ATTACHMENT 10

Boeing Service Bulletin – 1.3 Thrust Reverser Detent

Douglas Aircraft Company
McDonnell Douglas

MD-80

Service Bulletin

NO. MD80-78-068 R02
Date: 19960529
Revision 02 : Date: 19970717
ATA System 78

Subject: EXHAUST - Thrust Reverser - Replace Thrust Reverser Cam Support Assembly.

Summary

Note: This summary is for information only and reflects the intent of the attached FAA approved Service Bulletin.

Concurrent Requirements:

Service Bulletin MD80-78-070 supersedes but does not cancel the requirements of Service Bulletin MD80-78-068.

Analysis:

One operator experienced two events where the aircraft departed the runway during landing roll in adverse ambient conditions. To maintain rudder effectiveness, Douglas Flight Crew Operating Manual (FCOM) procedures for landing in wet or slippery runways recommend limiting reverser thrust to no more than 1.3 EPR. The present thrust reverser detent cam has a detent (1.06 EPR) at reverse idle. A new cam which has an additional detent at 1.3 EPR has been developed.

Description:

Accomplishes the following:

1. Replaces the existing thrust reverser cam support assembly with a new improved cam support assembly.
2. Provides an operational test procedure for aircraft equipped with 1.3 detent cam.

Incorporation of Service Bulletin MD80-78-068, which replaces the existing thrust reverser cam with a new cam will provide the flight crew with a physical indication of when the thrust reverser lever is at 1.3 EPR position and reduce any engine spool up asymmetry.

Effectivity:

DC-9-81, -82, -83, and -87 (MD-81, -82, -83, and -87); MD-88 aircraft. (See Service Bulletin MD80-78-068 for detailed effectivity.)

Compliance:

Douglas Aircraft Company recommends accomplishment at the earliest practical maintenance period.

Manpower:

Total Man-Hours	5.9
Total Elapsed Hours	3.0

Material Information:

Parts required to accomplish this modification are to be procured from Douglas Aircraft Company as end item spares.

Douglas Aircraft Company
McDonnell Douglas

MD-80

Service Bulletin

NO. MD80-78-070
Date: 19970528

ATA System 78

Subject: EXHAUST - Thrust Reverser - Replace Thrust Reverser Cam (Intermediate Detent) Support Assembly.

Summary

Note: This summary is for information only and reflects the intent of the attached FAA approved Service Bulletin.

Concurrent Requirements:

Service bulletin supersedes but does not cancel Service Bulletin MD80-78-068.

Analysis:

Operators have reported excessive engine pressure ratio (EPR) split between engines after incorporation of Service Bulletin MD80-78-068 which installed a new thrust reverser intermediate detent cam assembly. Based on operator's experience, Douglas Aircraft Company has decided to revert to the old cam without the detent.

Description:

Replaces the existing thrust reverser cam support assembly with a cam support assembly without an intermediate detent. Incorporation of Service Bulletin MD80-78-070 will correct the excessive EPR split between engines.

Effectivity:

DC-9-81, -82, -83, and -87 (MD-81, -82, -83, and -87); MD-88 aircraft. (See Service Bulletin MD80-78-070 for detailed effectivity.)

Compliance:

Douglas Aircraft Company recommends accomplishment at the earliest practical maintenance period.

Manpower:

Total Man-Hours	**5.4**
Total Elapsed Hours	**4.9**

Material Information:

Parts required to accomplish this modification are to be procured from DAC as end item spares.