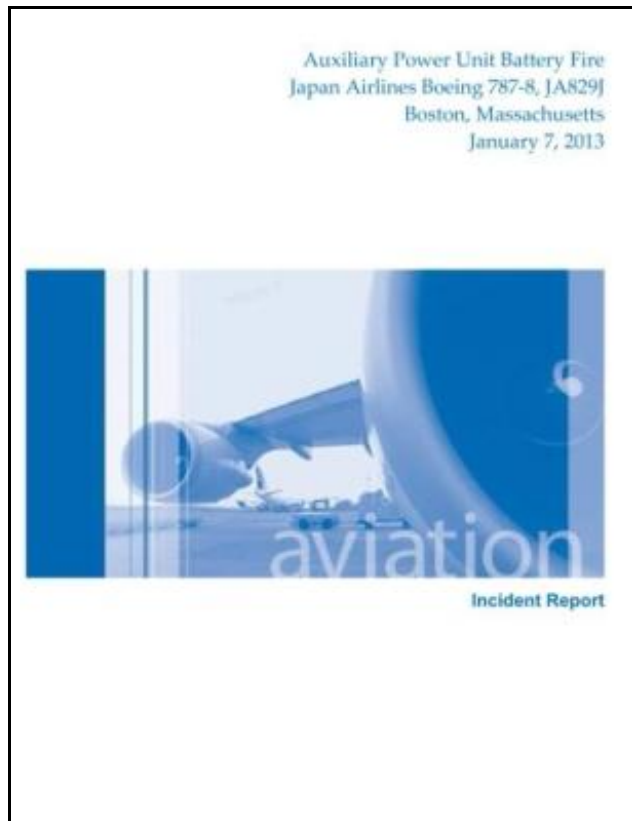


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Createspace, United States, 2015. Paperback. Book Condition: New. 279 x 216 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.On January 7, 2013, about 1021 eastern standard time, smoke was discovered by cleaning personnel 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.<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup> 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...



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