



## European Aviation Safety Agency

**Subject:** BOEING - 737 registered EI-DAD, on 25/04/2011, at Skavsta Airport, Södermanland county - Sweden

### Reply to Safety Recommendation SWED-2012-001 received on 14/11/2012

<b>Safety Recommendation:</b>	The FAA/EASA are recommended to ensure that Boeing introduces measures so that the logic in the electrical system prevents an X-bus from losing power as a result of an erroneous status signal from GCB. (RL 2012:20 R1)
<b>Response:</b>	EASA, in conjunction with the Federal Aviation Administration (FAA), is working with Boeing who are conducting tests to reproduce and simulate the electrical system failure conditions reported on this serious incident.  An update will be provided as soon as any significant progress is available.
<b>Status:</b>	Open

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## European Aviation Safety Agency

**Subject:** BOEING - 737 registered EI-DAD, on 25/04/2011, at Skavsta Airport, Södermanland county - Sweden

### Reply to Safety Recommendation SWED-2012-002 received on 14/11/2012

<b>Safety Recommendation:</b>	The FAA/EASA are recommended to ensure that Boeing investigates whether a revision of the procedure in QRH for reconnecting IDG can rectify erroneous status signals from GCB. (RL 2012:20 R2)
<b>Response:</b>	<p>EASA, in conjunction with the Federal Aviation Administration (FAA), is working with Boeing who are conducting tests to reproduce and simulate the electrical system failure conditions reported on this serious incident.</p> <p>An update will be provided as soon as any significant progress is available.</p>
<b>Status:</b>	Open

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