Airworthiness Directive

AD No.: 2023-0221

Issued: 21 December 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Change Approval Holder's Name:
BOEING IRELAND LIMITED

Design Change Description:
QTR 30J Business Class Suites Installation

Effective Date: 28 December 2023

STC Number(s): EASA Supplemental Type Certificate (STC) 10082968

Foreign AD: Not applibable

Supersedure: None

ATA 25 – Equipment / Furnishings – Mini-Suite Entry Door(s)/Emergency Passage Feature Mechanism – Inspection / Modification

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Manufacturer(s):
The Boeing Company

Applicability:
Boeing 787-9 aeroplanes, if modified by EASA STC 10082968.

Definitions:
For the purpose of this AD, the following definitions apply:

Affected part: Passenger Mini Suite Entry Door.

The SIL: Boeing Ireland Limited (BIL) Service Information Letter (SIL) BIL-00180-SL-01.

Reason:
An occurrence was reported by BIL regarding an issue potentially affecting the Emergency Passage Feature (EPF) mechanism on some Adient Aerospace Business Class Mini-Suites installed on certain 787-9 aeroplanes.

The pin within the door mechanism, that is designed to release the door from the primary rails and activate the EPF, in case of the primary rails become jammed following an emergency landing, might be damaged.

This condition, if not detected and corrected, could lead, in the event of an emergency landing with high loads, to the impossibility to open the door to evacuate from the mini suite.

To address this potential unsafe condition, BIL issued the SIL, to provide applicable instructions.

For the reason described above, this AD requires inspection of the affected parts, and requires to position the affected parts in the open position.

This AD is considered to be an interim action, and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before next flight after the effective date of this AD, inspect each affected part in accordance with the instructions of section “Operator Information”, item 1, of the SIL.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the SIL, is detected on an affected part, before next flight, accomplish the applicable corrective action in accordance with the instructions of section “Operator Information”, item 2, of the SIL.

Alternative Method:

(3) Setting the affected part of a mini-suite in the open (TTL) position and latching it open is an acceptable alternative method to defer compliance with the requirements of paragraph (2) of this AD for that affected part of that mini suite.

(4) Marking a mini-suite as inoperative and assuring that it is not occupied during flight operations is an acceptable alternative method to defer compliance with the requirements of paragraph (2) of this AD for the affected part of that mini suite.

Modification:

(5) Before next flight after accomplishment of the inspection as required by paragraph (1) of this AD, position each affected part in the open (TTL) position and latch it open in accordance with the instructions of section “Operator Information”, item 3, of the SIL.

Ref. Publications:

Service Information Letter BIL-00180-SL-01 original issue (Revision 00) dated 28 November 2023.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

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 EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Boeing Ireland Limited, Level 3 East, Cloghran House, Dublin Airport, K67 F3X2, Ireland or E-mail: BILOOAOffice@boeing.com