



## **ATTACHMENT 46**

**AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT**

**LAX-02-GA-201**

FAA Action Plan

Subject: Issues Raised Concerning C-130 Aircraft Airworthiness.

Action Taken To Date:

1. AFS-500 has contacted the USAF C-130 Program Directorate and requested copies of technical orders that describe the maintenance programs established by the USAF for the airframe, engines, and propellers.
2. AFS-500 has contacted the Flight Standards Northwest Mountain and Western-Pacific regional maintenance branches and requested copies of all inspection programs within their respective regions that have been approved for use on C-130A aircraft. In addition, the names of the maintenance inspectors that have surveillance responsibility for the operators using C-130A aircraft under contract to the Forest Service or the Department of the Interior have been requested.
3. AFS-500 has contacted Lockheed Aeronautical Systems Company and has requested copies of all service bulletins, instructions for continued airworthiness, and information concerning life-limited parts for the C-130 aircraft.
4. AFS-500 has contacted the Allison Division of the General Motors Corp. and requested copies of all service information and information concerning life-limited parts for the T-56 engine used on the C-130 aircraft.

Action plan: Following receipt of the above information, AFS-500 will proceed as follows:

1. During the week of June 7, AFS-500 will assemble a working group at the Flight Standards National Field Office, Dulles Int'l Airport.

The working group will consist of the principal maintenance inspectors responsible for each of the four operators that may be providing aircraft to the Department of the Interior or the USDA Forest Service. The technical advisor will be a C-130A experienced aviation safety inspector from the ATL-FSDO. In addition, representatives from AFS-300 and the Aircraft Certification Service will be in attendance. The group chairperson will be from AFS-500.

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The working group will evaluate information received and provide the following:

(a) Guidance to be used in approving inspection programs submitted in accordance with Section 91.409(f)(4) of the FAR for C-130A aircraft.

(b) Recommendations to the Aircraft Certification Service (AIR) concerning what, if any, airworthiness directives (AD) should be issued for the C-130A aircraft, engines, and/or propellers. Recommend how and when any future AD's should be issued.

(c) Recommendations to AIR concerning what, if any, life-limited parts should be designated for the C-130A aircraft, engines, and/or propellers.

(d) Recommendations to AIR concerning what, if any, revisions to the C-130A type certificate data sheets need to be made.

(e) Review existing approved inspection programs for the C-130A aircraft and recommend to the principal maintenance inspectors present what revisions are needed for the continued adequacy of the program as provided by Section 91.415(a) of the FAR.

2. Upon return of each principal inspector to his/her office, priority will be given to corresponding with the applicable C-130A operator regarding any revisions that are needed to its inspection program. In addition, ramps and records inspections shall be accomplished on each C-130A aircraft to assess the impact of any changes that have to be made to the operator's inspection program and what effect life-limited part replacement or AD compliance would have on the airworthiness of its aircraft. A detailed report shall be made into the Program Tracking and Reporting Subsystem (PTRS) on each of the subject operators and aircraft, the results of these inspections, and revisions shall be tracked by AFS-500. The ramps and records inspections shall be completed by June 30.

3. AFS-500 will maintain liaison with AIR to determine the status of the recommendations made by the working group. The safety impact of not implementing any of the recommendations would have to be evaluated to determine what additional actions may have to be taken to address any unresolved safety issue.

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