



No.	CF-2013-25	1/2
Issue Date	15 August 2013	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 521 Division X**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), National Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

Number: CF-2013-25

Subject: Emergency Locator Transmitter – Battery Wiring Installation Discrepancies

Effective: 26 August 2013

Applicability: Honeywell ASCa Inc. Emergency Locator Transmitter (ELT) model RESCU 406AF and 406AFN with Transmitter Unit (TU) part numbers 1152682-1, -2 and -3

Note: These ELT TUs are known to be installed on, but not limited to the following aeroplane series/models and/or their variants:

- The Boeing Company:** 717, 727, 737, 747, 757, 767, 777, 787, MD-11, MD-80 and MD-90
- Lockheed Martin Corporation:** 382
- Airbus:** A300, A310, A320, A321, A330, A340 and A380
- ATR – GIE Avions de Transport Régional:** ATR42 and ATR72
- Dassault Aviation:** Falcon 7X

Compliance: Within 150 days from the effective date of this AD, unless already accomplished.

Background: Following an event where a fire broke out on a parked and unoccupied aeroplane, the United Kingdom Air Accidents Investigation Branch (AAIB) carried out an investigation to determine the cause of the fire. Although the investigation is still ongoing, preliminary information indicated that there was combustion in the area of the ELT TU. Subsequent to the fire event, inspection of in-service ELT TUs revealed battery wiring installation discrepancies inside the TU that may result in an electrical short. The AAIB noted that in case of an electrical short, the ELT battery could provide the energy for an ignition.

This AD is issued as a precautionary measure to address the possibility of a fire due to wiring installation discrepancies of either the ELT TU or the ELT Battery. Depending on the outcome of the AAIB investigation, Transport Canada may revise this AD or mandate additional corrective actions.

- Corrective Actions:**
1. Carry out a one-time inspection of the ELT TUs listed in the applicability section of this AD, and having serial numbers listed in the Effectivity section of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin (ASB) 1152682-23-A22, Revision 1, dated 8 August 2013, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada. For TUs installed on aeroplanes, remove the TU prior to the inspection using instructions specified by the aeroplane manufacturer or local airworthiness authority.
 2. If any discrepancy is found during the inspection, carry out the applicable rectification in accordance with the Accomplishment Instructions of the above-noted ASB prior to returning the TU to service.

Pursuant to **CAR 202.51** the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the **Civil Aviation Communications Centre (AARC)** at **Place de Ville, Ottawa, Ontario K1A 0N8**, or **1-800-305-2059**, or www.tc.gc.ca/civilaviation/communications/centre/address.asp



3. Reinstall any TU that has been removed from the aeroplane, using instructions specified by the aeroplane manufacturer or local airworthiness authority and perform any applicable return to service action in accordance with the Accomplishment Instructions of the above-noted ASB.
4. Inspections and rectifications carried out in accordance with the Accomplishment Instructions of Revision 0 of the above-noted ASB prior to the effective date of this AD meet the requirements of paragraphs 1 to 3 of this AD.
5. Inspections and rectifications carried out in accordance with the following Boeing Multi Operator Messages prior to the effective date of this AD meet the requirements of paragraphs 1 to 3 of this AD.

Boeing Multi Operator Message Number
MOM-MOM-13-0597-01B
MOM-MOM-13-0593-01B
MOM-MOM-13-0594-01B
MOM-MOM-13-0595-01B
MOM-MOM-13-0596-01B
MOM-MOM-13-0570-01B

6. As of the effective date of this AD, no person shall follow the maintenance instructions of Honeywell Component Maintenance Manuals (CMM) that were published prior to those listed below, when carrying out battery replacements on ELT TUs listed in the applicability section of this AD.

Transmitter Unit part numbers	Honeywell CMM	Temporary Revision
1152682-1	23-24-01 Revision 8	23-1
1152682-2, -3	23-24-02 Revision 7	23-1
1152682-2 (installed on Boeing 787 only)	23-24-04 Revision 2	23-1

Authorization: For the Minister of Transport,

Philip Tang
Acting Chief, Continuing Airworthiness

Contact: Philip Tang, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.