


EASA	AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE	
	AD No.: 2010-0244-CN	
	Date: 08 May 2012	
<p>Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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>		
Type Approval Holder's Name : Boeing Commercial Airplanes		Type/Model designation(s) : 737 aeroplanes
TCDS Number: EASA.IM.A.120		
Foreign AD: United States (FAA) 2012-05-02 .		
Cancellation: This Notice cancels EASA AD 2010-0244R1 dated 17 May 2011.		
ATA 78	Exhaust – Thrust Reverser Inner Wall – Inspection / Repair	
Manufacturer(s):	Boeing Commercial Airplanes	
Applicability:	Model 737-600, 737-700, 737-800 and 737-900 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>Boeing published Service Bulletin (SB) 737-78-1082 and SB 737-78-1088, which include modifications to improve cooling, inspections and repair procedures.</p> <p>To address this potential unsafe condition, EASA issued AD 2010-0244 (later revised to R1) to require 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>Since EASA AD 2010-0244R1 was issued, the FAA, representing the State of Design of the Boeing 737 type, published AD 2012-05-02 on 5 April 2012,</p>	

	<p>which will become effective on 10 May 2012, and containing requirements equivalent to those of EASA AD 2010-0244R1.</p> <p>For the reasons described above, EASA has decided to adopt FAA AD 2012-05-02 and EASA AD 2010-0244R1 is hereby cancelled accordingly.</p>
Effective Date:	10 May 2012
Required Action(s) and Compliance Time(s):	None.
Ref. Publications:	As listed in FAA AD 2012-05-02.
Remarks :	<ol style="list-style-type: none"> 1. Enquiries regarding this AD Cancellation Notice should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 2. For any question concerning the technical content of this AD Cancellation Notice, 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.