Boeing 787 Aircraft Maintenance

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Boeing 787 Aircraft Maintenance
UK investigators have disclosed that ground personnel inserted a Boeing 787-8 downlock pin into the wrong location before the British Airways aircraft suffered an inadvertent nose-gear retraction at ...

Lock pin inserted in wrong slot before BA 787 on-stand nose-gear retraction
This “ special conditions ” document focuses on the interconnectedness of the aircraft ’ s three key data ... the issue of unauthorized access of the 787 ’ s onboard data networks, Kenitzer reports.

Boeing 787: A Hacker's Dreamliner?
“ These findings are part of Boeing ’ s review of assembled 787 aircraft to ensure each meets ... defect can be addressed during comprehensive maintenance checks that are required as the jets ...

Boeing widens 787 Dreamliner inspections after finding more assembly-line defects
A report released by the Government Accountability Office (GAO) raises concerns about the safety of repairs and maintenance made to composite structures in the new Boeing 787 Dreamliner, as well as ...

GAO Raises Concerns About Boeing 787 Dreamliner Composite Repairs
“ We can extend the retention to other 787 aircraft if we see the need, ” he said. A Boeing spokesman said ... long-term maintenance. In its summary, the agency said it would hold on to its ...

Boeing faces new hurdle in delivering Dreamliners: WSJ
United Airlines is eager for innovation. After committing to an order of 15 of Boom ’ s ‘ Overture ’ jets earlier this year, the company has now invested in electric aircraft startup Heart Aerospace. The ...

United Airlines Invests in Heart Aerospace ’ s Electric Aircraft
They are lighter than metal, which means the 787 will use 20 percent less fuel -- which means lower costs and less pollution. Boeing also promises dramatically lower maintenance costs because the ...

Sky High: Boeing Rolls Out Dreamliner
While most Tier 1 OEMs carry the financial muscle to rebound quickly from the Covid pandemic, diversification proves key to long-term prospects.

Aerospace Suppliers in for Uneven Recovery
Boeing has told the US Air Force it expects a year-long delay to deliver the pair of retrofitted 747-8 aircraft ... the halted 787 deliveries and the two crashes of the 737 Max that killed ...

Air Force One delay is latest setback for Boeing
FROM THE TIME THAT BOEING ... 787 and other airliners to airline executives. A trim man of 55, nattily dressed in a crisp white shirt and blue tie, Emery obviously relishes the memory of discussions ...

How Boeing Put the Dream in Dreamliner
The decision covers 92 of Boeing's 737 Max planes, five 787 Dreamliners and a related maintenance pact ... Norwegian said in the statement. The aircraft are worth at least US$10.6 billion based ...

Norwegian Air Shuttle cancels purchase of 97 jets from Boeing
Brazilian aircraft manufacturer Embraer ... The decision covers 92 of Boeing's 737 Max planes, five 787 Dreamliners and a related maintenance pact, Norwegian said in a statement on Monday.

Tag: Boeing
Clean Sky 2 project under the MFFD program produces two segments of an 8.5-meter-long, 4-meter-diameter thermoplastic fuselage skin via NLR ' s in-house AFP machine.

STUNNING project successfully develops 8.5-meter thermoplastic fuselage skin
Within 45-minutes of takeoff, the crew returned to Sydney for an uneventful landing and engineers inspected the Boeing 787-9 ... pins are inserted when an aircraft is on the ground at airports ...

Qantas ' wheels down ' flight under investigation
Soaring global demand for airline pilots, and the growing popularity of Airbus A320 and Boeing 787 aircraft ... as well as cabin crew and aircraft maintenance personnel. Its credentials were ...

Global Demand for Airline Pilots Drives Major Growth for Etihad ' s Aviation Training Division
I found myself in an unenviable situation when aircraft maintenance issues left me stranded ... flying on its newest aircraft including the Boeing 787-8 Dreamliner... And the Boeing 777-300ER.

I was stranded in Bogot á airport for 10 hours and it taught me the true value of credit card perks and not taking no for an answer
The Thai flag carrier has been discussing with some lessors about the sale-and-leaseback of six Rolls-Royce-powered Boeing ... or maintenance reserves for any of these four aircraft types.

On January 7, 2013, about 1021 eastern standard time, smoke was discovered by cleaning personnel in the aft cabin of a Japan Airlines (JAL) Boeing 787-8, JA829J, which was parked at a gate at General Edward Lawrence Logan International Airport (BOS), Boston, Massachusetts. About the same time, a maintenance manager in the cockpit observed that the auxiliary power unit (APU) had automatically shut down.2 Shortly afterward, a mechanic opened the aft electronic equipment bay (E/E bay) and found heavy smoke coming from the lid of the APU battery case and a fire with two distinct flames at the electrical connector on the front of the case.3 None of the 183 passengers and 11 crewmembers were aboard the airplane at the time, and none of the maintenance or cleaning personnel aboard the airplane was injured. Aircraft rescue and firefighting (ARFF) personnel responded, and one firefighter received minor injuries. The airplane had arrived from Narita International Airport (NRT), Narita, Japan, as a regularly scheduled passenger flight operated as JAL flight 008 and conducted under the provisions of 14 Code of Federal Regulations (CFR) Part 129. The captain of JAL flight 008 reported that the APU was turned on about 30 to 40 min before the airplane left the gate at NRT (about 0247Z) and was shut down after the engines started.4 He stated that the flight, which departed NRT about 0304Z, was uneventful except for occasional moderate turbulence about 6.5 to 7 hours into the flight. Flight data recorder (FDR) data showed that the airplane touched down at BOS at 1000:24 and that the APU was started at 1004:10 while the airplane was taxied to the gate. The captain indicated that the APU operated normally. FDR data also showed that the airplane was parked at the gate with the parking brake set and both engines shut down by 1006:54. The maintenance manager (the JAL director of aircraft maintenance and engineering at BOS) reported that the passengers had deplaned by 1015 and that the flight and cabin crewmembers had deplaned by 1020, at which time he and the cabin cleaning crew had entered the airplane. Shortly afterward, a member of the cleaning crew told the maintenance manager, who was in the cockpit, about “an electrical burning smell and smoke in the aft cabin.” The maintenance manager then observed a loss of power to systems powered by the APU and realized that the APU had automatically shut down. After confirming that the airplane's electrical power systems were off, the maintenance manager turned the main and APU battery switches to the “off” position. FDR data showed that the APU battery failed at 1021:15 and that the APU shut down at 1021:37, which was also when the APU controller lost power. A JAL mechanic in the aft cabin at the time reported that, when the airplane lost power, he went to the cockpit and learned that the APU had shut down. The mechanic then went back to the aft cabin and saw and smelled smoke. A JAL station manager arrived at the airplane and reported that, when he went into the cabin (through the door where the passenger boarding bridge is attached), he saw “intense” smoke that was concentrated 10 ft aft of the door. The turnaround coordinator for JAL flights 008 and 007,5 who had also entered the aft cabin and observed the smoke, described the smoke as “caustic smelling.” The mechanic notified the maintenance manager about the smoke, and the maintenance manager asked the mechanic to check the aft E/E bay. The mechanic found heavy smoke and flames in the compartment coming from the lid of the APU battery case. The mechanic reported that he used a dry chemical fire extinguisher (located at the base of the passenger boarding bridge) to attempt to put out the fire but that the smoke and flames did not stop.

The Care and Maintenance of Heavy Jets is a look into the world and culture of airline aircraft maintenance. It is also a very unique study of current American

industrial labor and productivity problems.

Aircraft maintenance, repair and overhaul (MRO) requires unique information technology to meet the challenges set by today ' s aviation industry. How do IT services relate to aircraft MRO, and how may IT be leveraged in the future? Leveraging Information Technology for Optimal Aircraft Maintenance, Repair and Overhaul (MRO) responds to these questions, and describes the background of current trends in the industry, where airlines are tending to retain aircraft longer on the one hand, and rapidly introducing new genres of aircraft such as the A380 and B787, on the other. This book provides industry professionals and students of aviation MRO with the necessary principles, approaches and tools to respond effectively and efficiently to the constant development of new technologies, both in general and within the aviation MRO profession. This book is designed as a primer on IT services for aircraft engineering professionals and a handbook for IT professionals servicing this niche industry, highlighting the unique information requirements for aviation MRO and delving into detailed aspects of information needs from within the industry. Provides practical and realistic solutions to real-world problems Presents a global perspective of the industry and its relationship with dynamic information technology Written by a highly knowledgeable and hands on practitioner in this niche field of Aircraft Maintenance

Structural Health Monitoring of Aerospace Composite Structures offers a comprehensive review of established and promising technologies under development in the emerging area of structural health monitoring (SHM) of aerospace composite structures. Beginning with a description of the different types of composite damage, which differ fundamentally from the damage states encountered in metallic airframes, the book moves on to describe the SHM methods and sensors currently under consideration before considering application examples related to specific composites, SHM sensors, and detection methods. Expert author Victor Giurgiutiu closes with a valuable discussion of the advantages and limitations of various sensors and methods, helping you to make informed choices in your structure research and development. The first comprehensive review of one of the most ardent research areas in aerospace structures, providing breadth and detail to bring engineers and researchers up to speed on this rapidly developing field Covers the main classes of SHM sensors, including fiber optic sensors, piezoelectric wafer active sensors, electrical properties sensors and conventional resistance strain gauges, and considers their applications and limitation Includes details of active approaches, including acousto-ultrasonics, vibration, frequency transfer function, guided-wave tomography, phased arrays, and electrochemical impedance spectroscopy (ECIS), among other emerging methods

Proceedings of the First Symposium on Aviation Maintenance and Management collects selected papers from the conference of ISAMM 2013 in China held in Xi ' an on November 25-28, 2013. The book presents state-of-the-art studies on the aviation maintenance, test, fault diagnosis, and prognosis for the aircraft electronic and electrical systems. The selected works can help promote the development of the maintenance and test technology for the aircraft complex systems. Researchers and engineers in the fields of electrical engineering and aerospace engineering can benefit from the book. Jinsong Wang is a professor at School of Mechanical and Electronic Engineering of Northwestern Polytechnical University, China.

Reliability Based Aircraft Maintenance Optimization and Applications presents flexible and cost-effective maintenance schedules for aircraft structures, particular in composite airframes. By applying an intelligent rating system, and the back-propagation network (BPN) method and FTA technique, a new approach was created to assist users in determining inspection intervals for new aircraft structures, especially in composite structures. This book also discusses the influence of Structure Health Monitoring (SHM) on scheduled maintenance. An integrated logic diagram establishes how to incorporate SHM into the current MSG-3 structural analysis that is based on four maintenance scenarios with gradual increasing maturity levels of SHM. The inspection intervals and the repair thresholds are adjusted according to different combinations of SHM tasks and scheduled maintenance. This book provides a practical means for aircraft manufacturers and operators to consider the feasibility of SHM by examining labor work reduction, structural reliability variation, and maintenance cost savings. Presents the first resource available on airframe maintenance optimization Includes the most advanced methods and technologies of maintenance engineering analysis, including first application of composite structure maintenance engineering analysis integrated with SHM Provides the latest research results of composite structure maintenance and health monitoring systems

This Pictorial History of US Navy's Electronic Countermeasures Squadron Two (ECMRON TWO or VQ-2), later designated Fleet Air Reconnaissance Squadron Two (FAIRECONRON TWO or VQ-2) by Angelo Romano and AMHC (AW) John D. Herndon, USN, (Ret.) is the second title of the new U.S. Navy Squadron Historiesby Ginter Books. The photo coverage of the history of the Electric Bats, also known as the Rangers, is comprehensive, both in terms of photography and in terms of historical content. Much of the squadron's mission was top secret, as were many of its cold war missions, but the authors were able to utilize official (declassified) documents and first-hand accounts to write this book. For completeness, it is also a history of the US Navy Electronic Intelligence gathering activities going back to WWII, beginning with the creation of the Cast Mike (Counter Measures) Project in 1942 and the deployment of early XARD receivers aboard aircraft like the Consolidated PBY Catalina and PB4Y Liberator. After WWII, the Navy started to use the Privateers as dedicated ELINT platforms and assigned them to two special units operating jointly with the National Security Group. One of these units, designated Port Lyautey Patrol Unit (NPU), was based at Naval Air Activities Port Lyautey, in French Morocco. It was first assigned modified PB4Y-1s and later, the Martin P4M-1Q Mercator. The NPU teamed with the Naval Security Group's Naval Communications Unit 32 George (NCU32G), which provided the ELINT equipment installed on board and the crew to operate them, mostly for covert operations around Europe and the Mediterranean. When the NPU reached its full complement of four P4M-1Qs, the unit and NCU32G, needed to have an administrative identity for budgetary and logistics purposes. Airborne Early Warning Squadron TWO (VW-2), based at NAS Patuxent River, was therefore selected to be its "mother" squadron. On May 1, 1953, NPU Port Lyautey became VW-2 Detachment A (or DET ABLE). In 1955, the Navy decided to establish a dedicated squadron for the unique mission rather than continue with a detachment: Electronic Countermeasures Squadron TWO (ECMRON TWO) was established on Sept. 1, 1955. ECMRON-TWO was assigned the alphanumeric designation "VQ-2". Its mission was to conduct electronic-search in

support of fleet operations to obtain adequate and timely information on enemy radar, communications, and other emissions in support of fleet operations. The Squadron inherited the P4M-1Qs from VW-2 DET A and acquired a Lockheed P2V Neptune for utility purposes. On Jan 1, 1960, EMCRON TWO was redesignated Fleet Air Reconnaissance Squadron TWO (FAIRECONRON TWO) but still retained the alphanumeric designation "VQ-2." In 1956, VQ-2 received its first Douglas A3D-1Q Skywarrior, followed in 1957 by one A3D-1. In 1958, the Squadron received the Lockheed P2V-5F Neptune to augment the P4M-1Qs. The more capable A3D-2Q/EA-3B arrived in 1959 followed by the big Lockheed WV-2Q/EC-121M Constellation in 1960. The first Lockheed EP-3E ARIES arrived in 1971 and the squadron continued to fly this aircraft until disestablishment in 2012. The VQ-2 history and all worldwide events surrounding it are very well described and documented in this 242-page book that contains 180 b/w and 444 color photos, most never published before. Thirty-seven superbly detailed aircraft color profiles show the evolution of the color schemes and markings and the different aircraft types and sub-types, providing very useful information for the benefit of both modelers and aviation historians. The inclusion of many squadron patches completes this masterpiece.

This book provides the complete National Transportation Safety Board (NTSB) Aircraft Incident Report issued in November 2014 (plus a full compilation of documents and additional information) about the fires and smoke incidents involving lithium-ion batteries on Boeing 787 Dreamliner commercial airplanes in 2013. This report discusses the January 7, 2013, incident involving a Japan Airlines Boeing 787-8, JA8297, which was parked at a gate at General Edward Lawrence Logan International Airport, Boston, Massachusetts, when maintenance personnel observed smoke coming from the lid of the auxiliary power unit battery case, as well as a fire with two distinct flames at the electrical connector on the front of the case. No passengers or crewmembers were aboard the airplane at the time, and none of the maintenance or cleaning personnel aboard the airplane was injured. Safety issues relate to cell internal short circuiting and the potential for thermal runaway of one or more battery cells, fire, explosion, and flammable electrolyte release; cell manufacturing defects and oversight of cell manufacturing processes; thermal management of large-format lithium-ion batteries; insufficient guidance for manufacturers to use in determining and justifying key assumptions in safety assessments; insufficient guidance for Federal Aviation Administration (FAA) certification engineers to use during the type certification process to ensure compliance with applicable requirements; and stale flight data and poor-quality audio recording of the 787 enhanced airborne flight recorder. Safety recommendations are addressed to the FAA, The Boeing Company, and GS Yuasa Corporation. Executive Summary * 1. Factual Information * 1.1 Event History * 1.2 Airplane Information * 1.2.1 Battery Information * 1.2.2 Battery and Related Component Information * 1.2.3 Postincident Airplane Examination * 1.2.4 Additional Airplane-Related Information * 1.3 Flight Recorders * 1.4 Incident Battery Examinations * 1.4.1 External Observations * 1.4.2 Radiographic Examinations of Incident Battery and Cells * 1.4.3 Disassembly of Incident Battery * 1.4.4 Battery Case Protrusion and Corresponding Cell Case Damage * 1.4.5 Disassembly of Incident Battery Cells * 1.5 Exemplar Battery Examinations and Testing * 1.5.1 Radiographic Examinations of Exemplar Battery Cells * 1.5.2 Cell Soft-Short Tests * 1.5.3 Examinations of Cells From the Incident Airplane Main Battery * 1.5.4 Cell-Level Abuse Tests * 1.5.5 Rivet

Observations During Cell- and Battery-Level Testing * 1.5.6 Cold Temperature Cell- and Battery-Level Testing * 1.5.7 Battery-Level Nail Penetration Tests * 1.5.8 Additional Testing * 1.6 Battery Manufacturing Information * 1.6.1 Main and Auxiliary Power Unit Battery Development * 1.6.2 Cell Manufacturing Process * 1.7 System Safety and Certification * 1.7.1 Type Certification Overview and Battery Special Conditions * 1.7.2 Certification Plan * 1.7.3 System Safety Assessment * 1.8 Additional Information * 1.8.1 Federal Aviation Administration Actions After Battery Incidents * 1.8.2 Previously Issued Safety Recommendations * 2. Analysis * 2.1 Failure Sequence * 2.2 Emergency Response * 2.3 Cell Manufacturing Concerns * 2.4 Thermal Management of Large-Format Lithium-Ion Batteries * 2.4.1 Battery Internal Heating During High-Current Discharge * 2.4.2 Cell-Level Temperature and Voltage Monitoring * 2.4.3 Thermal Safety Limits for Cells * 2.5 Certification Process * 2.5.1 Validation of Assumptions and Data Used in Safety Assessments Involving New Technology * 2.5.2 Validating Methods of Compliance for Designs Involving New Technology * 2.5.3 Certification of Lithium-ion Batteries and Certification of New Technology * 2.6 Flight Recorder Issues * 2.6.1 Stale Flight Data * 2.6.2 Poor-Quality Cockpit Voice Recording * 3. Conclusions * 3.1 Findings * 3.2 Probable Cause * 4. Recommendations * 4.1 New Recommendations * 4.2 Previously Issued Safety Recommendations Classified in This Report

An indispensable guide for engineers and data scientists in design, testing, operation, manufacturing, and maintenance A road map to the current challenges and available opportunities for the research and development of Prognostics and Health Management (PHM), this important work covers all areas of electronics and explains how to: assess methods for damage estimation of components and systems due to field loading conditions assess the cost and benefits of prognostic implementations develop novel methods for in situ monitoring of products and systems in actual life-cycle conditions enable condition-based (predictive) maintenance increase system availability through an extension of maintenance cycles and/or timely repair actions; obtain knowledge of load history for future design, qualification, and root cause analysis reduce the occurrence of no fault found (NFF) subtract life-cycle costs of equipment from reduction in inspection costs, downtime, and inventory Prognostics and Health Management of Electronics also explains how to understand statistical techniques and machine learning methods used for diagnostics and prognostics. Using this valuable resource, electrical engineers, data scientists, and design engineers will be able to fully grasp the synergy between IoT, machine learning, and risk assessment.

Bonded composite repairs are efficient and cost effective means of repairing cracks and corrosion grind-out cavity in metallic structures, and composite structures sustained impact and ballistic damages, especially in aircraft structures. This book grew out of the recent research conducted at the Boeing Company and the Defence Science and Technology Organisation (DSTO, Australia) over the past ten years. Consequently it is predominately a compilation of the work by the authors and their colleagues at these two organizations on the design and analysis of composite repairs. Composite Repair is entirely devoted to the design and analysis of bonded repairs, focusing on the mathematical techniques and analysis approaches that are critical to the successful implementation of bonded repairs. The topics addressed are presentated in a sufficiently self-explanatory manner, and serve as a state-of-the-art reference guide to engineers, scientists, researchers and practitioners interested in

the underpinning design methodology and the modelling of composite repairs. The only book devoted entirely to the design and analysis of bonded repairs Focusing on mathematical techniques and analytical methodologies that are critical to the successful implementation of bonded repair A companion reference book to the United Stated Air Force (USAF) bonded repair guidelines (Guidelines for Composite Repair of Metallic Structures-CRMS, AFRL-WP-TR-1998-4113) and the Royal Australian Air Force (RAAF) Design Standard DEF(AUST)995 Covering a variety of topics and effects: repairs of fatigue and sonic fatigue cracks, and corrosion grind-out cavity, and effects of secondary bending, octagon-shaped patches, thermal residual stresses, patches in proximity, patch tapering edge, etc.