

Release Report

MSN

30414

A/C Engine Type

B737 - CFM56-7

Hrs/Cycles

40805 /15069


Report Date	27/01/2017			
Component	Engine #	Part #	Serial #	Aircraft Reg
FAN COWL DOOR RH	ENGINE 2	314-2200-12	764737	VQ-BNK

#	Criteria	Findings	Repair Proposal	Photograph
1	Data plate , Note all accounted SB's on data plate	No Service Bulletins noted.		
2	Inner skins and Z frames for, Obvious damage, AMM 78-11-02	No Obvious Damage	N/A	
3	Outer skins for, Obvious damage AMM 71-11-02	No Obvious Damage	N/A	
4	Upper Pylon Rubstrip for, Fatigue, wear etc.	No Obvious Damage	N/A	
5	Aft rubstrip for, Disbond, wear, etc	Aft rub strip noted as worn throughout.	Repair to replace as per ROHR CMM. [Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2] .	

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#	Criteria	Findings	Repair Proposal	Photograph
6	Hold Open rod forward for, Obvious damage. AMM 71-11-02	No Obvious Damage	N/A	
7	Hold open rod Aft for, Wear to inr strut	No Obvious Damage	N/A	
8	Engine Oil Access Door, Wear at hinges, latches, striker plates, door	8a. Engine Oil Tank Access Door noted with damaged door skin. 8b. Engine Oil Tank Access Door noted with worn striker plates x 2. 8c. Engine Oil Tank Access Door noted with worn latches x 2.	[a] Repair to replace as per ROHR CMM 71-13-30 ASSY 1 D (3). [b] Repair to replace as per ROHR CMM 71-13-30 fig 3 items 315A/320. [c] Repair to replace as per ROHR CMM 71-13-30 fig 3 items 220/225/230/320 [No Limits stated in B737-800 CFM56-7 AMM 71-11-02-200-801-F00] .	
9	Louvre Vent Grill Obvious damage etc.	No Obvious Damage	N/A	
10	Latch Keepers for, Damage, wear	No Obvious Damage	N/A	

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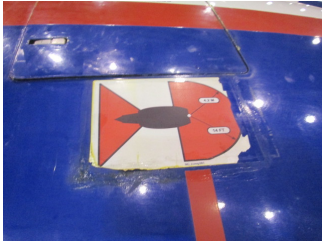
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#	Criteria	Findings	Repair Proposal	Photograph
11	Hinges for, Damage, wear	No Obvious Damage	N/A	
12	Paint, Chps, crazing	Outer skin noted with poor paint finish throughout.	Customer scheduled to re-paint. [Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2] .	
13	Forward Alignment Plate for, Damage, wear, missing teflon coating	No Obvious Damage	N/A	
14	Vortex Control Device (Strake) for, Damage, Seal damage,	No Obvious Damage	N/A	
15	Hold Open Rod Locating Brackets (Cotton Reels) for,	No Obvious Damage	N/A	

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16	Ablative heat protective coating for, Damage,	No Obvious Damage	N/A	
17	Alignment Spigots for, Damage, wear,	No Obvious Damage	N/A	
18	Warning Decal at Engine Access Door for, Damage, missing	Round decal noted as damaged at the lower, Engine Access Door location.	Repair to replace as per CMM /SRM / VCCM. [Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2] .	
19	Decal at lower 6 o'clock location for, Damage missing,	No Obvious Damage	N/A	
20	Fwd and Aft Hold open rod attach swivel for, wear, damage, cracks	No Obvious Damage	N/A	

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21	Fwd rubstrip for, Disbond, wear, etc	Fwd. rub strips noted with minor wear.	Repair as per B737-800 CFM56-7 SRM. [Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2] .	

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Comments				

Summary

This Fan Cowl Door is noted as in Fair Condition.

1. No Service Bulletins noted.

5. Aft rub strip noted as worn throughout. Repair to replace as per ROHR CMM.
[\[Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2\]](#).

8a. Engine Oil Tank Access Door noted with damaged door skin. 8b. Engine Oil Tank Access Door noted with worn striker plates x 2. 8c. Engine Oil Tank Access Door noted with worn latches x 2. [a] Repair to replace as per ROHR CMM 71-13-30 ASSY 1 D (3). [b] Repair to replace as per ROHR CMM 71-13-30 fig 3 items 315A/320. [c] Repair to replace as per ROHR CMM 71-13-30 fig 3 items 220/225/230/320
[\[No Limits stated in B737-800 CFM56-7 AMM 71-11-02-200-801-F00\]](#).

12. Outer skin noted with poor paint finish throughout. Customer scheduled to re-paint.
[\[Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2\]](#).

18. Round decal noted as damaged at the lower, Engine Access Door location. Repair to replace as per CMM /SRM / VCCM.
[\[Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2\]](#).

21. Fwd. rub strips noted with minor wear. Repair as per B737-800 CFM56-7 SRM.
[\[Ref B737-800 CFM56-7 AMM 71-11-02-200-801-F00 Para 2\]](#).

All repairs to this Fan Cowl Door are of a minor nature and can be accomplished by NEL.