

TELEGRAPHIC MESSAGE

NAME OF AGENCY DOT/FAA NORTHWEST MOUNTAIN REGION SEATTLE, WASHINGTON	PRECEDENCE ACTION: PRIORITY INFO:	SECURITY CLASSIFICATION
ACCOUNTING CLASSIFICATION	DATE PREPARED	FILE
FOR INFORMATION CALL		
NAME JILL DeMARCO, ANM-103	PHONE NUMBER FTS: 392-2125	TYPE OF MESSAGE <input type="checkbox"/> SINGLE <input type="checkbox"/> BOOK <input type="checkbox"/> MULTIPLE-ADDRESS

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO:

FAA HEADQUARTERS
 ADA-40
 WASHINGTON, D.C.

EMERGENCY DISTRIBUTION BY TELEGRAM IS REQUIRED.

TRANSMITTED AS FOLLOWS IS TELEGRAPHIC AIRWORTHINESS DIRECTIVE
 T91-18-51 FOR IMMEDIATE TRANSMITTAL TO ALL OWNERS AND
 OPERATORS OF BOEING MODEL 767 SERIES AIRPLANES.

ON AUGUST 15, 1991, THE FAA ISSUED TELEGRAPHIC AD
 T91-17-51 WHICH REQUIRED DEACTIVATION OF BOTH THRUST
 REVERSERS OF BOEING MODEL 767 SERIES AIRPLANES POWERED BY
 PRATT AND WHITNEY PW4000, GENERAL ELECTRIC CF6-80C2, AND
 ROLLS ROYCE RB211-524 SERIES ENGINES. THAT ACTION WAS
 PROMPTED BY A REVIEW OF LABORATORY TEST DATA WHICH INDICATED
 THAT CONTAMINATION IN THE DIRECTIONAL CONTROL VALVE OF THE
 CONTROL SYSTEM OF THE HYDRAULICALLY-POWERED THRUST REVERSER
 SYSTEM INSTALLED IN AIRPLANES POWERED BY PRATT AND WHITNEY
 PW4000 ENGINES COULD POSSIBLY RESULT IN AN UNCOMMANDED
 DEPLOYMENT OF THE AFFECTED THRUST REVERSER.

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TO:

AT THAT TIME, SUBSTANTIATION WAS NOT AVAILABLE TO THE FAA WHICH COULD CONFIRM THAT CONTAMINATION COULD NOT HAVE THE SAME EFFECT ON DIRECTIONAL CONTROL VALVES THAT PERFORM A SIMILAR FUNCTION BUT ARE PNEUMATICALLY-POWERED. THE THRUST REVERSER SYSTEM ON ROLLS ROYCE RB211-524 AND GENERAL ELECTRIC CF6-80C2 SERIES ENGINES ARE PNEUMATICALLY-POWERED. IN THE INTEREST OF SAFETY, THE FAA CONSIDERED IT PRUDENT TO REQUIRE DEACTIVATION OF ALL THRUST REVERSERS, REGARDLESS OF THE ENGINE CONFIGURATION.

SINCE ISSUANCE OF THAT TELEGRAPHIC AD, THE THRUST REVERSER SYSTEMS OF PNEUMATICALLY-POWERED ENGINES HAVE BEEN REVIEWED IN MINUTE DETAIL. BASED ON DATA COLLECTED DURING THAT REVIEW, THE FAA HAS DETERMINED THAT THERE ARE SUFFICIENT DETAILED DESIGN DIFFERENCES BETWEEN THE PNEUMATIC AND HYDRAULIC SYSTEMS THAT PRECLUDE THE POTENTIAL FOR

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TO:

UNCOMMANDED DEPLOYMENT DUE TO CONTAMINATION OF THE DIRECTIONAL CONTROL VALVE IN PNEUMATICALLY-POWERED SYSTEMS. THE FAA HAS CONCLUDED, THEREFORE, THAT AN UNSAFE CONDITION DOES NOT EXIST WITH REGARD TO THE PNEUMATICALLY-POWERED SYSTEMS, AND THAT THE THRUST REVERSERS ON MODEL 767 AIRPLANES POWERED BY GENERAL ELECTRIC CF6-80C2 SERIES ENGINES AND ROLLS ROYCE RB211-524 SERIES ENGINES MAY BE REACTIVATED.

THIS AIRWORTHINESS DIRECTIVE SUPERSEDES TELEGRAPHIC AD T91-17-15 AND PERMITS REACTIVATION OF THE THRUST REVERSERS ON MODEL 767 AIRPLANES POWERED BY GENERAL ELECTRIC CF6-80C2 SERIES ENGINES AND ROLLS ROYCE RB211-524 SERIES ENGINES BY LIMITING APPLICABILITY OF THE AD ONLY TO AIRPLANES POWERED BY PRATT AND WHITNEY PW4000 ENGINES.

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TO:

PURSUANT TO THE AUTHORITY OF THE FEDERAL AVIATION ACT OF 1958, DELEGATED TO ME BY THE ADMINISTRATOR, THE FOLLOWING AIRWORTHINESS DIRECTIVE IS ISSUED AND IS EFFECTIVE IMMEDIATELY UPON RECEIPT OF THIS TELEGRAM.

T91-18-51. BOEING: DOCKET NO. 91-NM-182-AD. SUPERSEDES AD T91-17-51.

APPLICABILITY: MODEL 767 SERIES AIRPLANES, EQUIPPED WITH PRATT AND WHITNEY PW4000 SERIES ENGINES, CERTIFICATED IN ANY CATEGORY.

COMPLIANCE: REQUIRED WITHIN 7 DAYS AFTER THE RECEIPT OF AD T91-17-51 (ISSUED AUGUST 15, 1991), UNLESS PREVIOUSLY ACCOMPLISHED.

TO PREVENT POTENTIAL IN-FLIGHT THRUST REVERSER DEPLOYMENTS, ACCOMPLISH THE FOLLOWING:

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TO:

(A) DEACTIVATE BOTH LEFT AND RIGHT THRUST REVERSERS IN ACCORDANCE WITH SECTION 78-31-1 OF BOEING DOCUMENT D630T002, "BOEING 767 DISPATCH DEVIATION GUIDE," REVISION 9, DATED MAY 1, 1991.

(B) ADD THE FOLLOWING TO THE LIMITATIONS SECTION OF THE FAA-APPROVED AIRPLANE FLIGHT MANUAL (AFM). THIS MAY BE ACCOMPLISHED BY PLACING A COPY OF THIS AD IN THE AFM.

"REDUCE BY FIVE PERCENT THE AVAILABLE ACCELERATE-STOP DISTANCE RESULTING FROM THE AIRPLANE FLIGHT MANUAL TAKEOFF PERFORMANCE ANALYSIS WHEN THE RUNWAY IS WET OR CONTAMINATED."

(C) AN ALTERNATIVE METHOD OF COMPLIANCE OR ADJUSTMENT OF THE COMPLIANCE TIME, WHICH PROVIDES AN ACCEPTABLE LEVEL OF SAFETY, MAY BE USED WHEN APPROVED BY THE MANAGER, SEATTLE AIRCRAFT CERTIFICATION OFFICE (ACO), FAA, TRANSPORT AIRPLANE DIRECTORATE.

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TO:

NOTE: THE REQUEST SHOULD BE FORWARDED THROUGH AN FAA PRINCIPAL MAINTENANCE INSPECTOR, WHO MAY CONCUR OR COMMENT AND THEN SEND IT TO THE MANAGER, SEATTLE ACO.

(D) SPECIAL FLIGHT PERMITS MAY BE ISSUED IN ACCORDANCE WITH FAR 21.197 AND 21.199 TO OPERATE AIRPLANES TO A BASE IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THIS AD.

FOR FURTHER INFORMATION CONTACT: MR. RICHARD SIMONSON, SEATTLE AIRCRAFT CERTIFICATION OFFICE, PROPULSION BRANCH, ANM-140S, FAA, TRANSPORT AIRPLANE DIRECTORATE, 1601 LIND AVENUE S.W., RENTON, WASHINGTON 98055-4056; TELEPHONE (206) 227-2683.

ISSUED IN RENTON, WASHINGTON, ON AUGUST 23, 1991



DARRELL M. PEDERSON, ACTING MANAGER
TRANSPORT AIRPLANE DIRECTORATE
AIRCRAFT CERTIFICATION SERVICE

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