


**APPROVED TECHNICAL PUBLICATION
 TRANSMITTAL LETTER**


Transmittal Letter Serial Number:	S21.TL-0654
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Technical Publication Type:	Supplement Manual <small>(Indicate with an X)</small>	X
	Aeroplane/Rotorcraft Flight Manual Supplement <small>(Indicate with an X)</small>	
	Master Minimum Equipment List Supplement <small>(Indicate with an X)</small>	

Document/Manual Affected: <small>Insert manual/document reference or leave blank if not affected</small>	Maintenance Manual	X
	Wiring Diagram	X
	Illustrated Parts Catalogue	X
	Maintenance Programme	X
	Weight & Balance / Loading Manual	
	Aeroplane/Rotorcraft Flight Manual	
	Master Minimum Equipment List	
	Other <small>(Please State)</small>	

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X	CVE Name & Initials:	CVE Signature:	CVE Category(s)					
			A1	B1	E1			
1	P. Gaughan		A1	B1	E1			
2								

Approved By Head of Design:		Date:	1 February 2013
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CVE Category Key:

A - Compliance Verification B - Document Check E - Transmittal Approval



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**APPROVED TECHNICAL PUBLICATION
 TRANSMITTAL LETTER**

TECHNICAL PUBLICATION REFERENCE NUMBER:	S21.TEC-0259	ISSUE:	3
AIRCRAFT/ROTORCRAFT TYPE:	Boeing 757	SERIES:	200

AEROPLANE/ROTORCRAFT SERIAL NUMBER EFFECTIVITY

27599						

REASON FOR ISSUE

First Transmittal (Indicate with an X)		Re-Issue (Indicate with an X)	X
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Aeroplane/Rotorcraft Flight Manual & MMEL Supplements:

1. Print & insert the above referenced Technical Publication into the affected manual in the supplements section or at the beginning of the manual as applicable.
2. Print and insert the STC Twenty One Limited Supplement/Revision Record Sheet after the affected manual Amendment Record Sheet at the front of the Manual. (First Transmittal Only).
3. Record the embodiment of above referenced Technical Publication and date of insertion on the Record of Supplements/Revisions
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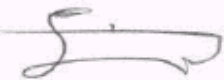


STC Twenty One Limited	EASA Approval EASA.21J.198	Form Number:	S21.2.35.REP.023
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		Date:	12 th October 2010

SUPPLEMENT MANUAL

INSTALLATION OF AN EMERGENCY LOCATOR TRANSMITTER (ELT)

STC Twenty One Limited Change/Repair Reference Number
S21.25-15-1407

This manual at initial Issue 1 complies with EASA requirements. The technical accuracy of this manual has been certified as correct. Revisions to this manual will be made as a complete new issue and recorded in the record of re-issues. Revisions or amendments by other approved organisations must be separately certified and recorded on separate record sheets.

	CVE Signature:	Date:
1	G. Strickland 	23 March 2010
2	A. Pimblott 	23 March 2010
Approved By Head of Design:		23 March 2010
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The technical content of this document is approved under the authority of DOA nr. EASA.21J.198.		

ISSUE No. 1 DATED 23 MARCH 2010



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**SUPPLEMENT MANUAL No. S21.TEC-0259
BOEING B757-200 AIRCRAFT**

Record of Re-Issues

This section will be completed by STC Twenty One Limited upon complete re-issue of this manual.

ISSUE	DATE	REASON FOR ISSUE	CVE NAME	CVE SIGNATURE	APPROVAL
2	20/09/10	MSN Added	G. S. MURPHY		EASA.21J.198
3	01/02/2013	MSN Added	P. GAUGHAN		EASA.21J.198



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**SUPPLEMENT MANUAL No. S21.TEC-0259
BOEING B757-200 AIRCRAFT**

1. Introduction

This Supplement is provided to describe the changes to the aircraft, as a result of embodying STC Twenty One Limited Change No. S21.25-15-1407 (Installation of an Emergency Locator Transmitter) into a Boeing B757-200 aircraft

This Supplement is laid out as follows, with each section sub-divided into in numerical order of applicable ATA Chapters, (as applicable):

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Any corrections or amendments to this supplement, arising from operational use, should be advised to STC Twenty One Ltd, using the form at Page 17003 of this manual, to enable any necessary remedial action to be taken.

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1. Description & Operation

Chapter 25 – Equipment/Furnishings

1.1 Description

1.1.1 General

STC Twenty One Limited minor design change S21.25-15-1407 introduces an emergency locator transmitter (ELT) manufactured by Tech Test Ltd, onto the Boeing 757-200 series aircraft.

Introduction

- A. The emergency locator transmitter (ELT) is located in the aft section of the airplane (approximately station 1490). The ELT provides an emergency locator signal to aid in search and rescue operations. The ELT transmits on international distress frequencies 121.5, 243.00, and 406.025 MHz.
- B. A switch inside the ELT will cause the ELT to activate automatically in a crash situation. The activation will only occur when the ELT is installed in its tray. Automatic activation on the ELT will not occur during shipping or if the ELT is dropped.
- C. Manual operation of the ELT can be accomplished locally with a switch on the ELT or remotely with a switch located on the ELT control panel on the pilot's overhead panel, P5.
- D. The ELT is mounted on a tray that is installed against the airplane fuselage. Four Dzus fasteners hold the tray to the airplane.
- E. The ELT contains a self-contained battery pack for its power. When it is necessary to replace the batteries, replace the battery pack as a unit.
- F. The ELT transmits through a dedicated antenna located on the top of the fuselage forward of the vertical fin. Two coaxial cables connect the antenna to the connectors of the ELT.

1.1.2 Equipment Location

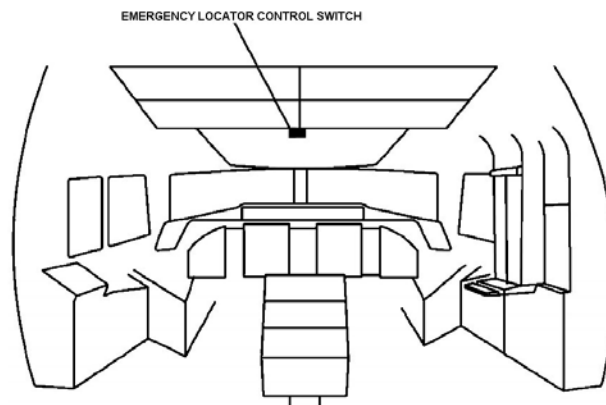


Figure 1 – ELT Control Switch Installation

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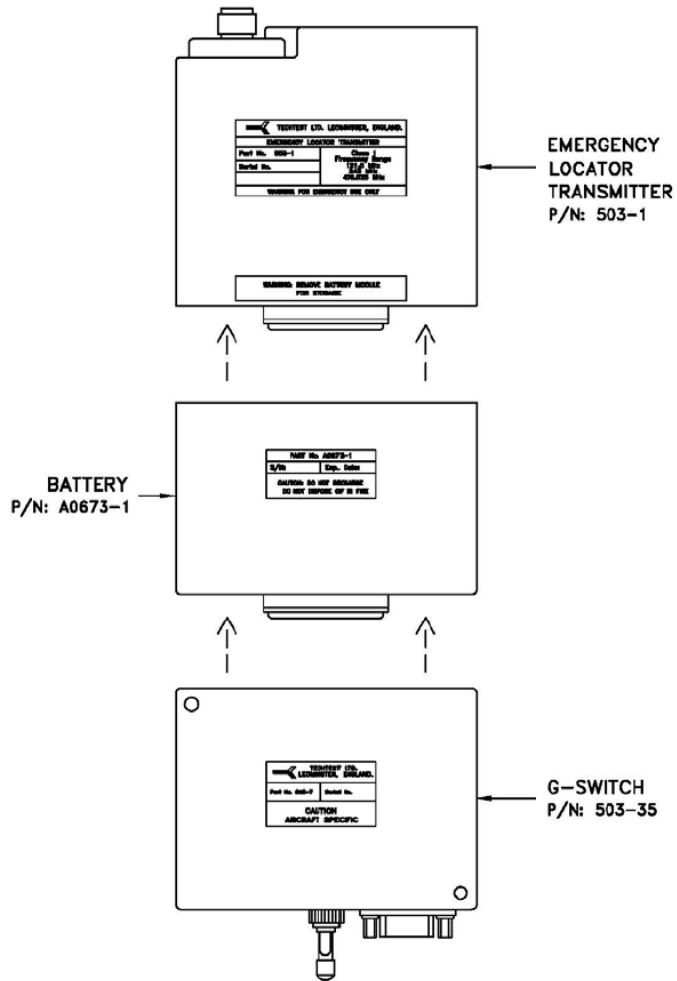


Figure 2 – ELT Components

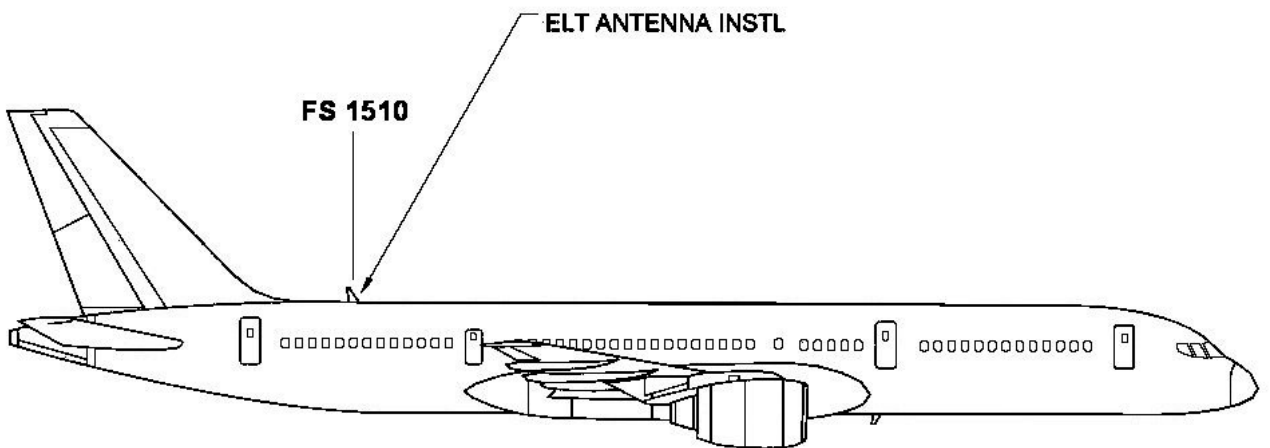


Figure 3 – ELT Antenna Location

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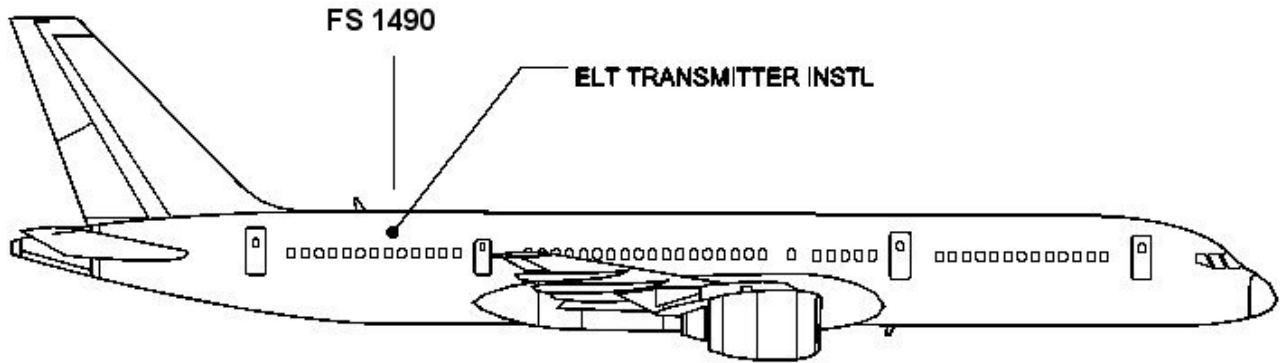


Figure 4 – ELT Transmitter Location

1.2 Operation

1.2.1 Component Details

1. Component Details

A. Emergency Locator Transmitter (ELT)

1. The ELT rests in a mounting tray that is installed to the fuselage of the airplane. The ELT consists of these components:
 - a. The ELT contains a non-rechargeable battery pack assembly for its power. The battery pack is replaced as a unit.
 - b. The “G” switch (gravity switch) activate under high gravitational forces such as experienced in a crash. The “G” switch is only enabled when the ELT is installed in its mounting tray. When the ELT is removed from the tray, it is safe from accidental activation if it is dropped or during shipping, assuming the ON/OFF switch remains OFF.

B. Remote Control Switch

1. The ELT remote control switch is a three position toggle unit from which the aircrew can test / reset the ELT, or switch it ON in an emergency, before the “G” switch activates the system. The front panel has an indicator lamp and the unit has a sounder inside which gives an audible tone.
2. The ELT will begin transmitting and the light next to the switch will come on when the ELT switch is set to “ON”. The ELT can be reset or deactivated by momentarily switching the remote switch to “RESET” and then allowing it to return to the “ARMED” or “OFF” position. This will also cause the light next to the switch to go off. The switch is spring loaded from RESET back to ARMED /OFF position. With the switch in the ARMED /OFF position, the ELT is set to be automatically activated.

C. External Antenna

1. The external antenna is a blade type antenna mounted on the top of the fuselage. It is connected to the ELT by two coax cables, to which the coaxial cables are impedance matched.

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2. Operation

A. Functional Description

1. The ELT has a non-rechargeable battery pack as its power supply.
2. When correctly installed on the airplane, the ELT will start automatically in a crash. It can also be operated by setting the switch on the ELT to "ON" or the remote switch on the ELT control panel to "ON". For normal operation, the switch on the ELT is set to "ARM" and the switch on the control panel is set to "OFF" or "ARMED" position. The ELT light will be off.

B. Control

1. For normal operations, set the switch on the ELT to "ARM" and the control panel switch to "OFF" or "ARMED" position.

Note: Each time the G-Switch is powered up (ARMED) it goes through an auto calibration routine. In order for the correct results to be stored it is essential that the aircraft is stationary when the G-Switch is armed.

2. If the "G" switches sense an excessive load the remote control unit lamp and sounder give a series of pulses for 11 seconds. During this period the aircrew may cancel the triggering to ON by selecting TEST/RESET at the remote controller.
3. If the aircrew select ON at the remote controller they can equally select OFF by using TEST/RESET to select OFF.
4. The ELT system should be switched from ARM to OFF (to disarm the operation) if the aircraft is to be grounded for a prolonged period of time. For short periods the system can be left in an ARM(ed) state.
5. The ELT can be switched to ON at the "G" switch by switching from OFF or ARM to ON.
6. If the ELT is switched to ON at the "G" switch the following actions must be carried out to switch it to off.
 - a. Switch the three position switch from ON through OFF to ARM.
 - b. Press the separate test switch to TEST momentarily.
 - c. Switch the three position switch to off.
7. This action ensures that an accidental switching to OFF cannot occur.



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1. Testing

Chapter 25 – Equipment/Furnishings

1. Emergency Locator Transmitter – Operational Test

- A. References
 - 1. AMM 24-22-00/201, Electrical power – control
 - B. Access
 - 1. Location Zones:
 - Flight Compartment
 - Area above passenger cabin ceiling – between STA1480 and 1500.
 - C. Procedure
 - 1. Supply electrical power (AMM 24-22-00/201).
 - 2. Make sure the following breakers on
 - a. ELT
 - b. VHF COMM R
 - c. INTERPHONE DUAL PWR F/O
 - d. INTERPHONE DUAL PWR F/O
 - 3. Connect the headphones to the HEADPHONE jack at the first Officer's jack panel.
 - 4. Adjust the First Officer's audio selector panel to these conditions:
 - a. R-VHF MIC SELECTOR switch to ON.
 - b. The R-VHF should be set to the middle position. All other volume controls must be off.
 - 5. Adjust the Right VHF comm. Control panel to these conditions:
 - a. Set the right frequency controls to 121.5 MHz.
- CAUTION:** Make sure you follow the local ELT operation regulation. Tell the authorities if an accidental transmission is made. This will prevent emergency search operations that are not necessary.
- 6. The system must be switched to ARM at the G-switch before testing can be initiated. Normal operation is initiated by switching the three position switch to ARM.
 - 7. The system can be tested from the Remote Switch, the G Switch unit (separate Switch) or in exceptional cases the ELT itself.



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8. Set the ELT switch on the pilot's control panel to the TEST/RESET position.
 - a. Make sure the ELT light on the ELT control panel comes ON and that two sweep tones can be heard through the headphones followed by a short space which is then followed by BEEP.
9. Remove the headphones from the HEADPHONE jack.

NOTE: If the test has not been carried out for some days then the initial test may not give the pass result as indicated above. This is due to battery passivation. The test should be repeated several times before the ELT system is declared unserviceable as a result of the installed built in test. Normally the test will pass on the second or third attempt after a period of inactivity.

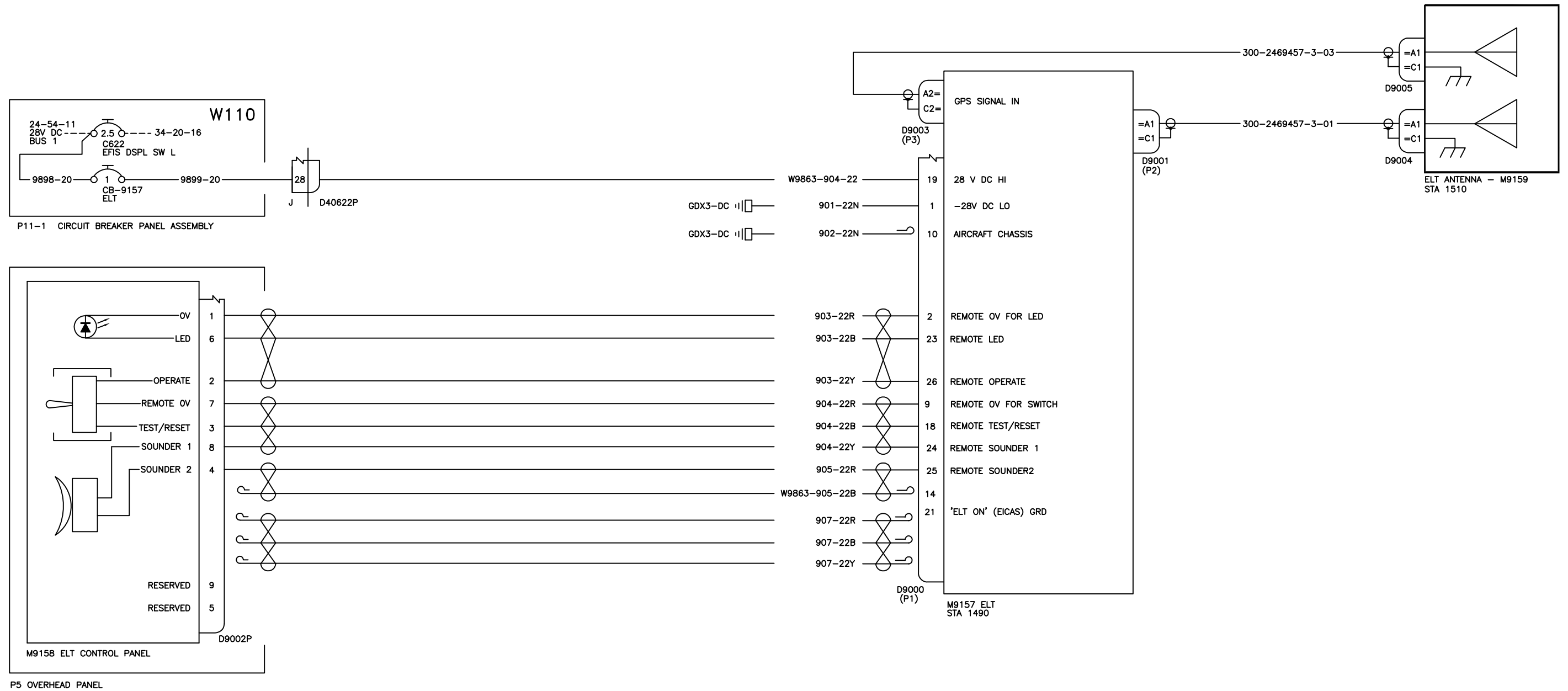


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1. Wiring Diagram

Chapter 25 – Equipment/Furnishings

The following wiring diagram details changes resulting from the incorporation of STC Twenty Ltd Change No. S21. 25-15-1407 into the Boeing 757-200 Series Aircraft.



1. Illustrated Parts List

Chapter 25 – Equipment/Furnishings

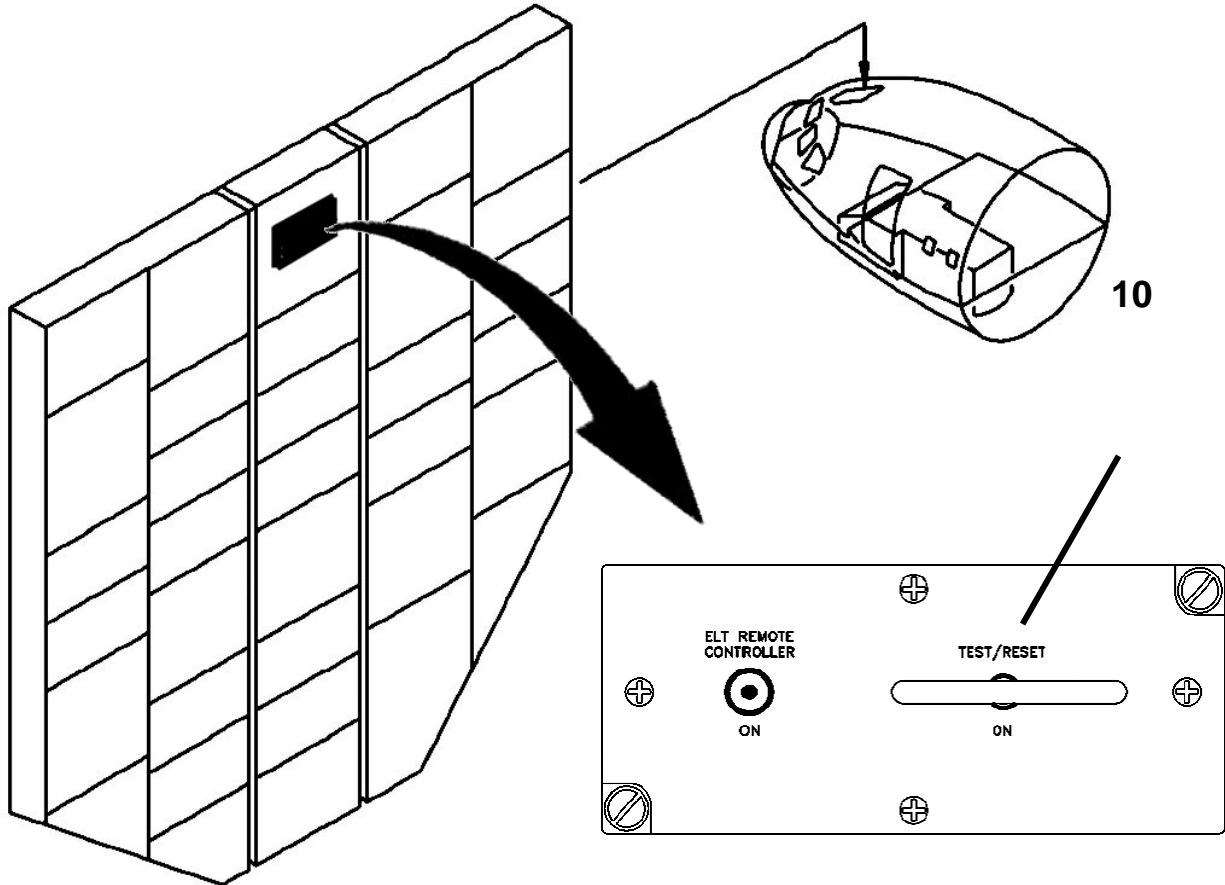


FIGURE 1 – OVERHEAD PANEL P5

FIG. ITEM	PART NUMBER	1 2 3 4 5 6 7	NOMENCLATURE	EFFECT FROM TO	UNITS PER ASSY
1			OVERHEAD PANEL P5, (ELT CONTROL ONLY)		
10	503-4		PANEL, REMOTE CONTROL	ALL	1

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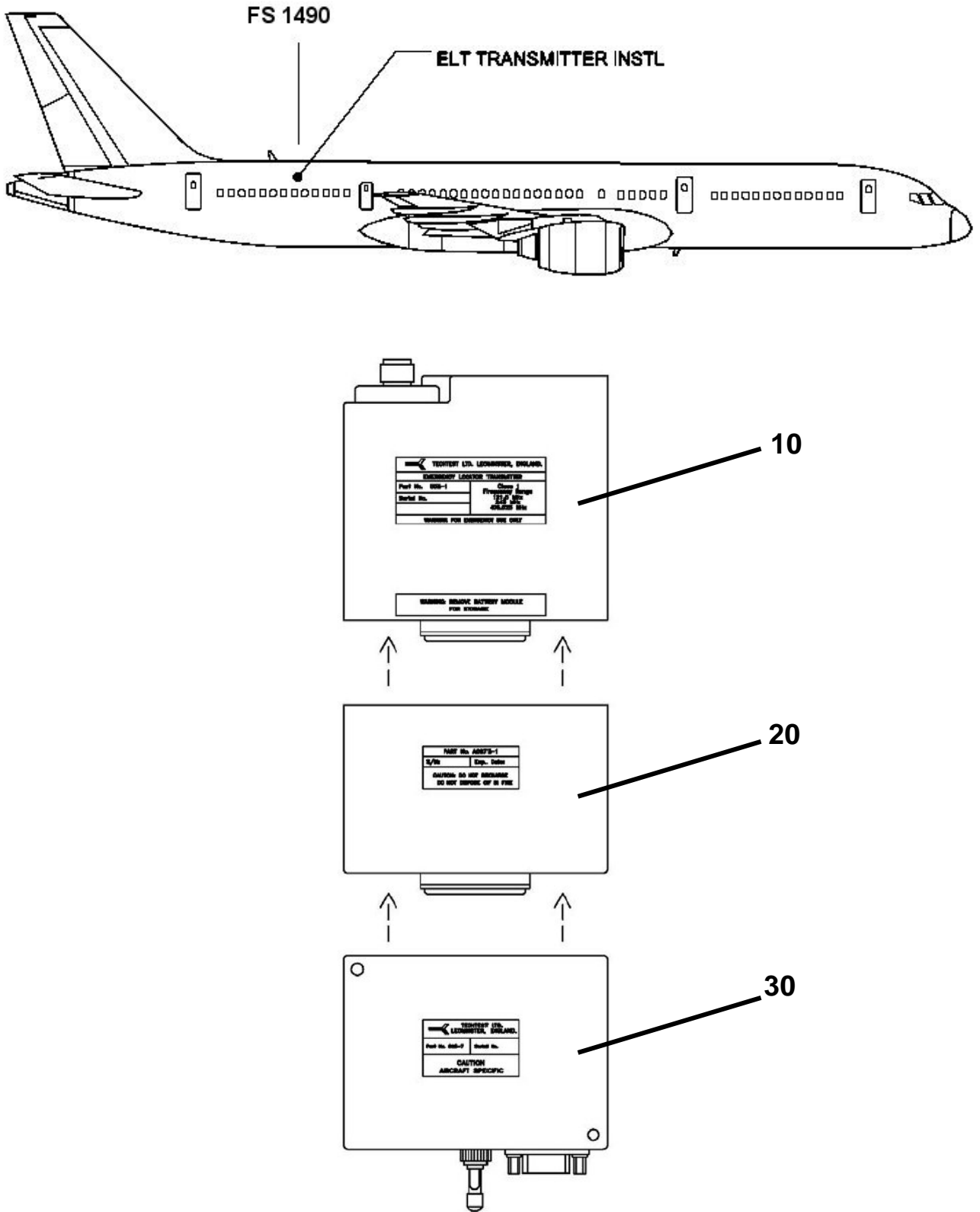


FIGURE 2 – ELT COMPONENTS



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FIG. ITEM	PART NUMBER	1 2 3 4 5 6 7	NOMENCLATURE	EFFECT FROM TO	UNITS PER ASSY
2			EMERGENCY LOCATR TRANSMITTER, (Manuf: Tech-Test)	ALL	RF
10	503-1		ELT	ALL	1
20	503-35		G-SWITCH	ALL	1
30	AO673-1		BATTERY	ALL	1
- 40	AO637-1		TRAY, ELT	ALL	1

EFFECTIVITY: 27204, 24868, 27599

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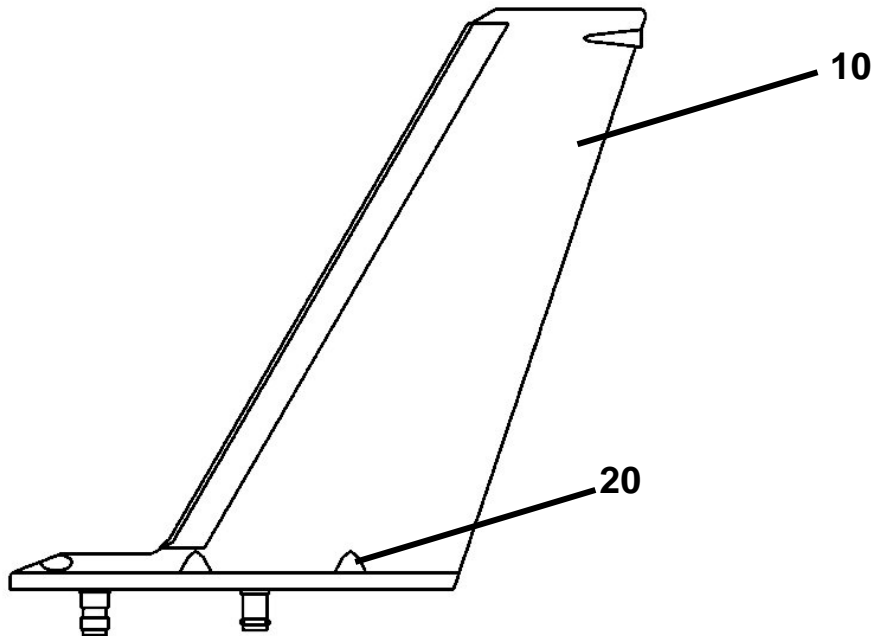
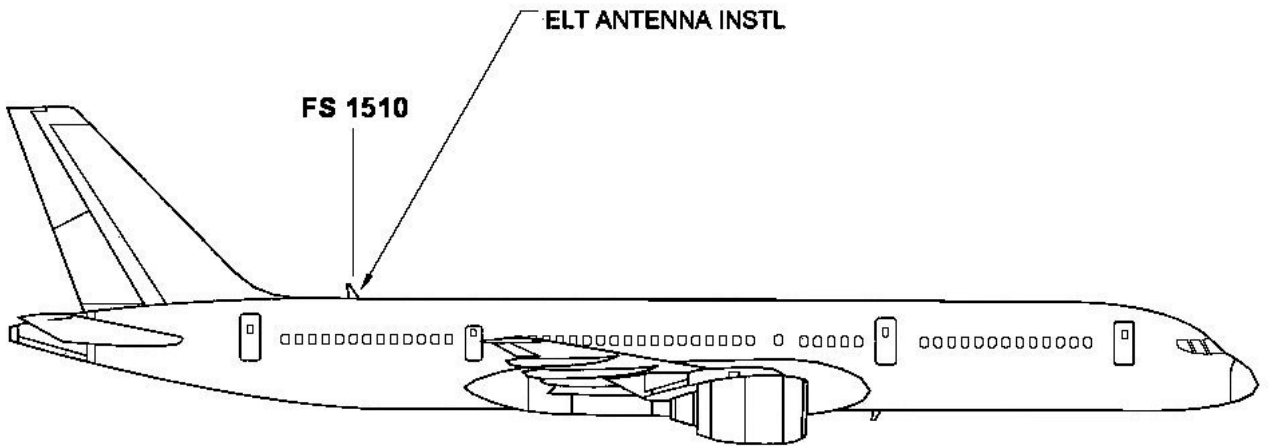


FIGURE 3 – ELT ANTENNA

FIG. ITEM	PART NUMBER	1 2 3 4 5 6 7	NOMENCLATURE	EFFECT FROM TO	UNITS PER ASSY
3			EL T ANTENNA		
10	10-118-35		ANTENNA, ELT/GPS	ALL	1
20	MS27039-C1-16		SCREW	ALL	6
- 30	NAS1473A3		NUTPLATE	ALL	6
- 40	10-500-11-557		GASKET	ALL	1



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1. Component Removal

Chapter 25 – Equipment/Furnishings

1.1 ELT Unit Removal

A. Equipment:

1. None

B. Removal

1. Remove ceiling panel in aft main cabin at STA1490. Retain attaching hardware for reinstallation.
2. Unlock unit from tray.
3. Slide unit from tray.

1.2 G-Switch Unit Removal

A. Equipment:

1. None

B. Removal

1. Remove ceiling panel in aft main cabin at STA1490. Retain attaching hardware for reinstallation.
2. Unlock unit from tray.
3. Slide unit from tray.

1.3 Remote Control Panel Removal

A. Equipment:

1. Screwdriver

B. Removal

1. Turn Dzus fasteners ¼ turn to unlock.
2. Pull Remote Control Panel out carefully.
3. Disengage connector at rear of panel.

1.4 ELT Antenna Removal

A. Equipment:

1. Sealant removal tool – hardwood or plastic

B. Access:

1. Antenna is located at STA1510 between S-1 and S-2L.



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2. To gain access to the antenna, open and pull down the aft lowered ceiling panel.

C. Removal Procedure:

1. Remove the bolts that attach the ELT antenna to the airplane.

CAUTION: Be careful when you remove the aerodynamic fillet seal with the sealant removal tool. Damage to the airplane skin or the coaxial cable can occur.

2. Use the sealant removal tool to remove the weather aerodynamic fillet seal from the base of the antenna.
3. Lift the ELT antenna until you have access to the coaxial connector.
4. Disconnect the coaxial cable from the antenna at the coaxial connector.
 - a. Make sure the coaxial cable does not fall down through the opening.



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1. Component Installation

Chapter 25 – Equipment/Furnishings

1.1 ELT Unit Installation

A. Equipment:

1. None

B. Installation

1. Remove ceiling panel in aft main cabin at STA1490. Retain attaching hardware for reinstallation.
2. Slide unit into tray.
3. Lock unit in tray.
4. Re-install ceiling panel in aft main cabin at STA1490.

1.2 G-Switch Unit Installation

A. Equipment:

1. None

B. Installation

1. Remove ceiling panel in aft main cabin at STA1490. Retain attaching hardware for reinstallation.
2. Slide unit into tray.
3. Lock unit in tray.
4. Re-install ceiling panel in aft main cabin at STA1490.

1.3 Remote Control Panel Installation

A. Equipment:

1. Screwdriver

B. Installation

1. Engage connector to the rear of the panel.
2. Slide Control Panel in appropriate location.
3. Turn Dzus fasteners $\frac{1}{4}$ turn to lock.

1.4 ELT Antenna Installation

A. Equipment:

1. Bonding Meter (SWPM 20-20-00)
2. Gloves, neoprene or rubber - commercially available
3. Respirator - commercially available
4. Spatula – commercially available



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B. Consumable Materials:

1. A00247 Sealant – Chromate, Type BMS 5-95, Class B
2. FC056 Solvent – CitraSafe
3. C00064 Coating – Surface Treatment – MIL-C-5541, Type II, Grade C
4. C00175 Primer – BMS 10-79, Type III
5. D00015 Grease – BMS 3-24, Corrosion Preventative
6. G00034 Cheesecloth – New, Clean, Dry, Lint Free
7. G01395 Compound – Corrosion Inhibiting Matinox 6856K, BMS 3-27

C. References:

1. AMM 24-22-00/201, Electrical Power - Control
2. AMM 51-21-04/704, Alodine Coating
3. AMM 51-31-01/201, Seals and Sealing
4. SWPM 20-20-00, Electrical Bonding and Grounding

D. Access:

1. Location Zones
253 Area above passenger cabin ceiling – section 46 (left)
254 Area above passenger cabin ceiling – section 46 (right)

E. Installation Procedures:

1. Clean the airplane mating surface with CitraSafe.
 - a. Make a clean cheesecloth moist (not soaked) with CitraSafe.
 - b. Rub the airplane mating surface with the cheesecloth until the surface is clean.
2. If the airplane surface has corrosion or other damage, do these steps to prepare the airplane surface:
 - a. Do this task to apply a layer of Alodine 1000 to the airplane mating surface: Apply the Alodine Coating (AMM 51-21-04/701).
 - b. Apply two layers of BMS 10-79 type III primer to the airplane mating surfaces.
NOTE: Let each layer dry for the correct cure time.
3. Apply a layer of BMS 3-27 (corrosion inhibiting compound) to the surfaces that follow:
 - a. The opening for the coaxial cable.
 - b. The nutplate.
 - c. The threads of the bolts.
4. Apply a thin layer of BMS 3-27 on the mating surface of the ELT antenna.
5. Attach the coaxial connector to the antenna.
6. Align the holes on the ELT antenna with the holes on the airplane.
7. Install 5 of the 6 bolts which attach the ELT antenna to the airplane.



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8. Measure the bond resistance between the ELT antenna and the airplane skin. (SWPM 20-20-00)
 - a. Make sure the resistance is less than 25 milliohms.
9. Install the last bolt.
10. Use CitraSafe to clean the BMS 3-27 from around the flange of the ELT antenna and the bolts.
NOTE: Sealant will not bond to BMS 3-27.
11. Use a spatula to apply sealant BMS 5-95 around the flange of the ELT antenna to make an aerodynamic fillet seal. (AMM 51-31-01/201).
12. Apply a layer of sealant BMS 5-95 on the top surface of the bolts.

F. Installation Test:

1. Refer to AMM Testing Page 1001

CAUTION: Make sure you follow the local ELT operation regulations. Tell the authorities if an accidental transmission is made. This will prevent emergency search operations that are not necessary.

1. Airworthiness Limitations & Reporting

Chapter 25 – Equipment/Furnishings

1.1 General

There are airworthiness limitations as the result of incorporating STC Twenty One Ltd Change No. S21.25-15-1407 in Boeing B757-200 series aircraft.

The following inspections/replacements are required to assure continued airworthiness of the installed system. It is the Operator’s responsibility to integrate the information below into their approved Maintenance Programme.

Task Number	Zone	Description	Threshold Interval	Men	Man Hours	Applicability
S21-25-1001	200	Replace G Switch Battery IAW TechTest 503 ELT Installation Manual HRS1012-04-02	2.5 years	1	1	ALL
S21-25-1002	200	Replace ELT Battery IAW TechTest 503 ELT Installation Manual HRS1012-04-02	5 years	1	1	ALL

1.2 Airworthiness Reporting

Any airworthiness related concerns discovered during operational use, including maintenance inspections contained within this Supplement manual, should be reported, using the form on Page 17002, to STC Twenty One Ltd, without delay.

1.3 Maintenance Findings

Any concerns or queries found during the maintenance inspections or in other information contained within this Supplement manual should be reported, using the form on Page 17003, to STC Twenty One Ltd, without delay.

Contact details for STC Twenty One Ltd are as follows:

**The Waldorf Centre
1290 London Road
Alvaston
Derby
DE24 8QP
Tel: 01332 576 830
Fax: 01332 576 831**

Email: info@stc21.co.uk

The Airworthiness Limitations Section is approved and variations must also be approved.



**SUPPLEMENT MANUAL No. S21.TEC-0259
BOEING B757-200 AIRCRAFT**

AIRWORTHINESS REPORTING

Use this form to notify STC Twenty One Limited of any airworthiness related concerns identified during operational use or resulting from maintenance inspections contained within this Supplement manual.

Change/Repair Number:	S21.25-15-1407
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Comments: (Please continue on a separate sheet if necessary)
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Name:		Signature:	
Position:		Organization:	
Contact Telephone No:		Contact: Fax No.:	
Contact Email:		Date:	

EFFECTIVITY: 27204, 24868, 27599



**SUPPLEMENT MANUAL No. S21.TEC-0259
BOEING B757-200 AIRCRAFT**

MAINTENANCE FINDINGS

Use this form to notify STC Twenty One Limited of any difficulties or problems associated with the maintenance instructions or other information contained within this Supplement manual.

Change/Repair Number:	S21.25-15-1407
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Comments: (Please continue on a separate sheet if necessary)
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Name:		Signature:	
Position:		Organization:	
Contact Telephone No:		Contact: Fax No.:	
Contact Email:		Date:	

EFFECTIVITY: 27204, 24868, 27599
