

2/7/2024

FOR YOUR INFORMATION

2024-20/3-6

2054077

To: Boeing Commercial Airplane Company, FAA (AFS-200)

Info: FAA (AVP-1, AVP-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B737 Dispatched with LPT Nozzle Guide Vane Crack

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2054077

DATE / TIME

Date of Occurrence 202311
Local Time Of Day 1201 to 1800

PLACE

Locale ZZZ.Airport
State US
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

Make Model Name B737-700
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component Turbine Assembly Stator/Vane

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2054077

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Deviation / Discrepancy - Procedural - Maintenance
Anomaly Deviation / Discrepancy - Procedural - MEL / CDL
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Detector - Person Maintenance
Result - General None Reported / Taken

NARRATIVE 1

Discovered during preflight, Maintenance cleared a previous Maintenance write up allowing aircraft to fly with known "LPT (low pressure turbine) nozzle guide vanes cracked all the way through". After talking to Maintenance Control, I was advised "we don't even like to put that in the logbook because it causes pilot concern". This and what else is being hid preventing the Pilot-in-Command from determining airworthiness? The fact I was told we are pulling engines early because our failure rate is too high, drives "concern" that I'm seeing a culture as to why. What else are we allowing to fly without correction. Please stop this practice. Make risk decisions at the right level. If management is unaware, this is at the wrong level. No Maintenance Control should be making this decision.

We should not be flying aircraft with known cracks in engines. Period.

SYNOPSIS

Air carrier pilot reported maintenance write-up allowing B737 aircraft to fly with known LPT nozzle guide vanes cracked all the way through.