



Alert Requirements Bulletin B787-81205-SB780041-00 RB THRUST REVERSER SYSTEM (ROLLS-ROYCE TRENT 1000 ENGINES) - Thrust Reverser - Inner Fixed Structure Forward Upper Fire Seal and Thermal Blanket - Inspection

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Alert Requirements Bulletin B787-81205-SB780041-00 RB THRUST REVERSER SYSTEM (ROLLS-ROYCE TRENT 1000 ENGINES) - Thrust Reverser - Inner Fixed Structure Forward Upper Fire Seal and Thermal Blanket - Inspection

Revision Transmittal Information

Alert: THIS DOCUMENT IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS DOCUMENT TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS DOCUMENT TO THE NEW OWNER. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS...) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

This revision includes all pages of the requirements bulletin.

1. COMPLIANCE INFORMATION RELATED TO THIS REVISION

Federal Aviation Administration (FAA) Airworthiness Directive AD 2020-26-08 is related to Requirements bulletin B787-81205-SB780041-00 RB.

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to Requirements bulletin B787-81205-SB780041-00 RB. The Airworthiness Directive will make the compliance tasks and times given in the Requirements bulletin B787-81205-SB780041-00 RB mandatory.

Airplane variable numbers ZE018 and ZE019 were added to this bulletin effectivity.

Effects of this revision on Airplanes on which Issue 001 was previously done:

None.

2. REASON FOR REVISION

This issue is sent to add airplane variable numbers ZE018 and ZE019 to this bulletin effectivity.

- In Airplanes - Airplane effectivity updated.
- In Compliance - Added AD related compliance information.
- In Approval - Added AMOC to AD statement..

Change marks are added, except in Effectivity and format changes, to show the location of all content changes.



REQUIREMENTS BULLETIN

3. REVISION HISTORY

Table 1

Requirement Bulletin 787-78A0041 RB	Requirement Bulletin 787-78A0041 RB Issue Date	Service Bulletin 787-78A0041	Service Bulletin 787-78A0041 Issue Date
Issue 1:	March 31, 2020	Issue 1:	March 31, 2020
Issue 1:	March 31, 2020	Issue 2:	December 21, 2021

Alert: THIS DOCUMENT IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS DOCUMENT TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS DOCUMENT TO THE NEW OWNER. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS...) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

A. EFFECTIVITY

1. Airplanes

This bulletin is applicable to 787-8, 787-9, 787-10 Airplane(s) equipped with Rolls-Royce engines, line number(s) 7-10, 12-16, 18, 22, 24, 31, 40-42, 47-48, 51, 56, 59, 61, 63, 66-69, 74, 78, 80, 83, 86-88, 97, 101-102, 107-108, 110-114, 118, 120-121, 126, 128, 130, 132-133, 136, 140, 146-149, 153, 156, 161, 165-166, 169, 173, 177-179, 183, 185, 187, 190, 193, 195, 197, 199, 202-203, 205-206, 209-210, 213, 217-218, 226, 228, 234, 236, 239-240, 242-244, 246, 256, 259, 267, 272, 276, 279-280, 284, 287, 294-296, 299, 308-310, 313-316, 319, 322, 325, 327, 329, 331, 335, 337-338, 341, 345-347, 349-351, 357-358, 360-361, 367, 369-370, 373-375, 377, 382, 386, 392, 396-397, 399-401, 403-404, 406, 408, 414-415, 418-419, 421, 424, 426, 428, 431, 433, 435-437, 442, 447, 450-451, 454-456, 460-462, 467-468, 471-472, 474-476, 479, 481-482, 484, 487-488, 490-491, 493, 497, 504-505, 508-509, 513, 521, 524, 528, 532, 534-535, 538, 550, 552, 556-557, 559, 565, 568, 571, 573, 576, 581-584, 588-590, 593, 599-600, 602-605, 607-609, 612, 616, 619, 621-625, 627, 629, 633, 636, 638-639, 645, 647, 651, 656, 658, 660, 662, 664-666, 671-675, 678, 680-682, 685-686, 688-689, 691, 693-695, 697-698, 700-701, 707-710, 714-715, 717, 719, 721, 732-733, 735, 739, 741, 749, 751, 755-756, 760, 762, 765, 769, 771-772, 794, 803-804, 809, 813, 816, 823, 827, 829, 834-839, 843-844, 846, 849, 851-853, 855-856, 861, 863, 869-870, 875, 877-878, 882, 884-885, 888, 896, 901, 904, 907, 914, 919-920, 922, 925, 928, 935, 938, 947, 952, 955-956, 968, 971, 973, 978, 982-985, 988, 992, 995, 997, 1000, 1003, 1006, 1011, 1015, 1023, 1026, 1028, 1033, 1036, 1039-1040, 1042, 1046-1047, 1056, 1060, 1062, 1065, 1068, 1070, 1072, 1076, 1080, 1082-1083, 1085-1086, 1090-1092, 1094-1095, 1097-1098, 1110, 1112-1113, 1120, 1122-1123, 1126, 1132-1134, 1136-9996 in 1 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

The Variable Numbers and Group information for the applicable airplanes is given below.

NOTE: The Variable Number table below includes all affected airplanes up to Line Number 1177. Affected airplanes after Line Number 1177 will show up as available as they are added to Maintenance Performance Toolbox.

REQUIREMENTS BULLETIN

Table 1

GROUP	CONFIGURATION	DESCRIPTION
1	-	787-8, 787-9, and 787-10 Airplanes
	1	Airplanes with Rolls-Royce Trent 1000 Engine Thrust Reversers
	2	Airplanes with General Electric (GE) Engine Thrust Reversers

Airplane Models: 787-10, 787-8, 787-9

Table 2

Variable Number	Group	Variable Number	Group	Variable Number	Group
ZA100 - ZA105	1	ZB197 - ZB198	1	ZC001 - ZC023	1
ZA116 - ZA124	1	ZB219 - ZB220	1	ZC050 - ZC051	1
ZA135 - ZA144	1	ZB224 - ZB229	1	ZC053 - ZC056	1
ZA270 - ZA277	1	ZB251 - ZB258	1	ZC101 - ZC107	1
ZA445 - ZA459	1	ZB265 - ZB268	1	ZC116 - ZC118	1
ZA506 - ZA516	1	ZB362 - ZB379	1	ZC170 - ZC173	1
ZA536 - ZA545	1	ZB407 - ZB421	1	ZC220	1
ZA576 - ZA580	1	ZB587	1	ZC228	1
ZA588 - ZA593	1	ZB611 - ZB618	1	ZC239 - ZC241	1
ZA650 - ZA652	1	ZB646 - ZB649	1	ZC276	1
ZA665 - ZA677	1	ZB688 - ZB702	1	ZC301	1
ZA778 - ZA779	1	ZB733 - ZB735	1	ZD001 - ZD008	1
ZA839	1	ZB742 - ZB743	1	ZD027 - ZD029	1
ZA842	1	ZB749 - ZB751	1	ZD038	1
ZA853 - ZA864	1	ZB753 - ZB757	1	ZD048 - ZD049	1
ZA881 - ZA888	1	ZB766 - ZB767	1	ZE003 - ZE010	1
ZA949 - ZA950	1	ZB818 - ZB821	1	ZE013 - ZE014	1
ZA958 - ZA959	1	ZB828 - ZB845	1	ZE016 - ZE019	1
ZA963 - ZA966	1	ZB858 - ZB863	1	ZE049	1
ZA980 - ZA981	1	ZB874 - ZB876	1	ZE075	1
ZB001 - ZB012	1	ZB890	1	ZE085 - ZE086	1
ZB027 - ZB043	1	ZB953 - ZB954	1	ZE090 - ZE091	1
ZB047 - ZB061	1	ZB990 - ZB991	1	ZE095 - ZE096	1
ZB127 - ZB136	1	ZB997	1	ZE100	1

Variable Number	Group
ZE112	1
ZE115	1
ZE150	1
ZE195 - ZE198	1
ZE235	1
ZE238	1
ZE241	1

Variable Number	Group
ZE270 - ZE273	1
ZE310 - ZE315	1
ZE375	1
ZE380 - ZE381	1
ZE420	1
ZE425 - ZE428	1
ZE435 - ZE437	1

Variable Number	Group
ZE481	1
ZE486 - ZE488	1
ZE491 - ZE497	1
ZE586	1
ZE602	1
-	-
-	-

2. Spares Affected

Examine your spares supply for the parts identified below. If any parts are found, refer to Accomplishment Instructions - Step 2., Work Instructions for the recommended action.

Table 3

Part Numbers
725Z3030, 725Z3040, 725Z3050, and 725Z3060.

B. CONCURRENT REQUIREMENTS

None.

C. COMPLIANCE

Federal Aviation Administration (FAA) Airworthiness Directive AD 2020-26-08 is related to Requirements bulletin B787-81205-SB780041-00 RB. The effective date of AD 2020-26-08 is January 27, 2021.

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to Requirements bulletin B787-81205-SB780041-00 RB. The Airworthiness Directive will make the compliance tasks and times given in this Requirements bulletin B787-81205-SB780041-00 RB mandatory.

When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.

Accomplish the required actions, based on the applicable conditions in the below tables in accordance with Accomplishment Instructions.

REQUIREMENTS BULLETIN

Group 1, Configuration 1:

Table 5 ENGINE 1 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. ^{*[1]} ^{*[2]}	Within 2,200 Flight Hours after the Issue 001 date of Requirements Bulletin B787-81205-SB780041-00 RB	-
CONDITION 1: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND ^{*[1]}	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours
CONDITION 2: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-127 ^{*[1]}	CONDITION 2 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-127 with new IFS forward upper fire seal PN 725Z3171-151.	Before Further Flight	-
	CONDITION 2 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours
CONDITION 3: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-151 ^{*[1]}	CONDITION 3 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-151 with new IFS forward upper fire seal PN 725Z3171-151.	Before Further Flight	-
	CONDITION 3 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours
CONDITION 4: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND ^{*[2]}	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. ^{*[2]}	-	2,200 Flight Hours

Group 1, Configuration 1:

Table 5 ENGINE 1 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 5: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND ^{*[2]}	CONDITION 5 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	Before Further Flight	-
	CONDITION 5 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. ^{*[2]}	-	2,200 Flight Hours

^{*[1]} IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

^{*[2]} IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 1:

Table 6 ENGINE 1 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. ^{*[1]} ^[2]	Within 2,200 Flight Hours after the Issue 001 date of Requirements Bulletin B787-81205-SB780041-00 RB	-
CONDITION 6: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND ^{*[1]}	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours
CONDITION 7: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-128 ^{*[1]}	CONDITION 7 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-128 with new IFS forward upper fire seal PN 725Z3171-152.	Before Further Flight	-
	CONDITION 7 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours

REQUIREMENTS BULLETIN

Group 1, Configuration 1:

Table 6 ENGINE 1 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 8: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-152 *[1]	CONDITION 8 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-152 with new IFS forward upper fire seal PN 725Z3171-152.	Before Further Flight	-
	CONDITION 8 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	2,200 Flight Hours
CONDITION 9: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	2,200 Flight Hours
CONDITION 10: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	CONDITION 10 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	Before Further Flight	-
	CONDITION 10 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	2,200 Flight Hours

*[1] IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

*[2] IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 1:

Table 7 ENGINE 2 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. *[1]*[2]	Within 2,200 Flight Hours after the Issue 001 date of Requirements Bulletin B787-81205-SB780041-00 RB	-

Group 1, Configuration 1:

Table 7 ENGINE 2 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 11: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND *[1]	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	2,200 Flight Hours
CONDITION 12: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-127 *[1]	CONDITION 12 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-127 with new IFS forward upper fire seal PN 725Z3171-151.	Before Further Flight	-
	CONDITION 12 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	2,200 Flight Hours
CONDITION 13: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-151 *[1]	CONDITION 13 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-151 with new IFS forward upper fire seal PN 725Z3171-151.	Before Further Flight	-
	CONDITION 13 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	2,200 Flight Hours
CONDITION 14: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	2,200 Flight Hours

Group 1, Configuration 1:

Table 7 ENGINE 2 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 15: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND ^{*[2]}	CONDITION 15 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	Before Further Flight	-
	CONDITION 15 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. ^{*[2]}	-	2,200 Flight Hours

^{*[1]} IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

^{*[2]} IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 1:

Table 8 ENGINE 2 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. ^{*[1]*[2]}	Within 2,200 Flight Hours after the Issue 001 date of Requirements Bulletin B787-81205-SB780041-00 RB	-
CONDITION 16: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND ^{*[1]}	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours
CONDITION 17: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-128 ^{*[1]}	CONDITION 17 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-128 with new IFS forward upper fire seal PN 725Z3171-152.	Before Further Flight	-
	CONDITION 17 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	2,200 Flight Hours

Group 1, Configuration 1:

Table 8 ENGINE 2 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 18: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-152 *[1]	CONDITION 18 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-152 with new IFS forward upper fire seal PN 725Z3171-152.	Before Further Flight	-
	CONDITION 18 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	2,200 Flight Hours
CONDITION 19: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	2,200 Flight Hours
CONDITION 20: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	CONDITION 20 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	Before Further Flight	-
	CONDITION 20 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	2,200 Flight Hours

*[1] IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

*[2] IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 2:

No Action Required.

D. APPROVAL

This Requirements Bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this document comply with the applicable regulations and are FAA approved, as well as European Union Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in this Requirements Bulletin effectivity. This document and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other Boeing changes.

REQUIREMENTS BULLETIN

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this Requirements Bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this Requirements Bulletin.

In addition, the Manager of the FAA Seattle ACO Branch approves accomplishment of the change defined in this bulletin issue as an alternative method of compliance to accomplishing the requirements of paragraph (g) of AD 2020-26-08. All provisions of AD 2020-26-08 that are not specifically referenced in the above statement remain fully applicable and must be complied with accordingly.

E. ACCOMPLISHMENT INSTRUCTIONS

1. GENERAL INFORMATION

- NOTE:
1. This is an Enhanced Required for Compliance document. There will be a separate Service Bulletin (SB) and a separate Requirements Bulletin (RB). If an RB is mandated by an Airworthiness Directive (AD), then all applicable requirements specified in the RB must be done. For the related SB, some locations are marked RC Start and RC End to identify the requirements that are restated from the RB. For the related SB, the areas between RC Start and RC End, including sub-steps and any figures identified between RC Start and RC End, must be done to comply with the AD. Therefore, an Alternative Method of Compliance (AMOC) is required for any deviations to steps between RC Start and RC End, including substeps and identified figures. For the related SB, the steps not between RC Start and RC End may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC; this is provided that the steps between RC Start and RC End, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition. Figures not required for compliance are omitted from the RB.
 2. This is an Enhanced Required for Compliance document. The Boeing processes used to create the Service Bulletin (SB) and the Requirements Bulletin (RB) ensure that the information between "RC Start" and "RC End" in the SB are identical to the information in the same sections (Compliance, Work Instructions...) of the RB which the SB refers to as the related document.
 3. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.
 4. The compliance times for the actions in Work Instructions are in Compliance.
 5. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.
 6. The CONDITIONS and ACTIONS shown apply to each thrust reverser independently.
 7. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.

2. WORK INSTRUCTIONS

A. Actions Required for Compliance

(1) Requirements

Group 1, Configuration 1:

Table 1 ENGINE 1 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. ^{*[1]*[2]}	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 1: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND ^{*[1]}	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 2: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-127 ^{*[1]}	CONDITION 2 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-127 with new IFS forward upper fire seal PN 725Z3171-151.	-	PART 3: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-127 REPLACEMENT
		-	PART 1: OPEN ACCESS
	CONDITION 2 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. ^{*[1]}	Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION

Group 1, Configuration 1:

Table 1 ENGINE 1 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
CONDITION 3: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-151 *[1]	CONDITION 3 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-151 with new IFS forward upper fire seal PN 725Z3171-151.	-	PART 5: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-151 REPLACEMENT
	CONDITION 3 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 4: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 5: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	CONDITION 5 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	-	PART 8: IFS FORWARD UPPER THERMAL BLANKET REPLACEMENT
	CONDITION 5 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
-			PART 9: CLOSE ACCESS

*[1] IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

REQUIREMENTS BULLETIN

Group 1, Configuration 1:

Table 1 ENGINE 1 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

*[2] IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 1:

Table 2 ENGINE 1 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. *[1]*[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 6: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND *[1]	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 7: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-128 *[1]	CONDITION 7 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-128 with new IFS forward upper fire seal PN 725Z3171-152.	-	PART 4: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-128 REPLACEMENT
		-	PART 1: OPEN ACCESS
	CONDITION 7 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION

Group 1, Configuration 1:

Table 2 ENGINE 1 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
CONDITION 8: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-152 *[1]	CONDITION 8 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-152 with new IFS forward upper fire seal PN 725Z3171-152.	-	PART 6: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-152 REPLACEMENT
	CONDITION 8 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 9: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 10: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	CONDITION 10 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	-	PART 8: IFS FORWARD UPPER THERMAL BLANKET REPLACEMENT
	CONDITION 10 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
-			PART 9: CLOSE ACCESS

*[1] IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

REQUIREMENTS BULLETIN

Group 1, Configuration 1:

Table 2 ENGINE 1 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

*[2] IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 1:

Table 3 ENGINE 2 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. *[1]*[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 11: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND *[1]	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 12: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-127 *[1]	CONDITION 12 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-127 with new IFS forward upper fire seal PN 725Z3171-151.	-	PART 3: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-127 REPLACEMENT
		-	PART 1: OPEN ACCESS
	CONDITION 12 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION

Group 1, Configuration 1:

Table 3 ENGINE 2 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
CONDITION 13: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-151 *[1]	CONDITION 13 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-151 with new IFS forward upper fire seal PN 725Z3171-151.	-	PART 5: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-151 REPLACEMENT
	CONDITION 13 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 14: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 15: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	CONDITION 15 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	-	PART 8: IFS FORWARD UPPER THERMAL BLANKET REPLACEMENT
	CONDITION 15 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
-			PART 9: CLOSE ACCESS

*[1] IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

Group 1, Configuration 1:

Table 3 ENGINE 2 - LEFT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

*[2] IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 1:

Table 4 ENGINE 2 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
All Airplanes with any Rolls-Royce Trent 1000 Engine Thrust Reverser	Do a General Visual Inspection of the IFS forward upper fire seal and thermal blanket for damage. *[1]*[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 16: NO IFS FORWARD UPPER FIRE SEAL DAMAGE FOUND *[1]	Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 17: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-128 *[1]	CONDITION 17 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-128 with new IFS forward upper fire seal PN 725Z3171-152.	-	PART 4: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-128 REPLACEMENT
		-	PART 1: OPEN ACCESS
	CONDITION 17 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION

Group 1, Configuration 1:

Table 4 ENGINE 2 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - INSPECTION

Condition	Action	Method of Compliance	Refer to the listed procedures in SB B787-81205-SB780041-00 Issue 001 or later approved issues as an accepted procedure
CONDITION 18: ANY DAMAGE FOUND ON IFS FORWARD UPPER FIRE SEAL PN 725Z3171-152 *[1]	CONDITION 18 (ACTION 1): Replace damaged IFS forward upper fire seal PN 725Z3171-152 with new IFS forward upper fire seal PN 725Z3171-152.	-	PART 6: IFS FORWARD UPPER FIRE SEAL PN 725Z3171-152 REPLACEMENT
	CONDITION 18 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper fire seal for damage. *[1]	-	PART 1: OPEN ACCESS
		Appendix A	PART 2: IFS FORWARD UPPER FIRE SEAL INSPECTION
CONDITION 19: NO IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
CONDITION 20: ANY IFS FORWARD UPPER THERMAL BLANKET DAMAGE FOUND *[2]	CONDITION 20 (ACTION 1): Replace any damaged IFS forward upper thermal blanket.	-	PART 8: IFS FORWARD UPPER THERMAL BLANKET REPLACEMENT
	CONDITION 20 (ACTION 2): Repeat General Visual Inspection of the IFS forward upper thermal blanket for damage. *[2]	-	PART 1: OPEN ACCESS
		Appendix A	PART 7: IFS FORWARD UPPER THERMAL BLANKET INSPECTION
-			PART 9: CLOSE ACCESS

*[1] IFS forward upper fire seal damage is defined as any cuts, splits, nicks, punctures, and missing sections.

Group 1, Configuration 1:**Table 4 ENGINE 2 - RIGHT THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER
FIRE SEAL AND THERMAL BLANKET - INSPECTION**

*[2] IFS forward upper thermal blanket damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.

Group 1, Configuration 2:

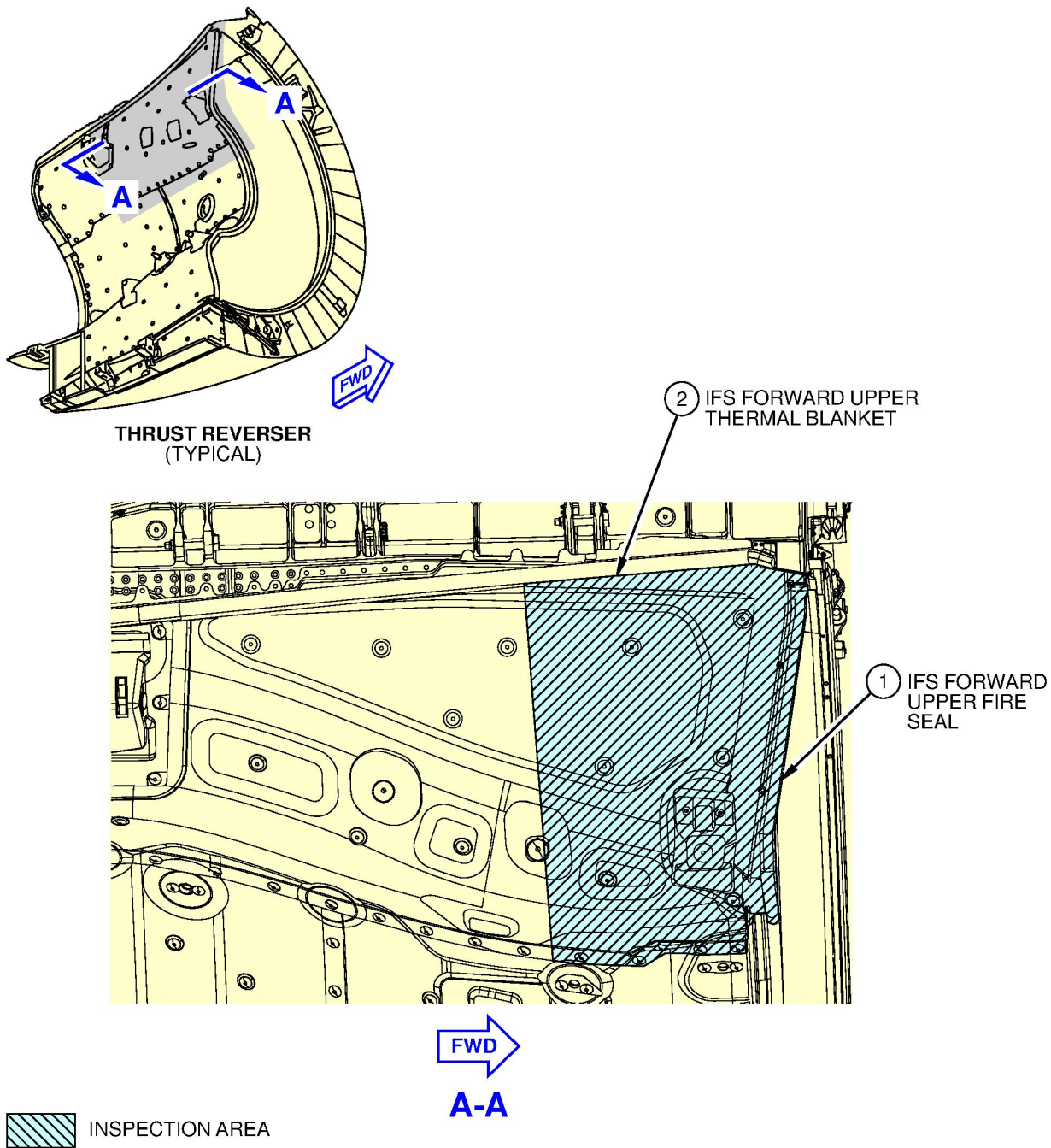
No Action Required.

Appendix A – ENGINE - THRUST REVERSER - INNER FIXED STRUCTURE (IFS) FORWARD UPPER FIRE SEAL AND THERMAL BLANKET - GENERAL VISUAL INSPECTIONS [Group 1, Configuration 1:]

Alert: THIS DOCUMENT IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS DOCUMENT TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS DOCUMENT TO THE NEW OWNER. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS...) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

Procedure

1. **Engine - Thrust Reverser - Inner Fixed Structure (IFS) Forward Upper Fire Seal and Thermal Blanket - General Visual Inspection Area (Right Opposite)**



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Figure 1 Engine - Thrust Reverser - Inner Fixed Structure (IFS) Forward Upper Fire Seal and Thermal Blanket - General Visual Inspection Area (Right Opposite)

1. The step numbers shown below agree with the numbers shown in the circle symbols in the Appendix. The QTY number shown below are the number of parts necessary for this Appendix.

REQUIREMENTS BULLETIN*Table 1*

Step	Action	Name	Identification	Qty	More Data
1	Inspect	FORWARD UPPER FIRE SEAL	-	1	*[1]
2	Inspect	FORWARD UPPER THERMAL BLANKET	-	1	*[2]

*[1] Do a General Visual Inspection of the IFS forward upper fire seal for damage. Damage is defined as any cuts, splits, nicks, punctures, and missing sections.

*[2] Do a General Visual Inspection of the IFS forward upper thermal blanket for damage. Damage is defined as any tears, cuts, missing metal skin, missing insulation, and over-temperature conditions shown by discoloration or scorching.