

Boeing 737 Series Aeroplanes

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**AD/B737/81**  
**Amdt 1**

**Thrust Reverser Control System**  
**Inspection and Modification**

**2/95**

Applicability: All Boeing 737-300, -400, and -500 series aircraft not incorporating the intent of Boeing Service Bulletin 737-78-1053.

Requirement: 1. Carry out the test of the thrust reverser specified in the Boeing 737 Maintenance Manual, Section 78-31-00, titled "Auto-Restow Test" to verify proper operation of the thrust reverser Auto-Restow function.

The B737 Maintenance Manual contains test procedures for the Auto-Restow function dependent on thrust reverser modification standard and engine accessory unit configuration. Select the appropriate procedure for the particular thrust reverser/EAU configuration undergoing test.

If any discrepancy is found during this test either rectify the defect before further flight or operate the aircraft in accordance with an approved MEL.

*Note: Boeing Message M-7272-94-6132 dated 7 December 1994 refers.*

2. Incorporate thrust reverser sync-locks per Boeing Service Bulletin 737-78-1053 Revision 1, Revision 2, or Revision 3.

Incorporation of Boeing Service Bulletin 737-78-1053 is terminating action for Requirement 1 of this Directive. Following modification per S.B. 737-78-1053, subsequent test of the Auto-Restow function is to be in accordance with the requirements specified in the Boeing 737 Maintenance Planning Document (MPD).

*Note: FAA AD 94-21-05 also refers.*

Compliance: 1. Unless previously accomplished, prior to 31 March 1995, and thereafter at intervals not to exceed 4000 flight hours since the last inspection.

2. Not later than 31 December 1999.

Background: This Directive has been issued as a result of an on-going design review of thrust reverser systems following an accident that was attributed to an uncommanded in-flight deployment of a thrust reverser.

Amendment 1 has superseded the original issue of the Directive prior to the normal promulgation date due to the subsequent receipt of additional clarifying information which identifies a specific test of the thrust reverser control system in lieu of the previous requirement for a range of tests.