

Boeing 737 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/82 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/B737/82 **Thrust Reverser Sync-Lock System Test** **7/2000**
Amdt 2

Applicability: All Boeing 737-300, -400, and -500 series aircraft fitted with thrust reverser sync-locks in accordance with Boeing Service Bulletin 737-78-1053.

Requirement: 1. Revise respective Boeing 737 systems of maintenance to include a periodic functional test of the thrust reverser sync lock-system that meets the intent of the test specified in FAA AD 94-21-05 Revision 1 Amdt 39-9314 on page 2 titled "Thrust Reverser Sync-Lock Integrity Test". The following amendments shall be included in the FAA AD Sync-Lock Integrity Test.

Amend paragraph B. (2) to read "Make sure both thrust reverser sleeves did not move aft more than 0.08 inches."

Amend paragraph B. (4) to read " Make sure that both reverser sleeves move aft a minimum of 0.15 inches, but not more than 1.25 inches."

Note 1: Boeing All Operator Message M-7272-94-6132 dated 19 December 1994 advises FAA approval of two alternate Means of Compliance to FAA AD 94-21-05 R1.

2. Functionally test the thrust reverser sync-lock system in accordance with the test introduced by Requirement 1 of this Directive.

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. Operation under the provisions and limitations of an MEL is permitted provided the failed sync-lock system is deactivated and in the locked position.

Compliance: 1. Upon incorporation of Boeing Service Bulletin 737-78-1053 on any aircraft.

2. Within 4000 hours time in service since the incorporation of Boeing Service Bulletin 737-78-1053, or within 4000 hours time in service after 2 February 1995, whichever occurs later. Thereafter, reinspect at intervals not exceeding 4000 hours time in service.

Note 2: AD/B737/81 Amdt 1 mandated compliance with Boeing Service Bulletin 737-78-1053R1, R2 or R3 by 31 December, 1999.

Note 3: FAA AD 94-21-05 R1 Amdt 39-9314 refers and revises 94-21-05 Amdt 39-9047.

This Amendment becomes effective on 13 July 2000.

Background: The original Directive was issued to introduce a periodic functional test of the thrust reverser sync-lock system. The sync-lock system was introduced as part 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 issued in November 95 raised to reflect a minor editorial revision to the original FAA AD and make reference to an approved alternate test.

Amendment 2 was issued to clarify and include FAA approved changes to the FAA Sync-Lock Integrity Test Procedures and Reference latest FAA AD and Boeing message dated 19 December 1994.

Amendment 1 of this Airworthiness Directive became effective on 9 November 1995.

The original issue of this Airworthiness Directive became effective on 2 February 1995.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

31 May 2000