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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p>AD No.: 2013-0168</p> <p>Date: 26 July 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> | |
| <p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| <p>Design Approval Holder's Name: The Boeing Company</p> | | <p>Type/Model designation(s): 787 aeroplanes</p> |
| TCDS Number: | EASA.IM.A.115 | |
| Foreign AD: | Not applicable | |
| Supersedure: | None | |
| ATA 23 | Communications – Emergency Locator Transmitter –Inspection / Removal | |
| Manufacturer(s): | The Boeing Company | |
| Applicability: | <p>Model 787-8 aeroplanes, manufacturer line numbers 7 through 9 inclusive, 23, 24, 27, 29, 31, 33 through 35 inclusive, 37, 38, 40 through 42 inclusive, 44 through 72 inclusive, 74 through 78 inclusive, 80, 82 through 84 inclusive, 86, 87, 89, 92, 94 through 99 inclusive, 101, 102, 108, and 111.</p> | |
| Reason: | <p>A recent fire event occurred to an unoccupied and electrically unpowered Boeing 787 aeroplane. Initial examination of the fire-affected area revealed that the greatest heat damage was centred on the upper portion of the rear fuselage, which coincides with the location of the fixed Emergency Locator Transmitter (ELT) and its associated system wiring. Initial technical findings of the accident investigations have resulted in the conclusion that the ELT may have initiated or contributed to the event. Discrepancies within the ELT, if not corrected, could cause a fire in the aft crown of the airplane.</p> <p>This condition, if not corrected, could lead to overheating of the affected area and/or internal component failure of the ELT, which could ultimately result in smoke and/or fire in the passenger cabin.</p> <p>To address this condition, Boeing issued Multi Operator Message (MOM) MOM-13-0570 to provide instructions for removal of the ELT and an inspection of the electrical wiring and the battery of the ELT. The FAA published AD 2013-15-07.</p> <p>For the reasons described above, this AD requires either removal or inspection</p> | |

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| | <p>of the Honeywell fixed ELT, and corrective actions if necessary.</p> <p>This AD is considered to be an interim action and further AD action may follow.</p> |
| Effective Date: | 31 July 2013 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 10 days after the effective of this AD, inspect the battery of the fixed Honeywell ELT Part Number (P/N) 1152682-2 in accordance with the instructions of Boeing MOM-MOM-13-0570. (2) If, during the inspection as required by paragraph (1), any discrepancy is detected, before next flight, replace the fixed Honeywell ELT P/N 1152682-2 with a serviceable part in accordance with the instructions of Boeing MOM-MOM-13-0570. (3) As an alternative to the actions as required by paragraph (1) and (2) of this AD, the fixed ELT might be removed from the aeroplane. (4) From the effective date of this AD, update the EASA 787 Master Minimum Equipment List (MMEL) Document Number: D630Z004-02 item 23-24-02B as shown in Appendix 1 of this AD, by inserting a copy of this AD into the MMEL. (5) From the effective date of this AD, it is allowed to install a Honeywell fixed ELT P/N 1152682-2, provided that, upon installation, fixed ELT passes the inspection in accordance with the instructions of Boeing MOM-MOM-13-0570. |
| Ref. Publications: | <p>Boeing MOM-MOM-13-0570-01B Message Date 19 Jul 2013</p> <p>EASA 787 MMEL Document Number: D630Z004-02 revision 3, 11 July 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> |
| Remarks: | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, USA. E-mail: douglas.m.lane@boeing.com. |

Appendix 1

| MASTER MINIMUM EQUIPMENT LIST | | | | |
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| AIRCRAFT: | | BOEING B-787 | | |
| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | | 4. REMARKS OR EXCEPTIONS | |
| 23 COMMUNICATIONS | | | | |
| 24-02 | Emergency Locator Transmitter (ELT) (Fixed) | | | |
| 24-02B | | A | 1 | 0 |
| | | | | May be missing provided repairs are made within 90 days. |