

Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

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

**Authority:** 49 U.S.C. App. 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 removing amendment 39-8062 (56 FR 51638, October 15, 1991), and by adding a new airworthiness directive (AD), to read as follows:

**Boeing:** Docket 94-NM-28-AD. Supersedes AD 91-22-02, Amendment 39-8062.

**Applicability:** Model 767 series airplanes equipped with General Electric CF6-80C2 series engines, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To ensure the integrity of the fail-safe features of the thrust reverser system, accomplish the following:

(a) Within 30 days after October 15, 1991 (the effective date of AD 91-22-02, amendment 39-8062), perform tests, inspections, and adjustments of the thrust reverser system in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, those actions shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Except as provided by paragraph (a)(2) of this AD, repeat all tests and inspections thereafter at intervals not to exceed 3,000 flight hours until the modification required by paragraph (c) of this AD is accomplished.

(2) Repeat the check of the grounding wire for the Directional Pilot Valve (DPV) of the thrust reverser in accordance with the service bulletin at intervals not to exceed 1,500 flight hours, and whenever maintenance action is taken that would disturb the DPV grounding

circuit, until the modification required by paragraph (c) of this AD is accomplished.

(b) If any of the tests and/or inspections required by paragraph (a) of this AD cannot be successfully performed, or if those tests and/or inspections result in findings that are unacceptable in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994; accomplish paragraphs (b)(1) and (b)(2) of this AD. After the effective date of this AD, the actions required by paragraphs (b)(1) and (b)(2) shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Prior to further flight, deactivate the associated thrust reverser in accordance with Section 78-31-1 of Boeing Document D630T002, "Boeing 767 Dispatch Deviation Guide," Revision 9, dated May 1, 1991; or Revision 10, dated September 1, 1992. After the effective date of this AD, this action shall be accomplished only in accordance with Revision 10 of the Boeing document. No more than one reverser on any airplane may be deactivated under the provisions of this paragraph.

(2) Within 10 days after deactivation of any thrust reverser in accordance with this paragraph, the thrust reverser must be repaired in accordance with Boeing Service Bulletin 767-78-0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, the repair shall be accomplished only in accordance with Revision 3 of the service bulletin. Additionally, the tests and/or inspections required by paragraph (a) of this AD must be successfully accomplished; once this is accomplished, the thrust reverser must then be reactivated.

(c) Within 3 years after the effective date of this AD, install a third locking system on the left- and right-hand engine thrust reversers in accordance with Boeing Service Bulletin 767-78-0063, Revision 2, dated April 28, 1994.

**Note 2:** The Boeing service bulletin references General Electric Service Bulletin 78-135 as an additional source of service information for accomplishment of the third locking system on the thrust reversers. However, the Boeing service bulletin does not specify the appropriate revision level for the General Electric service bulletin. The appropriate revision level for the General Electric service bulletin to be used in conjunction with the Boeing service bulletin is Revision 3, dated August 2, 1994.

(d) Within 4,000 flight hours after accomplishing the modification required by paragraph (c) of this AD, or within 4,000 flight hours after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 4,000 flight hours; perform operational checks of the electro-mechanical brake and the cone brake of the center drive unit in accordance with Appendix 1 (including Figure 1) of this AD.

(e) Accomplishment of the modification and periodic operational checks required by paragraphs (c) and (d) of this AD constitutes terminating action for the tests, inspections,

and adjustments required by paragraph (a) of this AD.

(f) 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.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) 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.

### Appendix—Thrust Reverser Electro-Mechanical Brake and CDU Cone Brake Test

#### 1. General

A. This procedure contains steps to do two checks:

- (1) A check of the holding torque of the electro-mechanical brake
- (2) A check of the holding torque of the CDU cone brake.

#### 2. Electro-Mechanical Brake and CDU Cone Brake Torque Check (Fig. 1)

A. Prepare to do the checks:

- (1) Open the fan cowl panels.

B. Do a check of the torque of the electro-mechanical brake:

- (1) Do a check of the running torque of the thrust reverser system:

(a) Manually extend the thrust reverser six inches and measure the running torque.

- (1) Make sure the torque is less than 10 pounds-inches.

(2) Do a check of the electro-mechanical brake holding torque:

- (a) Make sure the thrust reverser translating cowl is extended at least one inch.
- (b) Make sure the CDU lock handle is released.

(c) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

**Note:** This will lock the electro-mechanical brake.

- (d) With the manual drive lockout cover removed from the CDU, install a 1/4-inch extension tool and dial-type torque wrench into the drive pad.

**Note:** You will need a 24-inch extension to provide adequate clearance for the torque wrench.

- (e) Apply 90 pound-inches of torque to the system.

(1) The electro-mechanical brake system is working correctly if the torque is reached before you turn the wrench 450 degrees (1-1/4 turns).

(2) If the flexshaft turns more than 450 degrees before you reach the specified torque, you must replace the long flexshaft between the CDU and the upper angle gearbox.