ALERT BULLETIN

AB 2026:6/2-2
2/19/2026
2317651

TO: Boeing Commercial Airplane Company

INFO: FAA (AVP-1, AVP-200, AFS-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

SUBJ: B737 MAX 8 Exhaust Plume Issue

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 following:

ASRS received a report from a B737 MAX 8 pilot describing an issue with an exhaust plume Reporter stated that shortly before departure they were advised by a ramp employee that the #1 engine had a large crack in the exhaust plume. The ramp employee stated that he had seen similar damage in the recent past, and the reporter mentioned that another pilot had seen similar damage on a different aircraft.

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 2317651	
DATE / TIME	
Date of Occurrence	202512
Local Time Of Day	0001 to 0600
PLACE	
Locale	ZZZ.Airport
State	US
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Ramp	ZZZ
Make Model Name	B737 MAX 8
Operating Under FAR Part	121
COMPONENT 1	
Aircraft Component	Turbine Engine
PERSON 1	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2317651
EVENTS	
Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Detector - Person	Ground Personnel
Result - General	Flight Cancelled / Delayed
Result - General	Maintenance Action
Result - Aircraft	Aircraft Damaged
NARRATIVE 1	

While readying to close forward entry door, ramper motioned for my attention to take a look at the #1 engine. 737 MAX.

FO and I went downstairs and saw the exhaust plume metal had a large and visible crack. Contacted Maintenance, wrote up and flight was delayed to next day. Ramper said he had found one a week or two ago – this was the second. It is above the tailpipe and would require crouching by the person doing the walkaround – the FO and I are unaware of guidance or training to inspect specifically this area.

Due to long duty, I was released and was returning to ZZZ via jumpseat. When I arrived at jumpseat, Captain said the exact same situation had just occurred to him. His aircraft was now out of service until the next day.

Cause: Inspection and review fleetwide. Was this just happenstance or is there something that we are not viewing correctly on walkarounds.

If heat is allowed to penetrate crack into pylon, does this introduce the kind of risk that would be expected? Fuel, HYD, fire, structural mount failure?

SYNOPSIS

B737 MAX 8 pilot reported a ramp employee showed the flight crew the exhaust plume metal had a large and visible crack, and mentioned that this was the second time noticing this issue. When the reporter later returned as a jumpseater on another aircraft, the same problem occurred again.