

TABLE 2.—SERVICE BULLETINS INCORPORATED BY REFERENCE—Continued

Service bulletin	Revision	Date
Notice of Status Change 747–78–2151 NSC 04 and	NSC 04	November 26, 1997.
Notice of Status Change 747–78–2151 NSC 05	NSC 05	December 18, 1997.
Boeing Service Bulletin 747–78–2151	2	January 13, 2000.
Boeing Alert Service Bulletin 747–78A2166	2	March 15, 2001.
Middle River Aircraft Systems CF6–80C2B Service Bulletin 78–1020	4	October 10, 2002.

(2) The incorporation by reference of the service bulletins in Table 3 of this AD was approved previously by the Director of the

Federal Register as of September 6, 2000 (65 FR 47252, August 2, 2000). Table 3 follows:

TABLE 3.—SERVICE BULLETINS PREVIOUSLY INCORPORATED BY REFERENCE

Service bulletin	Re- vi- sion	Date
Lockheed Martin Service Bulletin 78–1007	1	March 18, 1997.
Middle River Aircraft Systems Service Bulletin 78–1007	2	March 10, 1998.
Lockheed Martin Service Bulletin 78–1020	2	March 20, 1997.
Middle River Aircraft Systems Service Bulletin 78–1020	3	March 16, 1998.

(3) The incorporation by reference of Boeing Service Bulletin 747–78A2113, Revision 2, dated June 8, 1995; and Boeing Service Bulletin 747–78A2113, Revision 3, dated September 11, 1997; was approved previously by the Director of the Federal Register as of March 13, 2000 (65 FR 5742, February 7, 2000).

(4) The incorporation by reference of Boeing Service Bulletin 747–78A2166, Revision 1, dated October 9, 1997; was approved previously by the Director of the Federal Register as of August 25, 1999 (64 FR 39003, July 21, 1999).

(5) Copies 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. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(k) This amendment becomes effective on October 1, 2003.

Appendix 1—Thrust Reverser CDU Cone Brake Test

1. This procedure contains steps to do a check of the holding torque of the CDU cone brake.

2. CDU cone brake check (Figure 1):

A. Prepare to do the check:

(1) Open the fan cowl panels.

(2) Pull up on the manual release handle to unlock the electro-mechanical brake.

(3) Pull the manual brake release lever on the CDU to release the cone brake.

Note: This will release the pre-load tension that may occur during a stow cycle.

(4) Return the manual brake release lever to the locked position to engage the cone brake.

(5) Remove the two bolts that hold the lockout plate to the CDU and remove the lockout plate.

(6) Install a 1/4-inch drive and a dial-type torque wrench into the CDU drive pad.

Caution: Do not use more than 100 pound-inches of torque when you do this check. Excessive torque will damage the CDU.

(7) Turn the torque wrench to try to manually extend the translating cowl until you get at least 15 pound-inches.

Note: The cone brake prevents movement in the extend direction only. If you try to measure the holding torque in the retract direction, you will get a false reading.

(8) If the torque is less than 15 pound-inches, you must replace the CDU.

(9) Reinstall the lockout plate.

B. Return the airplane to its usual condition:

(1) Fully retract the thrust reverser (unless already accomplished).

(2) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip (unless already accomplished).

Note: This will lock the electro-mechanical brake.

(3) Close the fan cowl panels.

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