

airplanes, this proposal also would require accomplishment of various other actions prior to or concurrently with the modification of the ADC system. This action is necessary to ensure that the flightcrew is able to silence an erroneous overspeed or stall aural warning. A persistent erroneous warning could confuse and distract the flightcrew and lead to an increase in the flightcrew's workload. Such a situation could lead the flightcrew to act on hazardous misleading information, which could result in loss of control of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by September 2, 2003.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2003-NM-40-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: *9-anm-nprmcomment@faa.gov*. Comments sent via fax or the Internet must contain "Docket No. 2003-NM-40-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

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:** Elizabeth Zurcher, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6495; fax (425) 917-6590.

#### **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 action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.

- For each issue, state what specific change to the proposed AD is being requested.

- Include justification (e.g., reasons or data) for each request.

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 action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2003-NM-40-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-114, Attention: Rules Docket No. 2003-NM-40-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

The FAA has received reports indicating that an erroneous overspeed aural warning that cannot be silenced may occur on certain Boeing Model 747-400, 747-400D, 747-400F, 757-200, 757-200PF, 757-200CB, 767-200, 767-300, and 767-300F series airplanes. When the air data computer (ADC) detects an overspeed condition, the ADC sends a warning through the Engine Indicating and Crew Alerting System (EICAS) and aural warning systems. If the flightcrew finds that this warning is erroneous, following flightcrew procedures to eliminate the erroneous ADC source will remove the erroneous air data source from the flightcrew display and from use in computation of navigation and flight control solutions, but the erroneous aural warning will not be silenced. Inability to silence an erroneous

warning could confuse and distract the flightcrew, and lead to an increase in the flightcrew's workload. An erroneous aural warning that cannot be silenced may also cause the flightcrew to act based on misleading information. This may have been a factor in previous airplane incidents in which flightcrew actions based on hazardous misleading information have resulted in loss of control of the airplane.

##### **Explanation of Relevant Service Information**

We have reviewed and approved the following Boeing Alert Service Bulletins:

- 747-34A2460, Revision 2, dated June 14, 2001 (for Model 747-400, -400D, and -400F series airplanes), which describes procedures for re-routing wires associated with ADC overspeed warnings to eliminate erroneous overspeed warnings. The procedures involve replacing the P1-1 and P3-1 module assemblies in the flight deck with improved assemblies, installing various wires in and between the flight deck and main equipment center of the airplane, and performing a test of the source select module and a system functional test. This service bulletin specifies that Boeing Service Bulletin 747-31-2179, 747-31-2180, or 747-31-2217 must be accomplished either previously or concurrently. Boeing Alert Service Bulletin 747-34A2460, Revision 2, refers to Boeing Component Service Bulletins 233U2200-31-01 and 233U2205-31-01, both dated April 20, 1995, as additional sources for instructions to change the ADC computer source select switch on the P1-1 and P3-1 panels, respectively.

- 757-34A0222, dated March 28, 2002 (for Model 757-200, -200PF, and -200CB series airplanes), which describes procedures for installing a circuit breaker and replacing an existing lightplate assembly with a new, improved lightplate assembly in the flight compartment; installing two relays and removing a certain relay in the main equipment center; making various wiring changes in the flight compartment and main equipment center; and performing tests of the flight data acquisition unit, flight data recorder system, and stall and overspeed warnings. These changes are intended to allow the flightcrew to silence an erroneous aural overspeed or stall warning by switching away from a failed ADC that is generating the warning. This service bulletin specifies that Boeing Service Bulletin 757-31-0059 must be accomplished either previously or concurrently.