

Create Date	Model	Series	Tail	Line	Operator	Serial	Subject	Message No	Message Type	E-Mail Body	ATA	ATA System	Part No	Part Serial No	Status	Cumulative Hours Worked	Owner Name	Service Request No	SN W/D	Activity No								
8/29/2023	737	737-B			Ethiopian Airlines Group		Ethiopian Airlines Data - 737 MAX Engine Inlet Anti Ice AD 2023-06-10	ETH-ETH-23-0696-01C	Web Inbound	<p>DESCRIPTION:</p> <p>In Ref/A/ message, Boeing requested Ethiopian Airlines confirm if Ethiopian Airlines possesses inlet cowlings with some specific serial numbers and the result of the inspection. The result is as shown below</p> <p>Group 1 Part Number 314A6100-108 SN 001083 On ET-AWG (LN 7564) #1 No Finding (13 May 2023) Part Number 314A6100-108 SN 001121 On ET-AWG (LN 7564) #2 No Finding (13 May 2023) Part Number 314A6100-15 SN 002204 On ET-AWI (LN 8250) #2 No Finding (25 May 2023) Part Number 314A6100-15 SN 002234 On ET-AWI (LN 8250) #1 No Finding (25 May 2023) Part Number 314A6100-16 SN 002269 On ET-AWK (LN 8287) #1 No Finding (26 May 2023) Part Number 314A6100-16 SN 002272 On ET-AWK (LN 8287) #2 No Finding (26 May 2023)</p> <p>Group 2 Part Number 314A6100-108 SN 000367 On ET-AVL (LN 7080) #2 No Finding (05 Jul 2023) Part Number 314A6100-108 SN 000444 On ET-AVL (LN 7080) #1 No Finding (05 Jul 2023) Part Number 314A6100-15 SN 000452 On ET-AVI (LN 7138) #1 No Finding (29 Jun 2023) Part Number 314A6100-15 SN 000475 On ET-AVI (LN 7138) #2 No Finding (29 Jun 2023) Part Number 314A6100-16 SN 000519 Per 737-SL-71-081, this is on LN 7243 which is not Ethiopian fleet. Part Number 314A6100-16 SN 000559 Per 737-SL-71-081, this is on LN 7243 which is not Ethiopian fleet.</p> <p>Above information was input in the smart sheet.</p> <p>Additionally, Ethiopian Airlines reported as follows. Part Number 314A6100-9017 SN 001852 On ET-AWH (LN 8087) #1 No Finding. Part Number 314A6100-9017 SN 001903 On ET-AWH (LN 8087) #2 No Finding. Part Number 314A6100-111 SN 001969 On ET-AWI (LN 8147) #1 No Finding. Part Number 314A6100-111 SN 001980 On ET-AWI (LN 8147) #2 No Finding.</p> <p>These S/N's were not shown in the smart sheet and above</p> <p>DESIRED ACTION: None, information only</p>	78																	
										<p>DESCRIPTION:</p> <p>*****</p> <p>On the 7th of December 2018, a B737MAX8 aircraft with tail ID ET-AVJ (VN-1C405, LN 7243) flight number ET 850 an inbound flight to ADD from LAD had encountered roll to the right with autopilot engaged during approach @ 1000 AGL. Here below are maintenance actions taken but there was no any positive finding for a correction.</p> <p>1. BITE done on FMC CDU (DFCS) no fault found as per 22-11-34-040-801.</p> <p>2. Performed land verify test as per AMM 22-11-00-700-801 found normal.</p> <p>DESIRED ACTION: *****</p>																		

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12/11/2018	737/737-8	7243	Ethiopian Airlines Group	62450	ET-AVJ DURING APPROACH @ 1000 AGL THE A/C STARTS ROLLING TO THE RIGHT WITH AUTOPILOT ENGAGED	ETH-ETH-18-0724-04B	Final Response	2 51115E+11	2210-00	Completed	Brian Singletary	4-4340696021	4-1ZTORGI	4-1ZTORGI	
<p>FDR data is sent to you via Message Courier for analysis purpose for root cause identification and further maintenance action recommendation.</p> <p>██████████</p> <p>██████████</p> <p>2 51115E+11</p> <p><b>RESPONSE:</b></p> <p>To further assist Ethiopian Airlines (ETH) on the "uncommanded roll" event on datum aircraft (ET-AVJ), Boeing requests ETH to provide the raw binary DFDR data through a Boeing FTP. A response by 11-DEC-2018 would be greatly appreciated. The directions are below.</p> <p>DFDR / QAR Data can be sent to Boeing via Flight Recorder Data Services found on MyBoeingFleet under My Products. Select Provide Flight Data under Quick Links followed by selecting Fleet Support. Complete the form and electronically attach the data in a browse box at the appropriate time in form completion. If multiple files will be sent they should be zipped up into a single file before completing the form. The browse box only allows for a single file attachment.</p> <p>Or via Message Courier addressed to: VM-FRDS and ██████████</p> <p>Or if under 50MB the data can be attached directly to a BCS message. Change any files named zip to (.abc).</p>															
<p><b>DESCRIPTION:</b></p> <p><u>On the 7th of December 2018, a B737MAX8 aircraft with tail ID ET-AVJ (VN-1C405, IN 7243) flight number ET-850 an inbound flight to ADD from LAD had encountered roll to the right with autopilot engaged during approach @ 1000 AGL. Here below are maintenance actions taken but there was no any positive finding for a correction.</u></p> <p>1. BITE done on FMC CDU (DFCS) no fault found as per 22-11-34-040-801.</p> <p>2. Performed land verify test as per AMM 22-11-00-700-801 found normal.</p> <p><b>DESIRED ACTION:</b></p> <p>*****</p> <p>FDR data is sent to you via Message Courier for analysis purpose for root cause identification and further maintenance action recommendation.</p> <p><b>RESPONSE:</b></p> <p>Boeing is currently reviewing the ref /A/ and ref /B/ and provide the following response:</p> <p>For MSG # 22-11822, this indicates FCC(s) received invalid data from FMC input busses:</p>															

12/11/2018	737 737-8	7243	Ethiopian Airlines Group	62450	ET-AVJ] DURING APPROACH @ 1000 AGL THE A/C STARTS ROLLING TO THE RIGHT WITH AUTOPILOT ENGAGED	ETH-ETH-18-0724-03B	Partial Response	<p>Boeing has reviewed the provided information and suspect an intermittent fault with the FMC 1, General Output Bus 1 wiring to FCC A and Left ADIRU.</p> <p>With reference to WDM 34-61-14 inspect FMC 1 connector D2179A pins G9 and H9 to terminal block TB523, YA7 and YB7 respectively.</p> <p>1. Inspect wires W0521-2593B-24 and W0521-2593R-24 to ensure the contacts are properly seated in connector D2179A and TB523.</p> <p>2. If the contacts are properly seated then perform a continuity check for each leg of the bus and ensure there is proper continuity and that the wires are not shorted to shield / ground. Boeing recommends when performing the continuity checks that an analog meter be used and the wires should be manually manipulated looking for an intermittent short or open.</p> <p>3. If no fault is found with this section of wiring then we recommend continuing downstream toward the Left ADIRU and FCC A by manually manipulating the harnesses looking for an intermittent short to shield/ground.</p> <p>The "WHEEL OVERRIDE CREW OPERATION RCWS XDUCER-X FCC B" was likely caused by the flight crew applying manual (force) wheel inputs to correct the aircraft uncommanded roll event. No further maintenance/troubleshooting for the this event is suggested at this time.</p> <p>In addition:</p> <p>1. Please provide the DFCS-BITE data download. Use the attached <i>ref /C/</i> instructions in order to download the requested Data.</p> <p>2. After the DFCS-BITE download is complete, perform the following and provide results.</p> <p>A. Aileron Rigging Test 737 AMM TASK 22-11-00-820-803.</p> <p>B. Roll Control Wheel Steering Rigging Test 737 AMM TASK 22-11-00-820-807.</p> <p>Boeing will analyze the DFDR data for root cause identification and further maintenance action recommendations if any.</p>	22	2210-00	Completed	4.5	Brian Singletary	4-4340696021	4-1ZTVV WJ	4-1ZTVV WJ
DESCRIPTION:								*****								

12/11/2018	737 737-8	7243	Ethiopian Airlines Group	62450	OCIT Urgent ET-AVJ] DURING APPROACH @ 1000 AGL THE A/C STARTS ROLLING TO THE RIGHT WITH AUTOPILOT ENGAGED	ETH-ETH-18-0724-01C-COOR1	Coordination	<p>On the 7th of December 2018, a B737MAX8 aircraft with tail ID ET-AVJ (VN-1C405, LN 7243) flight number ET-850 an inbound flight to ADD from LAD had encountered roll to the right with autopilot engaged during approach @ 1000 AGL. Here below are maintenance actions taken but there was no any positive finding for a correction.</p> <p>1. BITE done on FMC CDU (DFCS) no fault found as per 22-11-34-040-801.</p> <p>2. Performed land verify test as per AMM 22-11-00-700-801 found normal.</p> <p>DESIRED ACTION: *****</p> <p>FDR data is sent to you via Message Courier for analysis purpose for root cause identification and further maintenance action recommendation.</p> <p>██████████ ████████████████████ 2 51115E+11</p> <p>DESIRED ACTION: Please respond to ADG.</p>	22-11-00	Completed	4.5	Brian Singletary	4-4340696021	4-1ZTP6V7	4-1ZTP6V7	
12/9/2018	737 737-8	7243	Ethiopian Airlines Group	62450	ET-AVJ] DURING APPROACH @ 1000 AGL THE A/C STARTS ROLLING TO THE RIGHT WITH AUTOPILOT ENGAGED	ETH-ETH-18-0724-01C	Web Inbound	<p>DESCRIPTION: *****</p> <p>On the 7th of December 2018, a B737MAX8 aircraft with tail ID ET-AVJ (VN-1C405, LN 7243) flight number ET-850 an inbound flight to ADD from LAD had encountered roll to the right with autopilot engaged during approach @ 1000 AGL. Here below are maintenance actions taken but there was no any positive finding for a correction.</p> <p>1. BITE done on FMC CDU (DFCS) no fault found as per 22-11-34-040-801.</p> <p>2. Performed land verify test as per AMM 22-11-00-700-801 found normal.</p> <p>DESIRED ACTION: *****</p> <p>FDR data is sent to you via Message Courier for analysis purpose for root cause identification and further maintenance action recommendation.</p> <p>1. ██████████ ████████████████████ 2 51115E+11</p>	22-11-00	Completed	4.5					