

• 767-34A0332, dated January 10, 2002 (for Model 767-200, -300, and -300F series airplanes), which describes procedures for installing two circuit breakers in the flight deck, installing two relays in the main equipment center, making various wiring changes in the flight deck and main equipment center, and doing a system functional test. 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 Bulletins 767-31-0091, 767-31-0098, 767-31-0099, 767-31-0100, or 767-31-0101, as applicable, must be accomplished either previously or concurrently.

Explanation of Other Related Service Information (747-400, -400D and -400F)

We have reviewed and approved Boeing Service Bulletins 747-31-2179, dated May 26, 1994 (for Boeing Model 747-400 and -400F series airplanes equipped with Pratt & Whitney PW4000 series engines), and 747-31-2180, dated March 17, 1994 (for Boeing Model 747-400 and -400F series airplanes equipped with Rolls-Royce engines).

These service bulletins described procedures for replacing the three Electronic Flight Information System (EFIS)/EICAS interface units (EIU) with improved EIUs and installing new software in six integrated display units (IDU) and three EIUs.

We have also reviewed and approved Boeing Service Bulletin 747-31-2217, dated May 19, 1994 (for Boeing Model 747-400, -400D, and -400F series airplanes equipped with General Electric (GE) engines). That service bulletin describes procedures for installing new software in six IDUs and three EIUs.

Boeing Service Bulletin 747-31-2217 specifies that the changes in Boeing Service Bulletins 747-31-2178, dated July 1, 1993, and 747-45-2010, dated December 17, 1992, must be accomplished prior to the actions in Boeing Service Bulletin 747-31-2217. We have reviewed and approved those service bulletins. Boeing Service Bulletin 747-31-2178 describes procedures for replacing three EIUs with improved EIUs and installing new software in six IDUs and three EIUs. Boeing Service Bulletin 747-45-2010 describes procedures for installing new software in the central maintenance computer (CMC).

Boeing Service Bulletin 747-45-2010 specifies that, for airplanes equipped with GE engines, the actions in Boeing Service Bulletins 747-45-2005 and 747-31-2163 must be accomplished prior to or concurrently with those specified in Boeing Service Bulletin 747-45-2010. We have reviewed and approved those service bulletins. Boeing Service Bulletin 747-45-2005, dated February 8, 1990, describes procedures for a modification that involves replacing certain CMCs with improved CMCs, modifying related wiring, and modifying the data loader control panel. Boeing Service Bulletin 747-31-2163, dated February 14, 1991, describes procedures for installing new software in six IDUs and three EIUs.

Explanation of Other Related Service Information (757-200, -200CB, -200PF; 767)

We also have reviewed and approved the following Boeing service bulletins, which all describe procedures for performing an EICAS readout comparison to ensure that the applicable software is used, replacing the existing EICAS computers with new EICAS computers that can be upgraded with certain software, and making related wiring changes:

Boeing service bulletin (all including Appendices A, B, and C)–	Service bulletin revision level–	Service bulletin date–	Effectivity–
757-31-0059	Revision 3	March 29, 2001	Boeing Model 757-200, -200CB, and -200PF series airplanes.
767-31-0091	Revision 3	April 27, 2000	Model 767 series airplanes with certain GE CF6-80C2 Full Authority Digital Electronic Engine Control (FADEC) series engines.
767-31-0098	Revision 2	October 21, 1999	Model 767-200 and -300 series airplanes with certain GE Power Management Computer (PMC) engines.
767-31-0099	Revision 3	February 8, 2001	Model 767-300 series airplanes with certain Rolls Royce engines.
767-31-0100	Revision 2	July 29, 1999	Model 767 series airplanes with certain Pratt & Whitney PW4000 series engines.
767-31-0101	Original	July 6, 2000	Model 767-200 and -300 series airplanes with Pratt & Whitney JT9D series engines.

Explanation of Requirements of Proposed Rule

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 require accomplishment of the actions specified in the applicable service bulletins described previously, except as discussed below.

Differences Between Service Bulletins and Proposed AD

Operators should note that Boeing Alert Service Bulletins 747-34A2460, Revision 2, 757-34A0222, and 767-

34A0332 recommend accomplishing the modification as soon as manpower, materials, and facilities are available. We have determined that such a non-specific compliance time would not address the identified unsafe condition in a timely manner. In developing an appropriate compliance time for this AD, we considered not only the manufacturer's recommendation, but the degree of urgency associated with addressing the subject unsafe condition, and the time necessary to perform the proposed actions. In light of these factors, we find a 24-month compliance time for completing the proposed actions to be warranted, in that it

represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Also, Boeing Service Bulletins 747-34A2460, Revision 2, and 757-34A0222 specify that operators may accomplish certain actions per a specific chapter of the Airplane Maintenance Manual (AMM) or an "operator's equivalent procedure." However, this proposed AD would require operators to accomplish the actions per the chapter of the AMM specified in the service bulletin. An "operator's equivalent procedure" may be used only if approved as an