

4/9/2026

**FOR YOUR INFORMATION**

2026-125/3-9

To: Boeing Commercial Airplane Company

2336003

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

Re: B737 MAX 8 Engine Thrust Reverser

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2336003

### DATE / TIME

Date of Occurrence	202602
Local Time Of Day	No Local Time Of Day Stated

### PLACE

Altitude - AGL	0
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### AIRCRAFT / EQUIPMENT X

Make Model Name	B737 MAX 8
Operating Under FAR Part	121

### COMPONENT 1

Aircraft Component	Turbine Engine Thrust Reverser
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### PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2336003

### EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Detector - Person	Maintenance
Result - General	Maintenance Action
Result - Aircraft	Aircraft Damaged

### NARRATIVE 1

While closing the Right Hand Engine #2 Thrust Reverser Half we noticed a noise as the half was coming down. The T/R (Thrust Reverser) half was then opened to assess the cause of the noise, and we found that the RH Limiter assembly that connects to the Aft T/R latches had bent at the top of the limiter assy.

I've been told by other Technicians that this has happened before and that we have replaced many of these limiter assemblies due to this issue. If we could put this as a warning in the AMM (Aircraft Maintenance Manual) or bring awareness to this problem in the form of training that may help. An alteration to the design of the limiter assembly and its connected components might also help to mitigate future problems with closing the thrust reverser halves.

### SYNOPSIS

Air carrier Technician reported that while closing the right-hand engine thrust reverser on a B737 MAX 8, they noticed a noise as the half was coming down and found the aft latches had bent at the top of the limiter assembly.