



ATTACHMENT 47

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT

LAX-02-GA-201

08-16-93 02:03PM FROM WO FIRE & AVIATION TO 912083892419

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JOINT FLIGHT STANDARDS SERVICE AND AIRCRAFT CERTIFICATION SERVICE
C-130A AIRWORTHINESS WORKING GROUP REPORT

During the week of June 14, the Flight Standards National Field Office, AFS-500, sponsored the C-130A joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) working group. The working group was convened to provide recommendations in accordance with the action items outlined in the FAA action plan for addressing "Issues Raised Concerning C-130A Airworthiness."

The working group consisted 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 was a C-130A experienced aviation safety inspector from the ATL-FSDO. In addition, representatives from AFS-300 and the Aircraft Certification Service were in attendance.

a. The working group provided the following recommendations to AFS concerning what guidance should be used in approving inspection programs submitted in accordance with FAR 91.409(f)(4) for C-130A aircraft.

(1) Federal Aviation Regulation (FAR) 91.409(g).

(2) Technical Order (TO) 1C-130A-6, Aircraft Scheduled Inspection and Maintenance Requirements, inspection items only, should be used to evaluate the basic inspection program. In addition, it is suggested that the operators review and implement a system similar to the Isocronal Inspection system that was developed by the USAF to perform the inspections set forth in the TO 1C-130A-6. This inspection system was developed to make sure that no item was overlooked, and to afford efficient inspection planning and assignment of work. The Isocronal Inspection System provides inspection requirements that are arranged by work zone, and separate work cards are used for those requirements to be accomplished by each mechanic or inspector.

Inspection intervals to be developed using the guidance set forth in TO 1C-130A-6. However, the intervals may be adjusted to address the operator's individual requirements as approved by the assigned principal maintenance inspector (PMI).

(3) Work specification, Air Force Program Depot Maintenance (PDM) Contract, Appendix A, developed for the C-130A as required by TO 00-25-4, Depot Maintenance of Aerospace Vehicles and Training Equipment. inspection items only.

PDM Inspection Interval should be set in accordance with TO 00-25-4, Depot Maintenance of Aerospace Vehicles and Training Equipment.

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(4) TO 4S1-37-3, Overhaul Instructions, Strut Assembly Main Landing Gear. inspection items only, main landing gear struts at 102 months.

(5) TO 4S2-23-3, Overhaul Instructions, Strut Assembly Nose Landing Gear inspection items only, nose landing gear struts at 72 months.

(6) TO 16G3-2-48-23, Overhaul Instructions With Parts Breakdown, main landing gear ballscrew, inspection items only, main landing gear ballscrews at 72 months.

(7) Alternate means of compliance for individual inspection requirements noted in the above documents may be submitted to the appropriate PMI for evaluation and approval.

b. The working group provided the following recommendations to AIR concerning what Airworthiness Directives (AD) should be issued for the C-130A aircraft and engines.

(1) Airframe. To evaluate service bulletins associated with AD's issued against the L-382 series aircraft for their applicability to C-130A aircraft.

(2) Engines. The working group has determined that certain Allison 501-D13 AD's may be applicable to the T56-A-9 engine used in the C-130A aircraft. AIR concurrence is requested on this determination and the issuance of AD's, as applicable.

(3) The working group recommends that AIR designate a focal point for all surplus military aircraft to determine future AD applicability when service bulletins and Time Compliance Technical Orders (TCTO's) are issued.

c. The working group provided the following recommendations to AIR concerning what life limited parts should be designated for the C-130A aircraft and engines.

(1) Airframe. The working group has not identified any life-limited parts for the C-130A airframe.

(2) Engines. The working group has determined, based on the part numbers listed in the Allison Commercial Service Letter 120 "Engine Life Limited Components," that many of the life limited parts applicable to the Allison 501-D13 engine may also be applicable to the T56-A-9 engine used in the C-130A aircraft. AIR concurrence is requested on this determination and the issuance of AD's, as applicable.

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d. The working group has provided the following recommendation to AIR concerning what revision needs to be made to the C-130A Type Certificate Data Sheets.

(1) Note 4 of all existing restricted category type certificate data sheets for the C-130A aircraft should be revised to include inspection standards or instructions for continued airworthiness.

e. The Working group reviewed existing approved inspection programs for the C-130A aircraft, and recommend to the PMI's present, what revisions are needed to be made for the continued adequacy of the programs, as provided by FAR 91.415(a).

f. In addition, the working group provided additional recommendations concerning the following issues:

(1) Re-evaluate assigned principal inspector job complexity for continued surveillance of large, multiengine, turbine powered aircraft.

(2) Provide guidance concerning the use of C-130A aircraft while under contract as a public use aircraft.

(3) Prior to the issuance of any type certificate for surplus military aircraft, the applicability of any airworthiness directives and life-limited parts should be determined. In addition, instruction for continued airworthiness should be established.

(4) TCTO's issued by the U.S. Air Force since the date the C-130A aircraft were FAA type certificated should be evaluated for possible issuance of AD's.

(5) Procedures should be established between the Department of Defense and the FAA for exchange of data concerning surplus military aircraft.

(6) Supplemental Type Certificates approved for conversion of the C-130A airplane for firefighting operations should include instructions for continued airworthiness for the converted airframe and associated equipment.

Prepared by: Ed Freemar
AFS-512D

