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B-H210-09-00231

Docket Management Facility
U.S. Department of Transportation
400 Seventh Street SW
Nassif Building, Room PL-401
Washington, DC 20590
Attention: Airworthiness Rules Docket No. FAA-2009-0018



Subject: Comments, NPRM Docket No. FAA-2009-0018, Directorate Identifier 2009-NE-01-AD, CF6-80C2 Thrust Reverser Ballscrew Gearbox Assembly Adjustable Length End Actuator Inspection and Replacement, Airplane Model 747-200B/300/400/400D/400F, 767-200/300/300F/400ER, and MD-11

Boeing has reviewed the subject NPRM and provides the enclosed comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "B.C. Linder".

B.C. Linder
Manager, Continued Airworthiness
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Enclosure: Comments, 1 page

Comments to NPRM Docket No.FAA-2009-0018 (Directorate Identifier 2009-NE-01-AD)

Comment #1 ★	
What does the commenter request?	The statement stating “possible loss of thrust control, asymmetric thrust, increased stopping distance” is not the expected result based on a review of the event on the 767. There was no indication, neither tactile nor flight deck light, that alerted the pilot that the event had occurred. The only effect from the failed rod end on the airplane level was the parts on the runway. There was no reported thrust control or airplane control problem. The statement ‘hazardous debris on the runway’ is accurate.
How is the request justified?	This was presented to the EIB and was determined not safety. This was based on the analysis showing there was no control issue.
List paragraphs that change; describe (non-obvious) changes.	Summary, Discussion, Unsafe Condition

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What does the commenter request?	
How is the request justified?	
List paragraphs that change; describe (non-obvious) changes.	

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