
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B747/214 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Boeing 747 Series Aeroplanes

**AD/B747/214
Amdt 3**

Thrust Reverser Checks

7/2002

Applicability: Model 747-100B, -200, -300 and 747SP series aeroplanes, equipped with Rolls Royce RB211-524B2, C2 and D4 engines as listed in the following Service Bulletins:

Boeing Alert Service Bulletin 747-78A2148 dated 1 June 1995; and

Boeing Service Bulletin 747-78A2148, Revision 1 dated 20 July 1995; and

Boeing Service Bulletin 747-78-2136 dated 11 May 1995; and

Boeing Service Bulletin 747-78-2156 dated 31 October 1996.

Boeing Service Bulletin 747-78-2156 Revision 1 dated 30 August 2001.

Requirement: Unless already modified in accordance with Requirement 4, carry out all of the following requirements. Aeroplanes modified in accordance with Requirement 4 remain subject to the requirements and repeat inspections specified in Requirements 5, 6 & 7.

1. Carryout and successfully accomplish the applicable inspections and tests of the thrust reverser control and indication system on each engine in accordance with Part III.A through III.G of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-78A2148, or Boeing Service Bulletin 747-78A2148 Revision 1.
2. Repeat and successfully accomplish the inspections and tests of Requirement 1.
3. (a) If tests and inspections of Requirement 1 or 2 cannot be successfully carried out as specified in the referenced service bulletin, or if any discrepancy is detected during any inspection or test, repair the thrust reverser in accordance with Boeing Alert SB 747-78A2148 or Boeing SB747-78A2148 Revision 1.

(b) Any failed Requirement 1 or 2 inspection or test must be repeated and successfully accomplished.

Boeing 747 Series Aeroplanes

AD/B747/214 Amdt 3 (Continued)

4. Install an additional locking system on the thrust reversers in accordance with the Accomplishment Instructions in Boeing Service Bulletin 747-78-2156 initial revision or Revision 1. Prior to or concurrent with accomplishment of Boeing Service Bulletin 747-78-2156, accomplish Boeing Service Bulletin 747-78-2136, and Rolls Royce Service Bulletins RB211-71-B545, Revision 2, RB211-71-B551, Revision 1 and RB211-78-B552.
5. Carryout and successfully accomplish operational checks of the number 2 and number 3 gearbox locks and the air motor brake in accordance with the procedures described in Appendix 1 to FAA AD 2000-01-05 Amendment 39-11502.
6. Repeat and successfully accomplish operational checks of Requirement 5.
7. (a) If any of the operational checks required by Requirement 5 or 6 cannot be successfully carried out as specified in Appendix 1 to FAA AD 2000-01-05, or any discrepancy is detected during any operational check, repair the thrust reverser in accordance with the procedures specified in the Boeing 747 airplane maintenance manual.

(b) Any failed Requirement 5 or 6 operational check must be repeated and successfully accomplished.

Terminating Action

Accomplishment of Requirement 4 satisfies the inspections and test requirements in Requirements 1 & 2.

Note: FAA AD 2000-01-05 Amendment 39-11502 refers which supersedes FAA AD 99-18-03 amendment 39-11269 (the FAA AD that caused the original AD/B747/214 to be raised).

- Compliance:
- For Requirement 1: Unless previously accomplished, within 90 days from 4 October 2001.
 - For Requirement 2: At intervals not to exceed 18 months time in service until requirement 4 is accomplished.
 - For Requirement 3: (a) Prior to further flight.
(b) Prior to further flight.
 - For Requirement 4: Within 36 months from 4 October 2001.
 - For Requirement 5: Within 3000 flight hours after accomplishment of requirement 4 or 1000 flight hours after 4 October 2001, whichever occurs later.

Boeing 747 Series Aeroplanes

AD/B747/214 Amdt 3 (Continued)

For Requirement 6: At intervals not to exceed 3000 flight hours.

For Requirement 7: (a) Prior to further flight.

(b) Prior to further flight.

This Amendment becomes effective on 11 July 2002.

Background: The original and Amendment 1 issue of this Directive was raised to ensure the integrity of the fail safe features of the thrust reverser system were maintained by preventing possible failure modes which could result in inadvertent deployment of a thrust reverser during flight. Amendment 2 was issued to reflect the latest issue of Boeing SB 747-78-2156 but did not add aircraft or require more work on aircraft changed in accordance with the original issue of the service bulletin. This amendment has been issued to include minor editorial changes and to transfer Note 1 into a positive terminating action paragraph.

The original issue of this Airworthiness Directive became effective on 2 December 1999.

Amendment 1 of this Airworthiness Directive became effective on 13 July 2000.

Amendment 2 of this Airworthiness Directive became effective on 4 Oct 2000.



James Coyne
Delegate of the Civil Aviation Safety Authority

30 May 2002