


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-087</p> <p>Date: 30 September 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
Boeing Commercial Airplanes	737 aeroplanes
TCDS Number :	EASA.IM.A.120
Foreign AD :	FAA Notice of Proposed Rulemaking (NPRM) Docket Nr. FAA-2010-0858 , Directorate Identifier 2010-NM-183-AD.
Supersedure :	None
ATA 78	Exhaust – Thrust Reverser Inner Wall – Inspection / Repair
Manufacturer(s):	Boeing Commercial Airplanes
Applicability:	Model 737-600, 737-700, 737-800, 737-900 and 737-900ER series aeroplanes, all serial numbers, if equipped with thrust reverser (TR) identified as Part Number (P/N) 315A2295-003 up to and including -202.
Reason:	<p>Many Boeing 737 operators have reported heat related damage to the inner wall of the thrust reverser (TR). Heat damage has been found at different locations of the inner wall, including damage at the top, in the area of the number 2 and 3 upper compression pads and at the lower aft edge. A flight test by the manufacturer showed that the temperatures applied to the inner walls of the TR are too high. Higher temperatures are due to hot pre-cooler air leakage between the inner wall of the TR and the insulation blankets and heat transfer through the upper compression pad area and the fire seal bracket support flange.</p> <p>This condition, if not detected and corrected, leads to deterioration of the structural integrity of the thrust reverser, possibly causing failure of the TR or loss of components, which could result in damage to the aeroplane and injury to occupants and/or persons on the ground.</p> <p>Over the years, Boeing has released a number of Service Bulletins (SB), which include modifications to improve cooling, inspections and repair procedures:</p> <ul style="list-style-type: none"> - SB 737-78-1082 includes instructions to modify the thrust reverser to improve the cooling in the area of the upper compression pads and to improve the insulation. This is considered an interim improvement and arrests further heat damage.

	<p>- SB 737-78-1088 provides inspection procedures for heat damage of the thrust reverser inner walls and upper compression fittings, repair or replacement instructions, depending on findings, and re-identification of the affected TR.</p> <p>- SB 737-78-1079 (now at Revision 02) incorporates (by reference) the content of both SB 737-78-1082 and SB 737-78-1088.</p> <p>For the reasons described above, this AD requires the accomplishment of inspections of the affected thrust reversers, repair of any damage that is found, and modification and re-identification of the TR by a change of P/N.</p> <p>This AD also prohibits the installation of any unmodified TR on an aeroplane, unless the replacement TR is modified within the applicable compliance time as specified by P/N in Table 1 of the AD.</p>												
Effective Date:	[standard: 14 days after Final AD issue date]												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 18 months after the effective date of this AD, accomplish the inspections and, depending on findings, associated corrective actions in accordance with the instructions of Boeing SB 737-78-1082. (2) Within the compliance time specified in Table 1 of this AD, as applicable to TR installed on each aeroplane, accomplish the actions as specified in Boeing SB 737-78-1088. <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Aeroplanes with TR Part Number:</th><th>Compliance Time after the effective date of this AD:</th></tr> </thead> <tbody> <tr> <td>315A2295-003 through 315A2295-154</td><td>Within 30 months</td></tr> <tr> <td>315A2295-155 through 315A2295-174</td><td>Within 60 months</td></tr> <tr> <td>315A2295-175 through 315A2295-190</td><td>Within 72 months</td></tr> <tr> <td>315A2295-191 through 315A2295-198</td><td>Within 84 months</td></tr> <tr> <td>315A2295-199 through 315A2295-202</td><td>Within 96 months</td></tr> </tbody> </table> <ol style="list-style-type: none"> (3) As an alternative to the requirements of paragraphs (1) and (2) of this AD, within 18 months after the effective date of this AD, accomplish the actions as specified in Boeing SB 737-78-1079 Revision 02. (4) After modification of an aeroplane as required by paragraphs (1) and (2) of this AD, or in accordance with the alternative method as specified in paragraph (3) of this AD, as applicable, installation of a TR with a P/N 315A2295 (-202 or lower suffix) on that aeroplane is only allowed if the replacement TR will be modified in accordance with the requirements and within the applicable compliance time as specified by P/N in Table 1 of this AD. 	Aeroplanes with TR Part Number:	Compliance Time after the effective date of this AD:	315A2295-003 through 315A2295-154	Within 30 months	315A2295-155 through 315A2295-174	Within 60 months	315A2295-175 through 315A2295-190	Within 72 months	315A2295-191 through 315A2295-198	Within 84 months	315A2295-199 through 315A2295-202	Within 96 months
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Ref. Publications:	<p>Boeing SB 737-78-1079 Revision 02 dated 07 June 2010.</p> <p>Boeing SB 737-78-1082 Original, dated 25 March 2010.</p> <p>Boeing SB 737-78-1088 Original, dated 12 May 2010.</p>												
Remarks :	1. This Proposed AD will be closed for consultation on 31 October 2010.												

	<ol style="list-style-type: none">2. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.3. 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; telephone 206-544-5000, extension 1; fax 206-766-5680; E-mail me.boecom@boeing.com; Internet https://www.myboeingfleet.com.
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