

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0093R1 Date: 02 September 2014 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: BOEING COMPANY	Type/Model designation(s): 737 aeroplanes
TCDS Number: EASA.IM.A.120	
Foreign AD: FAA AD 2014-16-14 dated 19 August 2014.	
Revision: This AD revises EASA AD 2014-0093 dated 22 April 2014.	
ATA 22	Auto Flight – Auto-Throttle Computer – Replacement
Manufacturer(s):	The Boeing Company
Applicability:	Boeing 737-600, 737-700, 737-800 and 737-900 aeroplanes, as identified by variable number in Boeing Alert Service Bulletin (ASB) 737-22A1215 dated 22 November 2013. Refer to Boeing SB Index, Document D6-19567 Part 3, for aeroplane variable number, line number, and manufacturer serial number data. Note: At the time of issuance of this AD, the Model 737-700C is not validated in Europe.
Reason:	Reports were received of undetected erroneous output from a single radio altimeter channel, which resulted in premature auto-throttle retard during approach. At least one such occurrence resulted in an accident. The aeroplane involved in the accident was equipped with a Honeywell Flight Control System (FCS), in combination with a GE Aviation Systems LLC (GE) auto-throttle computer. This condition, if not corrected, could lead to loss of automatic speed control, possibly resulting in loss of control of the aeroplane. To address this potential unsafe condition for Boeing 737 aeroplanes equipped with a Rockwell Collins Enhanced Digital Flight Control System (EDFCS), the Federal Aviation Administration (FAA) issued AD 2012-21-08, which was adopted by EASA. Prompted by this occurrence, for Boeing 737 aeroplanes equipped with Honeywell FCS and GE auto-throttle computer, GE developed a new auto-throttle computer, part number (P/N) 760SUE2-5 (Boeing P/N 10-62017-55), that has new software installed which will prevent a single erroneous but valid radio altitude signal from causing the auto-throttle to decrease thrust.

	For the reasons described above, EASA issued AD 2014-0093 to require replacement or modification of the affected GE Aviation Systems LLC auto-throttle computers. This AD is revised to confirm that it deviates from, and thereby replaces, State of Design FAA AD 2014-16-14 for the affected aeroplanes registered in EASA Member States.																
Effective Date:	Revision 1: 23 September 2014 Original issue: 06 May 2014																
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aeroplanes that have a GE Aviation Systems LLC auto-throttle computer installed, having a P/N as listed in Table 1 of this AD, within the compliance time specified in Table 2 of this AD, as applicable, replace each auto-throttle computer with a unit that has the new software installed in accordance with the instructions of Boeing ASB 737-22A1215. Table 1 – Affected Auto-Throttle Computers <table border="1"> <tr> <th>GE P/N</th><th>Boeing P/N</th></tr> <tr> <td>760SUE1-1</td><td>10-62017-51</td></tr> <tr> <td>760SUE2-2</td><td>10-62017-52</td></tr> <tr> <td>760SUE2-3</td><td>10-62017-53</td></tr> <tr> <td>760SUE2-4</td><td>10-62017-54</td></tr> </table> Table 2 – GE Auto-Throttle Computer Replacement <table border="1"> <tr> <th>Aeroplane configuration</th><th>Compliance Time (after 06 May 2014, the effective date of the original issue of this AD)</th></tr> <tr> <td>Pre-mod ASB 737-34A2292</td><td>Within 18 months</td></tr> <tr> <td>Post-mod ASB 737-34A2292</td><td>Within 36 months</td></tr> </table> (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install a GE Aviation Systems LLC auto-throttle computer having a P/N as listed in Table 1 of this AD on that aeroplane.	GE P/N	Boeing P/N	760SUE1-1	10-62017-51	760SUE2-2	10-62017-52	760SUE2-3	10-62017-53	760SUE2-4	10-62017-54	Aeroplane configuration	Compliance Time (after 06 May 2014, the effective date of the original issue of this AD)	Pre-mod ASB 737-34A2292	Within 18 months	Post-mod ASB 737-34A2292	Within 36 months
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Ref. Publications:	Boeing ASB 737-22A1215 dated 22 November 2013. Boeing ASB 737-34A2292 dated 27 April 2012.																
Remarks:	- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. - The original issue of this AD was posted on 05 March 2014 as PAD 14-045 for consultation until 02 April 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. - Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. - For any question concerning the technical content of the requirements in this AD, please contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207, United States of America; Telephone: 206-544-5000, Extension 1; Fax: 206-766-5680; E-mail me.boecom@boeing.com; Internet https://www.myboeingfleet.com.																