing the M966 autothrottle microswitch pack;
6. Installing the left and right thrust reverser locks with associated wire bundles on both engines; and
7. Performing a functional test of the thrust reverser system.

The FAA has determined that accomplishing this modification in accordance with the service bulletin will positively address the identified unsafe condition with regard to those airplanes equipped with General Electric CF6-80C2 series engines.

Explanation of the Proposed Requirements

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 91-22-02 to continue to require tests, inspections, and adjustments of the thrust reverser system on Model 767 series airplanes equipped with General Electric CF6-80C2 series engines. This proposed AD would add a requirement to install the terminating modification, described above. The tests, inspections, adjustments, and terminating modification would be required to be accomplished in accordance with the Boeing service bulletins described previously.

In addition, the FAA has determined that operational checks of the electro-mechanical brake and the cone brake of the center drive unit are necessary to provide an adequate level of safety and to ensure the effectiveness of the terminating modification following its installation in addressing the unsafe condition identified in this proposed AD. Procedures for accomplishment of the proposed operational checks are specified in Appendix 1 (including Figure 1) of this proposed AD.

Accomplishment of the terminating modification and operational checks would constitute terminating action for the tests, inspections, and adjustments currently required by AD 91-22-02.

This proposed AD also would remove airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of AD 91-22-02.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this requirement.

Cost Impact

There are approximately 135 Boeing Model 767 series airplanes equipped with General Electric CF6-80C2 series engines in the worldwide fleet. The FAA estimates that 39 airplanes of U.S. registry would be affected by this proposed AD.

The tests, inspections, and adjustments that were previously required by AD 91-22-02, and retained in this AD, take approximately 30 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact on U.S. operators of the currently required tests, inspections, and adjustments that would be retained in AD is estimated to be \$70,200, or \$1,800 per airplane, per inspection cycle.

The terminating modification proposed by this AD would take approximately 786 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. The repetitive operational checks proposed by this AD would take approximately 2 work hours per airplane to accomplish at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of the terminating modification and repetitive operational checks proposed in this AD on U.S. operators is

estimated to be \$1,843,920, or \$47,280 per airplane.

The number of required work hours for each requirement of this proposed AD, as indicated above, is presented as if the accomplishment of the actions were to be conducted as "stand alone" actions. However, in actual practice, these actions for the most part would be accomplished coincidentally or in combination with normally scheduled airplane inspections and other maintenance program tasks. Therefore, the actual number of necessary additional work hours will be minimal in many instances. Additionally, any costs associated with special airplane scheduling will be minimal.

The FAA recognizes the large number of work hours required to accomplish the proposed modification. However, the 3-year compliance time proposed in paragraph (c) of this AD should allow the modification to be accomplished coincidentally with scheduled major airplane inspection and maintenance activities, thereby minimizing the costs associated with special airplane scheduling.

Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the