

Boeing 747 Series Aeroplanes

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**AD/B747/68  
Amdt 1**

**Engine Overheat, Fire Detection and  
Fire Extinguishing Systems**

**11/89**

Applicability: All Boeing 747 series aircraft line numbers 489, 494 through 496, 500 through 695, 697 through 699, 701 through 704, 706, 707, 709 through 714, 716, 718 through 720, and 724.

Requirement: 1. Engine Fire/Overheat Detection and Warning Systems Carry out a functional check of each system in accordance with Boeing Telex M-7201-89-0194 dated 31 January 1989.

2. Engine Fire Extinguishing System Wiring and Plumbing Carry out a functional check of the wiring and plumbing in accordance with Boeing Telex M-7201-89-0200 dated 31 January 1989 as corrected by Boeing Telex M-7201-89-0284 dated 14 February 1989 for Pratt and Whitney engines; as corrected by Boeing Telex M-7201-89-0285 dated 14 February 1989 for GE CF6-45/50 engines; and as corrected by Boeing Telex M-7201-89-0290 dated 15 February 1989 for GE CF6-80C2 engines.

*Note: The plumbing functional check applies only to aircraft fitted with General Electric CF6 engines.*

3. Cargo Compartment Fire Detection System

Carry out a functional check in accordance with Boeing Telex M -7201-89-0197 dated 31 January 1989 as corrected by Boeing Telex M-7201-89-0304 dated 17 February 1989.

4. Cargo Compartment Fire Extinguishing System

Carry out a functional check of the wiring in accordance with Boeing Telex M-7201-89-0195, and the plumbing in accordance with Boeing Telex M-7201-89-0195, dated 31 January 1989.

Compliance: Unless previously accomplished, within 25 days from 2 November 1989, and thereafter before next flight following any maintenance action involving Engine Overheat, Fire Detection and/or Fire Extinguishing Systems which could possibly result in cross-connection or mis-connection of any system wiring or plumbing.

Background: There have been reports in the last several months of improperly installed wiring and/or plumbing in the engine and cargo compartment Fire Protection System on various model Boeing aircraft. Whilst the cause of these problems has not been identified in each case, the FAA has determined that, due to design similarity or common production lines, these conditions are likely to exist on other Fire Protection Systems of other Boeing aircraft not covered by previous AD action, and that as a precautionary measure, checks must be performed on specified aircraft.

Amendment 1 to this AD is issued to reflect a revision to the requirement documentation references.

