

Advisory Wire

REFERENCE NO: AW300-78-0099 Rev 8 INFORMATION TYPE: Maintenance Operational
ATA: 78-30 EFFECTIVITY: CH300/CH350
SUBJECT: Thrust Reverser Corrosion

1.0 REFERENCES:

- 1.1 Bombardier Repair Engineering Order (REO) R1007830420 and R1007830421
- 1.2 GKN-TV18386 Issue 4
- 1.3 RS907-336 Rev N Corrosion Inspection (CH300)
- 1.4 RS907-326 Rev M Corrosion Repair (CH300)
- 1.5 RS907-425 Rev K Corrosion Inspection (CH350)
- 1.6 RS907-426 Rev I Corrosion Repair (CH350)
- 1.7 Service Bulletin (SB) 100-78-05 Mapaero coating
- 1.8 Service Bulletin (SB) 350-78-002 Mapaero coating

2.0 INTRODUCTION:

Revision 8 is to advise Operators of the following;

- New Mapaero coating SB has been released for both the CH300 & CH350. Reference 1.7 & 1.8
- The repairs have been updated to improve the application process. Reference 1.2 to 1.6

Note: The repairs Reference 1.1 are only available through the submission of a Service Request for Product Support Action (SRPSA) for each application of the repair.

3.0 DESCRIPTION:

Honeywell and GKN have issued new Service Bulletins to apply the new REACH compliant coating "Mapaero". The repairs Reference 1.2 to 1.6 remain available for post Service Bulletin requirements. The process within each of the repairs was completely reviewed and amendments made to improve the application. The Service Bulletins Reference 1.7 & 1.8 are available on the Bombardier Customer Portal.

Repairs Reference 1.2 to 1.6 will continue to be available via the SRPSA process for each application. The reasons for the SRPSA are as follows;

- 1- Tracking of application of the new coating
- 2- Recording of first-time corrosion
- 3- Monitor success of the new coating

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It should be noted that in order to obtain warranty consideration or special pricing from Honeywell (HW) any corrosion found during the warranty period must be documented via an SRPSA. HW have been very clear that without the documented disposition from GKN and the recording of corrosion using the SRPSA process they will not provide any special pricing or warranty consideration beyond the standard HW warranty period of 3000 hours or five (5) years. Note that when carrying out the Service Bulletin it is equally important to submit the SRPSA when corrosion is found on the Thrust Reverser (TR) to have it recorded.

4.0 ACTION:

Honeywell has recommended that the Service Bulletin Reference 1.7 or 1.8 be implemented at first opportunity to improve the corrosion protection on the (TR). Note that upon discovery of corrosion while carrying out the SB either on the TR doors or Beams an SRPSA must be submitted to record the event.

It is important to note that the REO's cannot be used without a corresponding SRPSA uniquely identifying the Aircraft (AC) affected. Each AC must have an SRPSA raised in order to carry out the repairs.

In order to expediate the processing of each SRPSA it is **imperative** that the following information to provide;

- 1- Contact name
- 2- Clear subject description of the issue
- 3- Clear description of what is being requested
- 4- Purchase Order
- 5- AC Hours
- 6- AC Cycles
- 7- TR Part numbers
- 8- TR Serial numbers
- 9- Pictures of the affected area
- 10- Pictures of the whole doors
- 11- Dimensions of affected areas
- 12- Location of the AC (Airport)
- 13- Next scheduled flight
- 14- Facility performing work
- 15- True "Required response date"