



SUBJ: Equipment/Furnishings: Cargo Compartments

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises owners and operators of **The Boeing Company Model 747-8F series airplanes modified by Telair International, Inc. STC ST02367LA** of an airworthiness concern regarding the cargo handling system (CHS).

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

Background

We have received two reports that, during cargo loading operations, a Unit Load Device (ULD) operated from a Local Control Panel (LCP) located in the main deck cargo compartment moved without Power Drive Unit (PDU) control. Investigation revealed that in both cases these PDUs were in the retracted position and in sleep mode. PDUs are designed to go into sleep mode when not operated for 20 minutes or after a system power-up without receiving a drive command, in order to prevent accidental operation. PDUs are unable to optically detect a ULD if it is moved when in sleep mode. If a ULD is moved forward past PDU 7 when PDUs 4 through 6 are in sleep mode, and these PDUs do not receive a drive command because either the Main Equipment Center (MEC) hatch is open, or LCP 7 is used, then the ULD will not be detected by PDUs 4 through 6 and can roll uncontrolled towards the MEC hatch if the nose is down. Uncontrolled movement of a ULD could result in injury to personnel during cargo loading operations.

The Boeing Company issued Service Bulletins 747-25-3629, dated September 27, 2013; and 747-25-3634, dated October 2, 2013. The service information provides procedures for installing updated CHS software, and reworking the identification and software version plates. The Boeing service information refers to Telair International Service Bulletins SB193100-25-079, Revision 3, dated December 12, 2013, and SB193100-25-080, Revision 2, dated December 12, 2013, as additional sources of service information for accomplishing the actions. Telair International also issued Service Information Letter SIL-TIM-13-010, dated February 13, 2014, to inform operators of the possibility of uncontrolled movement of a ULD.

Recommendations

The FAA recommends that all owners and operators of the subject airplanes comply with the actions outlined in the referenced service information at the earliest opportunity.

For Further Information Contact

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For Related Service Information Contact

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MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680;
Internet <https://www.myboeingfleet.com>.

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