

25, 1994). Copies 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.

(i) This amendment is effective on November 25, 1994.

Issued in Renton, Washington, on July 13, 1995.

**James V. Devany,**

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

[FR Doc. 95-17709 Filed 7-18-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 94-NM-28-AD; Amendment 39-9292; AD 95-13-12]

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

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes 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 amendment adds requirements for installation of a terminating modification, and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. This amendment also removes airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of the existing AD. This amendment 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 this AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in inadvertent deployment of a thrust reverser during flight.

**DATES:** Effective August 18, 1995.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of August 18, 1995.

The incorporation by reference of Boeing Service Bulletin 767-78-0047, dated August 22, 1991, as listed in the

regulations, was approved previously by the Director of the Federal Register as of October 15, 1991 (56 FR 51638, October 15, 1991).

**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:** 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:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91-22-02, amendment 39-8062 (56 FR 51638, October 15, 1991), which is applicable to Boeing Model 767 series airplanes equipped with General Electric CF6-80C2 series engines, was published in the **Federal Register** on January 6, 1995 (60 FR 2036). The action proposed to require tests, inspections, and adjustments of the thrust reverser system; installation of a terminating modification; and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. The action also proposed to remove airplanes equipped with Rolls-Royce RB211-524 series engines from the applicability of the existing AD.

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

One commenter supports the proposed rule.

One commenter requests that the proposed compliance time for installation of the terminating modification be extended from 3 to 5 years to be consistent with similar rules that are applicable to Boeing Model 767-200 and 757 series airplanes. The FAA does not concur with the commenter's request to extend the compliance time. In developing an appropriate compliance time for installation of the terminating modification on the affected airplanes, the FAA considered operator fleet sizes,

as well as availability of parts. The commenter is one of two U.S. operators of the affected airplanes. In its comments to the proposed rule, this commenter indicates that the 3-year compliance time presents no problem. The other U.S. operator of these airplanes indicates that it has already modified its entire fleet. Further, the manufacturer has advised that an ample number of required parts will be available for modification of the U.S. fleet within the proposed compliance period. Based on this information, the FAA finds that a compliance time of 3 years would not impose any undue economic burden on any operator. However, the FAA would consider a request for an adjustment of the compliance time, in accordance with the provisions of paragraph (f) of this AD, provided that adequate justification is presented to support such a request.

One commenter requests that the work hour estimate specified in the proposal for installation of the terminating modification be increased from 786 to 880 work hours. Based on its experience, the commenter states that 880 work hours represents the actual time required for accomplishment of the terminating modification. The FAA does not concur with the commenter's request to increase the work hour estimate. The appropriate number of work hours necessary to accomplish the required modification, specified as 786 in the economic impact information, below, was provided to the FAA by the manufacturer based on the best data available to date. That estimate represents the time for direct labor only and is based on the assumption that the modification will be performed by an experienced maintenance crew. However, in light of crew experience, some variability in the estimated number of work hours is likely to exist from operator to operator.

One commenter indicates that a re-identification table provided in Revision 3 of General Electric Service Bulletin 78-135 contains numerous part number errors that should be corrected before a final rule is issued. (The General Electric service bulletin is referenced in "NOTE 2" of the proposal as an additional source of service information for installation of the terminating modification.) The FAA infers from the commenter's statement that it requests that issuance of the final rule be delayed until General Electric releases a revised service bulletin containing correct part numbers. The FAA does not concur. The FAA has been unable to confirm the future date of issuance of Revision 4 of the General Electric service bulletin. In