

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2002–NM–128–AD; Amendment 39–13269; AD 2003–16–16]

RIN 2120–AA64

**Airworthiness Directives; Boeing Model 747–400 Series Airplanes Equipped With General Electric Model 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 747–400 series airplanes, that currently requires repetitive tests of the cone brake of the central drive unit (CDU) of the thrust reversers, and corrective actions if necessary. This amendment requires installation of a thrust reverser actuation system (TRAS) lock and various related modifications and installations. Following installation of the TRAS lock, this action also requires repetitive functional tests of the TRAS lock, and corrective action if necessary. These actions are intended to prevent an inadvertent deployment of a thrust reverser during flight, which could result in loss of control of the airplane.

**DATES:** Effective October 1, 2003.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of October 1, 2003.

The incorporation by reference of certain other publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of September 6, 2000 (65 FR 47252, August 2, 2000).

The incorporation by reference of certain other publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of March 13, 2000 (65 FR 5742, February 7, 2000).

The incorporation by reference of certain other publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of August 25, 1999 (64 FR 39003, July 21, 1999).

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207; and Distribution, Lockheed Martin Technical Services, 1330 Kemper

Meadow Drive, suite 110–C, Cincinnati, Ohio 45240. 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:**

Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 917–6501; fax (425) 917–6590.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 2000–09–03, amendment 39–11711 (65 FR 25829, May 4, 2000), which is applicable to certain Boeing Model 747–400 series airplanes, was published in the **Federal Register** on January 30, 2003 (68 FR 4731). The action proposed to continue to require repetitive tests of the cone brake of the central drive unit of the thrust reversers, and corrective actions if necessary. The action proposed to add new requirements for installation of a thrust reverser actuation system (TRAS) lock and various related modifications and installations. The action also proposed to require, following installation of the TRAS lock, repetitive functional tests of the TRAS lock, and corrective action if necessary.

**Comments**

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

**Request To Add Additional Sources of Service Information**

The commenter notes that there are later revisions available for certain service bulletins referenced in the proposed AD. The commenter points out the following:

- Lockheed Martin is now Middle River Aircraft Systems (MRAS).
- Lockheed Martin Service Bulletin 78–1007, Revision 1, dated March 18, 1997, has been superseded by MRAS Service Bulletin 78–1007, Revision 2, dated March 10, 1998.
- Lockheed Martin Service Bulletin 78–1020, Revision 2, dated March 20, 1997, has been superseded by MRAS Service Bulletin 78–1020, Revision 3, dated March 16, 1998; and MRAS CF6–80C2B Service Bulletin 78–1020, Revision 4, dated October 10, 2002.

The commenter notes that no additional work is necessary per the new revisions of the service bulletins.

We infer that the commenter is requesting that we revise the final rule to include references to the later revisions of the service bulletins. We concur and have revised paragraphs (d)(2)(i) and (d)(2)(iii) of this AD to reference the service bulletin revisions cited by the commenter as additional acceptable sources of service information.

**Request To Accept Additional Software Versions**

The same commenter notes that Boeing Service Bulletin 747–31–2242, dated April 18, 1996, which is cited in paragraph (d)(2)(iv) of the proposed AD, specifies installation of integrated display system (IDS) software version 995–0017–012. The commenter similarly notes that Boeing Service Bulletin 747–45–2016 (Revision 1, dated May 2, 1996), which is cited in paragraph (d)(2)(v) of the proposed AD, specifies installation of central maintenance computer (CMC) software version 685–2270–009. The commenter points out that, since the issuance of those service bulletins, the manufacturer has released several additional software versions. The commenter requests that we include the additional software versions as acceptable parts for the purposes of the proposed AD.

We concur and have added references to acceptable versions of the IDS and CMC software into paragraphs (d)(2)(iv) and (d)(2)(v) of this AD, respectively. We note, however, that the manufacturer has delayed release of one of the CMC software versions to which the commenter refers, 685–2270–012. Because we are unable to determine whether that version would be acceptable for compliance with this AD, this final rule does not refer to that version.

**Conclusion**

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

**Changes to 14 CFR Part 39/Effect on the AD**

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the