

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8400.62

3/26/04

Cancellation
Date: 3/26/05

SUBJ: LOSS OF INTEGRATED DISPLAY SYSTEMS ON BOEING 747-400 AIRPLANES

1. PURPOSE. This notice is for principal operations inspectors (POI) of certificate holders operating Boeing 747-400 airplanes. It advises those inspectors and applicable certificate holders of a latent risk of failure associated with existing hardware in the integrated display systems on those airplanes. It also recommends the implementation of procedures detailed in Boeing Operations Manual Bulletin entitled "Flight Deck Display Unit Blanking Anomaly" be included in each operator's quick-reference handbook until a more permanent modification is made to the EFIS/EICAS interface units. An airworthiness directive requiring that modification is expected to terminate the need for the interim procedures of that bulletin. This notice is in response to National Transportation Safety Board (NTSB) recommendations A-03-55 and A-03-56.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at:
<http://www.faa.gov/avr/afs/notices/8400/N8400-62.doc>.

3. BACKGROUND.

a. The Incident. In January 2003, an incident occurred in which a Boeing 747-400 airplane experienced a complete loss of information on all six integrated display units on the flight deck instrument panels while in cruise during an overwater flight. The pilots flew the airplane for 45 minutes using standby flight instruments while they communicated with maintenance people on the ground. The crew were advised to pull out then push back in (or cycle) the circuit breakers for the EFIS/EICAS interface units. This action returned the integrated display units to normal operation, and the flight continued to destination without further incident.

b. NTSB Safety Recommendation. Among the recommendations to the FAA was the following:

A-03-55. Require that all Boeing 747-400 operators incorporate the procedures detailed in Boeing Operations Manual Bulletin SIA-186 into a non-normal checklist procedure for inclusion in the quick-reference handbook until a terminating action is developed.

4. ACTION. POIs affected by this notice should make the following information known to the director of safety (DOS) of each certificate holder that operates the Boeing 747-400 airplane. This information may be conveyed by copy of this notice or by referring the DOS to the following URL: <http://www.faa.gov/avr/afs/notices/8400/N8400-62.doc>.

a. Information Pertaining to NTSB Safety Recommendation A-03-55.

(1) The background and safety intent of NTSB safety recommendation A-03-55. More information relating to this Safety Recommendation may be obtained from the NTSB's Public Inquiries Branch at (800) 877-6799 or (202) 314-6551.

(2) The NTSB's and the FAA's shared recommendation is that all Boeing 747-400 operators incorporate the procedures detailed in Boeing Operations Manual Bulletin SIA-186 (or equivalent, since bulletin numbers vary among operators) into a non-normal checklist procedure for inclusion in the quick-reference handbook until a terminating action is developed.

b. Access to Boeing Operations Manual Bulletin Entitled "Flight Deck Display Unit Blanking Anomaly." Each operator of Boeing 747-400 airplanes should already have been sent a copy of this bulletin. Copies may be obtained upon request to:

Boeing Commercial Airplane Group, Chief Pilot – Training
Technical Standards, Flight Crew Operations.
P.O. Box 3707, Mail Code 14-HA
Seattle, WA, 98124-2207
Phone: (206) 655-1400

5. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS). Document the conveyance of the information contained in this notice for each air carrier affected:

- a. Use PTRS code 1307, Convey Non-Reg. Info.
- b. Enter "N840062" in the "National Use" field (without the quotes).
- c. Once the above information has been provided to the air carrier, close out the PTRS.

6. DISPOSITION. This notice will not be incorporated into Order 8400.10, Air Transportation Operations Inspector's Handbook. Questions concerning this notice should be directed to the Air Carrier Training Branch, AFS-210, at (202) 267-9836.

/s/ John M. Allen for
James J. Ballough
Director, Flight Standards Service