

EMERY WORLDWIDE AIRLINES

RESPONSE TO


EXHIBIT 17H

RASIP FINDINGS

RESPONSE

**JANUARY 18 —
JANUARY 28, 2000**

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Emery Worldwide Airlines

**Response to Findings
Contained in RASIP
Report**

EWA Flight Operations

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Inspection Details

A Regional Aviation Safety Inspection Program (RASIP) was conducted from January 18 through 28, 2000 on Emery Worldwide Airlines (EWA).

A report dated February 1, 2000 was prepared by Mr. Ted Innes, team leader, and forwarded to EWA on February 28, 2000 by Mr. Robert Groszer, manager of CVG FSDO.

This report contains responses to operations findings documented in section 1 of that report.

Response Conventions

Operation findings are assigned a three digit control number in the format 1.x.x, 1 denoting operation, .x the area of the finding and .x the specific finding number.

The EWA response will use the RASIP control number to identify each response.

Regulations, guidance, or other documents referenced in each finding are included in the EWA response.

Findings and Responses

1.2.1 Paragraph A-26

Emery is presently using computers to flight plan, obtain weather, and to track crew rest and duty requirements. These systems should be observed by the Federal Aviation Administration.

Emery Response

The reference to A26 may be in error.

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

This finding contains four separate and distinct issues and two references:

1. Flight Planning.
 2. Weather.
 3. Weight and Balance.
 4. Crew Rest and Flight and Duty Records.
- § 121.683 Crewmember and dispatcher record.

(a) Each certificate holder shall -

(1) Maintain current records of each crewmember and each aircraft dispatcher (domestic and flag operations only) that show whether the crewmember or aircraft dispatcher complies with the applicable sections of this chapter, including, but not limited to, proficiency and route checks, airplane and route qualifications, training, any required physical examinations, flight, duty, and rest time records; and

(2) Record each action taken concerning the release from employment or physical or professional disqualification of any flight crewmember

or aircraft dispatcher (domestic and flag operations only) and keep the record for at least six months thereafter.

- (b) Each certificate holder conducting supplemental operations shall maintain the records required by paragraph (a) of this section at its principal base of operations, or at another location used by it and approved by the Administrator.
- (c) Computer record systems approved by the Administrator may be used in complying with the requirements of paragraph (a) of this section.

[Doc. No. 6258, 29 FR 19226, Dec. 31, 1964, as amended by Amdt. 121-144, 43 FR 22649, May 25, 1978; Amdt. 121-241, 59 FR 42993, Aug. 19, 1994, 59 FR 52683, Oct. 19, 1994; Amdt. 121-253, 61 FR 2614, Jan. 26, 1996]

- Manual 8400.10 Page 3-973.

1827. GENERAL. Many operators are developing computer based recordkeeping systems, allowing more flexible and efficient maintenance of records. Some computer based systems offer electronic communications capabilities which benefit both the operator and the FAA. This section contains information and guidance to be used by principal operations inspectors (POIs) when evaluating and approving an operator's computer based recordkeeping system.

1829. REGULATORY REQUIREMENTS. Parts 121 and 135 require that operators maintain certain records on crewmembers and aircraft dispatchers. FAR 121.683(c) requires that computer based recordkeeping systems be approved by the FAA. FAR 135.63 neither specifies the method by which Part 135 operator records are kept nor requires approval of computer based record systems for Part 135 operators.

1831. GUIDELINES FOR SYSTEM APPROVAL. POIs shall ensure that operators follow certain guidelines and submit certain information when applying for approval of a computer based recordkeeping system.

- A. Approval and Evaluation Process. A Part 121 operator may apply for approval of a computer based recordkeeping system that is designed to satisfy either all regulatory requirements or specific regulatory requirements, such as training records. When evaluating a computer based recordkeeping system, POIs shall ensure that the proposed system provides a means of maintaining accurate, timely, and reliable records required by the FARs. When approving the system, POIs shall follow the general 5 step approval process described in volume 1, chapter 4, section 6 of this handbook.

(1) Application by Letter. Part 121 operators must apply for approval of computer based recordkeeping systems by letter.

- (a) Content of Letter. The letter of application must contain the following information:

- * A general description of the proposed computer based recordkeeping system (including the facilities, hardware and software to be utilized)
- * The data backup system to be used
- * Access and security procedures for both the operator and FAA personnel

- * Basic procedures for data entry personnel
- * A general description of any special procedures and capabilities

(b) Categories of Records. The letter of application must include one or more of the following categories of records which will be maintained by the computer based recordkeeping system:

- * Airman training records (including pilot, flight engineer, flight navigator, flight attendant, flight instructor, check airman, and aircraft dispatcher training records)
- * Aircraft qualification records (including aircraft type ratings, proficiency checks, competency checks, and line checks)
- * Flight time limitation and rest requirement records
- * Medical qualification records (when applicable)
- * Route, "special airport," and area qualification records
- * Operating experience (OE) and/or operating familiarization records
- * Pilot recency of experience records
- * Check airman, aircrew program designee (APD), and school designated examiner (SDE) designations or authorizations
- * Special training or testing requirements
- * Aircraft listings
- * Load manifests, dispatch/flight releases
- * Communication records

(2) Parallel Recordkeeping System. The POI shall ensure that any operator that requests approval of a computer based recordkeeping system retains data entry forms or other pertinent nonelectronic records in a parallel record system. The POI shall ensure that all required records continue to be maintained while the computer based recordkeeping system is being installed, tested, and evaluated, and data entry personnel are being trained to recognize regulatory terminology and requirements.

B. System Evaluation. POIs shall evaluate the computer based recordkeeping system capabilities and level of security.

(1) System Capabilities. Prior to approval, the POI should carefully evaluate the proposed computer based recordkeeping system to ensure that the system is capable of providing accurate, timely, and reliable records, as required by the FARs. The POI shall review the operator's proposed transition plan and user manual, and observe operation of the operator's existing recordkeeping system in parallel operation with the proposed computer based system. The extent of this evaluation

depends on the complexity of the proposed system and its intended use. The evaluation of a system designed to comply with all regulatory requirements will be much more complex than that of a system designed to maintain records in one specific category. The POI shall ensure that system security, record retention periods, and data backups are adequate. Potential problem areas should be identified and corrected prior to approval.

- (2) Level of Security. POIs shall evaluate the proposed system's level of security to ensure that the data base is adequately protected.
 - (a) Authorized Access. To maintain integrity of the data base and associated records, the POI should coordinate with the operator during the approval process concerning which FAA personnel will have access to the operator's recordkeeping system. One frequently used approach is to rely on controlled user access codes and passwords.
 - (b) Monitoring User Access. A representative designated by the operator should actively monitor user access and periodically review access control requirements. This representative shall be specifically identified and authorized in the operator's proposal and user manual.
 - (c) Electronic Signature. The operator should establish a procedure for allowing designated personnel such as flight instructors/check airmen, aircraft dispatcher supervisors, and flight attendant supervisors to electronically certify all record entries for which they are responsible. This certification may take one of many forms such as full name, initials, or unique identification number. Each designated person with authorization to make such entries shall be issued a unique individual access code and password in order to validate the entry. The operator may devise a system that requires the validating official to either enter a real time record into the system or complete a written transmittal document to be given to data entry personnel. If a written transmittal document is used, the identification of the validating official must become part of the record.
 - (d) Unrestricted Data Retrieval. Appropriate FAA personnel assigned to the operator should be provided with an access level which allows unrestricted data retrieval of all records required by the FARs. If the operator elects to use the computer recordkeeping system's capability for electronic designation of APDs and check airmen, an appropriate level of access should be provided to the POI or a designated representative to allow necessary data entries.
- (3) Data Backup Capability and Storage. The POI shall verify that the operator has established a backup capability to generate a complete set of duplicate records, either electronic or

nonelectronic. These records should be stored in a location separate from the main information storage facility. These records may be stored in any form acceptable to the POI, including magnetic tape, magnetic or optical disk, microfiche, or printed records. The operator shall backup data as frequently as appropriate to the operator's level of operations and system complexity. For example, a major operator may perform a simultaneous on-line data backup, while a smaller operator may perform backups at less frequent intervals.

- (4) User Manual. The operator shall develop a working procedures manual for day today guidance and training for the operator's employees. This manual should also be provided as a reference document for FAA user's. This manual will not require FAA approval but must include guidance in the automated recordkeeping system structure and instructions for using computer commands for such operations as data entry, data processing, data retrieval, and report generation. This manual should address system security procedures and responsibilities, including identification of personnel charged with various levels of data entry, data verification and correction, data audits, and quality control. It should also identify individuals with the authority to issue user access codes and passwords.
- (5) Audit Procedures. The POI shall ensure that operators' programs contain audit procedures that are adequate to assure the accuracy of the data base. The frequency and scope of these procedures should reflect the complexity of the computer based recordkeeping system and the size of the data base.

1833. GRANTING APPROVAL. When all requirements of paragraphs 1831.B.(1) through 1831.B.(5) have been met, the POI may either grant approval for the entire computer based recordkeeping system or any part of the system. This approval shall be a nonstandard paragraph in the operations specifications (OpSpecs) and shall directly reference the manual where the information in the recordkeeping system is maintained.

1835. SYSTEM SURVEILLANCE. POIs are responsible for conducting system surveillance which includes periodic inspections and audits, inspection intervals, and data entry accuracy.

- A. Inspections and Audits. After the computer based recordkeeping system is approved and fully operational, the POI shall ensure compliance through periodic inspections and audits. These inspections and audits shall be conducted using the same criteria as those used during the initial approval process. The POI should plan inspection intervals at least once every 12 months. The annual inspection should normally be conducted in conjunction with national program guidelines.
- B. Inspection Intervals. When determining inspection intervals, the POI shall consider the following:
 - * The size of the data base
 - * The system's overall sophistication level
 - * The extent of the system's security measures

- * The capability and frequency of the system's self-audit function

- C. Scope of the Inspection. The POI shall determine the scope of the inspection. It may be appropriate to sample a small number of records in each category that the system is approved to maintain, or to conduct an indepth inspection of a specific category of records, such as aircraft dispatcher training.
- D. Data Entry Accuracy. The POI shall ensure data entry accuracy during all inspections and audits. A useful evaluation tool might be to compare the operator's required records with FAA surveillance, inspection, and certification records.

Issue 1 - Computerized Flight Planning

EWA is not aware of any regulatory requirement or internal FAA guidance regarding approval of computerized flight plans.

The language contained in the finding is; "These systems should be observed by the Federal Aviation Administration." In fact these systems have been in place for years and have been observed by the Federal Aviation Administration on numerous occasions including RASIP, NASIP, and DOD inspections.

References cited in the finding do not contain any language related to computerized flight plans.

Issue 2 - Weather

Operations Specification paragraph A10 is controlling.

Paragraph A10 is included in the EWA Operations Specifications. The effective date of this paragraph is 7/10/97 with amendment seven dated 5/7/99. That paragraph states:

Aeronautical Weather Data (1/11/88). The system described or referenced in this paragraph is used by the certificate holder to obtain and disseminate aeronautical weather data for the control of flight operations.

1. OPERATIONS BY SUPPLEMENTAL AIR CARRIERS, SCHEDULED CARGO AIR CARRIERS, AND COMMERCIAL OPERATORS WITHIN THE 50 STATES OF THE UNITED STATES AND THE DISTRICT OF COLUMBIA.

THE SYSTEMS DESCRIBED OR REFERENCED IN THIS PARAGRAPH ARE USED BY THE CERTIFICATE HOLDER TO OBTAIN AND DISSEMINATE AERONAUTICAL WEATHER DATA FOR THE CONTROL OF FLIGHT OPERATIONS. THE FLIGHT CONTROL CENTER WILL BE EQUIPPED WITH PRINTING DEVICES THAT ARE CAPABLE OF PROVIDING CONTRACT WEATHER SERVICES AND OTHER FLIGHT INFORMATION FOR AIRPORTS AND ROUTES EMERY WORLDWIDE AIRLINES, INC WILL FLY. GRAPHIC WEATHER CHARTS AND AVIATION FORECASTS WILL BE SUPPLIED BY NAVTECH SYSTEMS, INC., UNISYS WEATHER INFORMATION SYSTEMS, INC., KAVOURAS METEOROLOGICAL SERVICES, INC., OR A U.S. MILITARY WEATHER SERVICE. ALL DATA PROVIDED BY THESE SERVICE ORGANIZATIONS IS SUPPLIED TO THEM BY THESE SERVICE ORGANIZATIONS IS SUPPLIED TO THEM BY THE U.S. NATIONAL WEATHER SERVICE. WEATHER BRIEFINGS MAY BE OBTAINED FROM U.S. MILITARY SERVICES OR FAA FLIGHT SERVICE STATIONS. EMERY WORLDWIDE AIRLINES, INC. FLIGHT OPERATIONS OFFICE, OR

LOCAL ATC TOWER BY DIRECT TELEPHONE. THE PILOT IN COMMAND (PIC) WILL NOT BEGIN A FLIGHT UNLESS HE IS THOROUGHLY FAMILIAR WITH THE REPORTED AND FORECAST WEATHER CONDITIONS ON THE ROUTE OF FLIGHT, CURRENT REPORTS AND INFORMATION ON AIRPORT CONDITIONS, AND ANY IRREGULARITIES OF NAVAIDS.

DURING THE FLIGHT, THE PILOT IN COMMAND (PIC) AND THE EMERY WORLDWIDE AIRLINES, INC.'S FLIGHT FOLLOWERS MUST OBTAIN ANY ADDITIONAL INFORMATION REGARDING WEATHER, AIRPORT CONDITIONS, AND IRREGULARITIES OF NAVAIDS, WHICH MAY AFFECT SAFETY OF THE FLIGHT.

2. OPERATIONS BY SUPPLEMENTAL AIR CARRIERS, SCHEDULED CARGO AIR CARRIERS, AND COMMERCIAL OPERATORS OUTSIDE THE 50 STATES OF THE UNITED STATES AND THE DISTRICT OF COLUMBIA. PURSUANT TO THE PROVISIONS OF SECTION 121.3 OF FEDERAL AVIATION REGULATIONS, THE CERTIFICATION AND OPERATING RULES OF FAR 121 APPLICABLE TO SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS, ARE AUTHORIZED FOR OPERATIONS BY SUCH CARRIERS OVER ROUTES AND TOURE SEGMENTS LOCATED OUTSIDE THE 50 STATES AND THE DISTRICT OF COLUMBIA. WEATHER REPORTS PREPARED AND RELEASED BY US MILITARY WEATHER SERVICE OR A SERVICE APPROVED BY THE I.C.A.O (INTERNATIONAL CIVIL AVIATION ORGANIZATION), MAY BE USED TO CONTROL FLIGHT MOVEMENTS OVER SUCH ROUTES OR ROUTE SEGMENTS IN LIEU OF WEATHER REPORTS, PREPARED AND RELEASED BY THE U.S. NATIONAL WEATHER SERVICE, OR BY A SOURCE APPROVED BY THE U.S. WEATHER SERVICE.

Issue 3 – Weight and Balance

Operations Specification paragraph E96 is controlling.

Paragraph E96 is included in the EWA Operations Specifications. The HQ Control date of this paragraph is 1/29/99 with revision 01b 12/11/1999. That paragraph states:

E096. Weight and Balance Control Procedures

The following procedures have been established to maintain control of weight and balance of the certificate holder's aircraft operated under the terms of these specifications (identified below) and to ensure that these aircraft are loaded within the gross weight and center of gravity limitations:

- a. Procedures by which either actual or approved average passenger and crew weights may be used are in the operator's weight and balance control program.
- b. Procedures by which either actual or approved average baggage weights may be used are in the operator's weight and balance control program.
- c. The actual passenger and baggage weights shall be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.

- d. All aircraft shall be weighed in accordance with the procedures for establishing individual or fleet aircraft weights outlined in the operator's weight and balance control program.
- e. The following loading schedules and instructions shall be used for routine operations:

Aircraft M/M/S	Type of Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedures
DC-8-62 DC-8-62F DC-8-63 DC-8-63F DC-8-71 DC-8-71F DC-8-73 DC-8-73F	Computer	DC-8 Data Book	W & B Manual
DC-10-10F	Computer	AOM Volume II Chapt. 19	W & B Manual

Document references by volume, chapter, etc.

Issue 4 – Crew Rest and Flight and Duty Records

The material referenced in this finding deals with the approval process of computerized record systems. While Emery concedes the use of a computerized crewmember records system was not in Emery's operations specifications at the time of the inspection, this finding states, "These systems should be observed by the Federal Aviation Administration."

The Bornemann system has been observed on numerous occasions by the Federal Aviation Administration. In the time Emery has utilized the Bornemann system numerous inspections have been conducted on Emery, including NASIP, RASIP, and DOD inspections. In fact the Bornemann system is included as part of a comprehensive fix subsequent to a Letter of Investigation (LOI) regarding crewmember flight time limitations. Emery's previous CHDO used reports generated by the Bornemann system to insure Emery's compliance with flight and duty time regulations.

Summary of Finding 1.2.1

Flight Planning

No finding justified.

The use of computerized flight plans is not contrary to the guidance developed by Emery and published in the Emery General Operations Manual, Chapter 8 and the NAVTEC user's manual.

The reference material does not apply. The system has been observed by the FAA on numerous occasions, including NASIP, RASIP, and DOD inspections.

Weather

No finding justified.

The use of computerized weather data is not contrary to the guidance developed by Emery and published in the Emery General Operations Manual, Chapter 8.

The reference material does not apply.

The system has been observed and approved by the FAA in operations specification A10 issued to Emery.

Weight and Balance

No finding justified.

The use of computerized weight and balance programs is not contrary to the guidance developed by Emery and published in the Emery General Operations Manual, Chapter 5, applicable data book and applicable Aircraft Operating Manuals.

The reference material does not apply.

The system has been observed and approved by the FAA in operations specification E96 issued to Emery.

Crew Rest and Flight and Duty Records

No finding justified.

The use of the Bornemann automated system is not contrary to the guidance developed by Emery and published in the Emery General Operations Manual, Chapter 12 and the Bornemann user's manual.

The system has been observed by the FAA and has been accepted as part of a comprehensive fix resulting from a Letter of Investigation (LOI).

Reports generated by the computerized system were used by Emery's previous CHDO to insure compliance with crewmember flight and duty regulations.

Finding 1.2.2 Currency of Operations Specifications

The present Operations Specifications were issued by San Jose FSDO in California. They were issued using the new Automated Operations System. There are some minor errors. Emery has been issued the paragraph for Approved Carry On Baggage Program. This and other minor errors should be corrected as soon as the Cincinnati FSDO can issue Automated Operations Specifications.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Emery was well aware of the errors contained in the operations specifications issued by the San Jose FSDO and was actively trying to resolve the matter. The first set of operations specifications were returned to San Jose due to numerous errors. The second set of operations specifications were returned to the Cincinnati FSDO with numerous errors.

Paragraph A11 of the operations specifications was issued, and remained, over the objections of Emery to the San Jose CHDO.

All A, B, and C operations specifications have been re-issued by the Cincinnati CHDO.

Summary of Finding 1.2.2

Currency of Operations Specifications

No finding justified.

Emery was well aware of the errors in the automated operations specifications and was actively involved with the Cincinnati CHDO in resolving the issue.

Due to internal FAA hardware, software, and training issues this matter could not be resolved until after the inspection.

The FAA has resolved their problems and operations specifications have been issued to Emery.

Finding 1.3.1 All Manuals

Several of the manuals have not been updated in over two years. All manuals need to be regularly reviewed for content and currency. All references to the Boeing B-727 should be removed. It is very difficult to determine what is approved, or accepted. All "Approved Data" should be clearly identified. This is contrary to guidance in the Air Transportation Operations Inspectors Handbook, 8400.10, page 3-2070, paragraph 2101.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

The manuals in the flight operations manual system will be reviewed for content and currency. Emery has removed references to B-727 aircraft concurrent with required revisions. Since the finding does not identify specific manuals it is difficult to respond to the allegation that "several of the manuals have not been updated in over two years". For the record, the table below lists the applicable manuals and date of last revision.

Manual	Revision #	Revision Date
Aircraft Loading Manual	05	03/08/00
Aircraft Operating Manual (AOM) Volume I (DC-8)	34	10/25/99
Aircraft Operating Manual (AOM) Volume II (DC-8)	34	10/25/99
Aircraft Operating Manual (AOM) Volume I (DC-10)	07	07/20/99
Aircraft Operating Manual (AOM) Volume IA (DC-10)	09	07/20/99
Aircraft Operating Manual (AOM) Volume II	03	11/01/99
BAM Manual (Crewmembers)	24	04/04/99
✓ Check Airman Manual	04	06/19/95
✓ Dangerous Goods Manual	04	07/07/99
DC-8 Data Book	42	01/16/99
Emergency Procedures Manual	14	01/31/00

Emergency Response Guide Book (Hazmat) (1999/2000)	DOT9481-AN/928	1999/2000
Flight Crew Handbook	38	02/10/00
General Operations Manual	84	02/10/00
Ground Handling Guide (2000) ✓	03	03/08/00
DC-8 Navigation Equipment Manual	04	10/07/97
DC-10 Navigation Equipment Manual ✓	Original	04/12/99
Hotel/OAL Jumpseats	38	02/10/00
MEL/CDL – DC-8 ✓	34	Pending FAA
MEL/CDL – DC-10	03	06/10/99
Normal Checklists DC-8-62/63 Series		08/30/99
Normal Checklists DC-8-70 Series		08/30/99
Normal Checklists DC-10	06	Pending FAA
Q.R.H. (Quick Reference Handbook) (DC-8)	07	06/21/99
Runway Analysis Manual (DC-8) –62 Series (Hush)	14	03/01/00
Runway Analysis Manual (DC-8) –63 Series (Hush)	14	03/01/00
Runway Analysis Manual (DC-8) –71 Series	44	03/01/00
Runway Analysis Manual (DC-8) –73 Series	62	03/01/00
Training Manual	24	12/02/98
Troubleshooting Guide	04	02/16/98

This finding further states, "All Approved Data should be clearly identified. This is contrary to guidance in the Air Transportation Operations Inspector Handbook, 8400.10, page 3-2070, paragraph 2101".

Emery contends the "Approved Data" is in compliance with the Air Transportation Operations Inspector Handbook. Order 8400.10, Volume 3, Chapter 15, Section 2, paragraph 2109 which states;

2109. PHASE FIVE: GRANTING FAA APPROVAL. Phase five consists of the POI granting FAA approval to manuals, manual sections, and checklists. During this phase the POI must formally notify the operator of the approval and also complete a specific record of the approval. For manuals, manual sections, and Part 135 aircraft operating checklists which are not required to have FAA approval, written notification of acceptance is not required and shall not be given (see paragraph 2099 of this section).

A. Notification of Approval. When the POI decides to approve a document, manual, manual section, or checklist, the following procedures apply:

- (1) For a document, manual, or checklist that contains page control sheets, the POI shall annotate both copies of the page control sheets with the phrase "FAA Approved." Under the words "FAA Approved," POIs shall enter the effective date of approval and sign

both copies. The operator may preprint the words "FAA Approved" and blank lines for the date and signature on the page control sheets or the POI may use a stamp to add the approval annotation on each sheet.

Emery manuals requiring approval have a list of effective pages, those LOEP's have the required endorsements from the FAA.

Summary of Finding 1.3.1

All Manuals

No finding justified.

The revision schedule for Emery manuals is not contrary to any guidance developed by Emery. The revision status of all manuals is published in the General Operations Manual.

Emery is not aware of any regulatory requirement to revise manuals unless the contents of the manual are inaccurate, non-compliant with regulatory control, or conflict with the operator's operations specifications. No such issues are contained in finding 1.3.1.

All Boeing B-727 references are being removed as each manual is revised. Emery can find no regulatory deadline regarding the removal of information for aircraft no longer operated by the air carrier.

The finding states, "It is very difficult to determine what is approved, or accepted. All "Approved Data" should be clearly identified." Order 8400.10 offers the POI a number of options regarding this issue. The method a POI elects to use is a matter of personal taste. The process of approving documents using the LOEP is an accepted method and the one the San Jose CHDO elected to use.

Emery agrees a review of all manuals is in order. A schedule to accomplish this task should be coordinated with the principals in the Cincinnati CHDO. Further, the issue of method of documenting approval, where required, will be visited with the principals in the Cincinnati CHDO and revised to meet their requirements.

Finding 1.3.2 Training Manual

The training manual is on an "Initial Approval" that has been in effect for approximately five years. Handbook guidance suggests that two years is the limit for an initial approval. The DC-10 training is described in a separate document that stated "Draft". It is in a different format than the training manual. This training also reflects "Initial Approval" and is two years old. This is contrary to guidance contained in the Air Transportation Operations Inspectors Handbook 8400.10, page 3-179 through 3-185.

The entire training manual needs to be re-done to reflect the training that is actually being accomplished. The company's training appears to meet or exceed requirements; however, the actual manual is not being followed. The manual should reflect the training that is being done. Particular attention should be placed on training times as recommended in the Air Transportation Operations Inspectors Handbook 8400.10, Chapter 3. This should be accomplished on a schedule

negotiated with the principal inspector assigned to the Emery certificate management team.

The training manual does not contain:

- 1) List of ground instructors (This list should name the instructor, and what they can teach).
- 2) A list of flight and simulator instructors.
- 3) A list of Check Airmen (This should state what checks the airman is authorized to accomplish).
- 4) A list of facilities, training devices, mockups, system trainers, procedural trainers, or other training aids. (CFR 14 121.403(b)(2)).
- 5) A complete syllabus for check airmen training. (No simulator training).
- 6) All training records need to be recorded on approved forms. No forms are presently in the manual. Emery creates forms as necessary without approval.

The training manual needs to be corrected in the following areas:

- 1) Engine out ferry flight training needs to be restricted and described. Presently all pilots at Emery are authorized to do engine out ferry. This is not as recommended in current guidance. This entire program needs to be observed and approved.
- 2) Initial emergency training needs to accurately reflect that the crews are doing the one-time exit drill. CFR 14 121.401(c).
- 3) Remove all references to the Boeing B-727.
- 4) Remove all references to Advanced Qualification Training (AQP). All AQP training has been discontinued.
- 5) All training segments need to reflect the required times.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

While Emery takes issue with several statements in the finding, we do agree with the main statement that the training manual must be re-written. On March 22, 2000 Emery met with their POI to establish a suspense date for this task. Emery has agreed to submit the new training manual on or before April 30, 2000.

Summary of Finding 1.3.2

Training Manual

This is a valid finding.

Suspense date for submission to FAA is 04/30/00.

Finding 1.3.3 Anti-ice/De-icing Manual

This manual requirement is accomplished by adding a chapter in the General Maintenance Manual (GMM). This program should be approved by the Principal Operations Inspector. The chapter in the GMM is not signed or stamped as "Approved". This information needs to be available for use by ground and flight crews. It is presently difficult to determine if information is current, because portions of the information are located in several other manuals, including the GOM, the AOM's, and the GMM.

Emery Response

Category C. Systemic deficiencies that could cause non-compliance with regulatory requirements.

Since the contents of the GMM are outside the scope of the operations department no comment will be included in this report.

The finding states, "This manual requirement is accomplished by adding a chapter in the General Maintenance Manual (GMM)." This is not a statement of fact. The requirement is accomplished in chapters 3 and 11 of the General Operations Manual (GOM). Chapter 11 contains all the data a crew needs to comply with the approved program.

The finding further states, "This program should be approved by the Principal Operations Inspector". In fact, the Emery program is approved. The controlling document for an operator's ground de-icing/anti-icing program is operations specification paragraph A23. Emery's operations specifications include paragraph A23 with a date of approval of 10/12/95 and amendment two dated 05/07/99 which states:

Ground Deicing/Anti-icing Program (1/01/93) The certificate holder is authorized to use the approved ground deicing/anti-icing program described or referenced in this paragraph.

THE APPROVED PROGRAM CONSISTS OF THE FOLLOWING EMERY WORLDWIDE AIRLINES, INC. MANUAL SECTION OR CHAPTER REFERENCES:

GENERAL OPERATIONS MANUAL

CHAPTER 03, PAGE 03-14: COLD WEATHER OPERATIONS

CHAPTER 11: DE-ICING PROGRAM

DC-8 AIRCRAFT OPERATING MANUAL:

CHAPTER 01: ADVERSE WEATHER

DC-8 AIRCRAFT MAINTENANCE MANUAL

CHAPTER 8: WINTER OPERATION/DEICING/ANTI-ICING PROCEDURES

DC-10 AIRCRAFT OPERATING MANUAL

CHAPTER 6: COLD WEATHER OPERATIONS

DC-10 AIRCRAFT MAINTENANCE MANUAL

CHAPTER 12: WINTER OPERATION/DEICING/ANTI-ICING PROCEDURES

TRAINING MANUAL

CHAPTER 3: AIRCRAFT GROUND TRAINING (INITIAL AND RECURRENT)

CHAPTER 4: INITIAL GROUND TRAINING FOR FLIGHT FOLLOWERS

Summary of Finding 1.3.3

Anti-ice/De-icing Manual

No finding is justified.

Emery's operations specifications, paragraph A23, contain and approve the ground deicing/anti-icing program.

All information required by crews to implement the program are contained in the GOM chapter 11. Reference is made to various other manuals to bring together the duties and responsibilities of various departments in this program and to address the broader scope of cold weather operation.

Finding 1.3.4 Computer Record Guide

A user's manual for all computer record systems should be developed. The manual should describe responsibilities, and procedures for the entry and use of all data. The Federal Aviation Administration should have access to this manual. Air Transportation Operations Inspector Handbook, 8400.10, Vol. 3, page 3-975, paragraph 1831 (4).

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Emery has provided the POI with user's manuals for the NAVTEC and BORNEMANN systems. Emery's General Operations Manual (GOM) chapters 8 and 11 contain Emery policy and procedure for these automated programs. These manuals were on hand at the time of the inspection, but no request to review them was received.

The duties and responsibilities for personnel charged with the use of these systems is contained in the Emery GOM. Crew scheduling functions are contained in chapter 12 and flight follower functions are contained in chapter 8.

Summary of Finding 1.3.4

Computer Record Guide

No finding is justified.

The user's manuals and procedures are in place and available to personnel charged with the use of the specific systems.

Copies of the NAVTEC and BORNEMANN automated system manuals have been given to the POI. The Emery General Operations Manual (GOM) chapters 8 and 11 contain policy and procedures for the use of these automated systems.

Finding 1.3.5 Unknown

This finding is listed in the table of contents, however no further documentation can be located in the report.

Summary of Finding 1.3.5

Unknown

No finding is included in the report.

Finding 1.4.1 Check Airman Records

Check Airman records did not show simulator training for check airman duties. Two records contained no record of FAA Observed Operating Experience. Many forms for documenting completion of training are either inaccurate or incomplete. None of the forms are controlled. This is contrary to guidance in the Air Transportation Operations Inspectors Handbook, 8400.10, Vol. 3, page 3-961.

Emery Response

Category C. Systemic deficiencies that could cause non-compliance with regulatory requirements.

Please refer to Emery response to finding 1.3.2. Issues regarding training, training forms, forms control, and content of training will all be addressed in the new training manual.

Emery will conduct an audit of all training records.

Emery will purchase and implement an additional module to the Bornemann system. This system, Crew Qual, will document and track training events. Crew Qual will electronically link to another Bornemann module, Crew Track, which will preclude a crewmember from being assigned to a duty for which no record of training is on file. A timeline for the implementation and approval of Crew Qual will be coordinated with the POI.

Summary of Finding 1.4.1

Check Airman Records

This finding is valid.

Certain deficiencies were discovered in two check airman records.

Finding 1.4.2 Inaccurate References

All references to Advanced Qualification Training should be removed from manual. All reference to the Boeing B-727 training should be removed from manuals. This is not in compliance with guidance contained in the Air Transportation Operations Inspectors Handbook, Vol. 3, Chapter 15, Section 1, paragraph 2077, page 3-2055.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Emery elected to withdraw from the Advanced Qualification training program (AQP). References to AQP were left in the training manual until such time as all crew members had completed the transition from AQP to traditional training and checking. This transition program was not completed until early 1999.

Please refer to the Emery response to finding 1.3.2 regarding the training manual.

Summary of Finding 1.4.2

Inaccurate References

No finding is justified.

The references to AQP were left in the training manual due to the time involved in the transition back to traditional training and checking. That transition was not completed until early 1999. Due to the record keeping requirements of the FAR's, training records predicated on AQP will be in crew members records until 2001.

Emery will remove all references to AQP during the re-write of the training manual at the direction of the POI.

Finding 1.4.3 Training Hour Requirements

Emery is providing more training than indicated in the Training Manual. The manual should accurately reflect the training accomplished. The required hours should be clearly spelled out in the manual. This is not as recommended in the Air Transportation Operations Inspectors Handbook, Vol. 3, page 3-178, paragraph 319 (C).

Emery Response

Category unknown. This finding does not appear in the Category of Findings section of the RASIP report.

Please refer to Emery response to 1.3.2.

Summary of Finding 1.4.3

Training Hour Requirements

No additional finding is justified.

Finding 1.3.2 states "the entire training manual needs to be re-done to reflect the training that is actually being accomplished". Any subsequent findings addressing specifics in the training manual are redundant.

Note, this finding does not appear in the table of contents.

Finding 1.5.1 Crews Certifying Completion of Training

Crews are certifying completion of Emergency training. CFR 14 121.401 (c) requires this training be certified by a qualified instructor. This procedure has been allowed in the past, however it is not in compliance with current guidance or regulations.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Emery takes issue with the statement, " This procedure has been allowed in the past, however it is not in compliance with current guidance or regulations."

14 CFR 121.434 (d) allows "a qualified flight engineer" to administer operating experience.

Further, 121.441 (e) states, " However, the entire proficiency check (other than the initial second in command proficiency check) required by this section may be conducted in an approved visual simulator if the pilot being checked accomplishes at least two landings in the appropriate airplane during a line check or other check conducted by a pilot check airman (a pilot in command may observe and certify the satisfactory accomplishment of these landings by a second in command)".

It is Emery's position that the certifications required in 121.434 (d) and 121.441 (e) are to a much higher level than the recurrent emergency training requirement to operate windows and doors.

Both subject FAR's are printed below.

§ 121.434 Operating experience, operating cycles, and consolidation of knowledge and skills.

(a) No certificate holder may use a person nor may any person serve as a required crewmember of an airplane unless the person has satisfactorily completed, on that type airplane and in that crewmember position, the operating experience, operating cycles, and the line operating flight time for consolidation of knowledge and skills, required by this section, except as follows:

(1) Crewmembers other than pilots in command may serve as provided herein for the purpose of meeting the requirements of this section.

(2) Pilots who are meeting the pilot in command requirements may serve as second in command.

(3) Separate operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills are not required for variations within the same type airplane.

(b) In acquiring the operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills, crewmembers must comply with the following:

(1) In the case of a flight crewmember, he must hold the appropriate certificates and ratings for the crewmember position and the airplane, except that a pilot who is meeting the pilot in command requirements must hold the appropriate certificates and ratings for a pilot in command in the airplane.

(2) The operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills must be acquired after satisfactory completion of the appropriate ground and flight training for the particular airplane type and crewmember position.

(3) The experience must be acquired in flight during operations under this part. However, in the case of an aircraft not previously used by the certificate holder in operations under this part, operating experience acquired in the aircraft during proving flights or ferry flights may be used to meet this requirement.

(c) Pilot crewmembers must acquire operating experience and operating cycles as follows:

(1) A pilot in command must -

(i) Perform the duties of a pilot in command under the supervision of a check pilot; and

(ii) In addition, if a qualifying pilot in command is completing initial or upgrade training specified in § 121.424, be observed in the performance of prescribed duties by an FAA inspector during at least one flight leg which includes a takeoff and landing. During the time that a qualifying pilot in command is acquiring the operating experience in paragraphs (c)(1) (i) and (ii) of this section, a check pilot who is also serving as the pilot in command must occupy a pilot station. However, in the case of a transitioning pilot in command the check pilot serving as pilot in command may occupy the observer's seat, if the transitioning pilot has made at least two takeoffs and landings in the type airplane used, and has satisfactorily demonstrated to the check pilot that he is qualified to perform the duties of a pilot in command of that type of airplane.

(2) A second in command pilot must perform the duties of a second in command under the supervision of an appropriately qualified check pilot.

(3) The hours of operating experience and operating cycles for all pilots are as follows:

(i) For initial training, 15 hours in Group I reciprocating powered airplanes, 20 hours in Group I turbopropeller powered airplanes, and 25 hours in Group II airplanes. Operating experience in both airplane groups must include at least 4 operating cycles (at least 2 as the pilot flying the airplane).

(ii) For transition training, except as provided in paragraph (c)(3)(iii) of this section, 10 hours in Group I reciprocating powered airplanes, 12 hours in Group I turbopropeller powered airplanes, 25 hours for pilots in command in Group II airplanes, and 15 hours for second in command pilots in Group II airplanes. Operating experience in both airplane groups must include at least 4 operating cycles (at least 2 as the pilot flying the airplane).

(iii) In the case of transition training where the certificate holder's approved training program includes a course of training in an airplane simulator under § 121.409(c), each pilot in command must comply with the requirements prescribed in paragraph (c)(3)(i) of this section for initial training.

(d) A flight engineer must perform the duties of a flight engineer under the supervision of a check airman or a qualified flight engineer for at least the following number of hours:

- (1) Group I reciprocating powered airplanes, 8 hours.
- (2) Group I turbopropeller powered airplanes, 10 hours.
- (3) Group II airplanes, 12 hours.

(e) A flight attendant must, for at least 5 hours, perform the assigned duties of a flight attendant under the supervision of a flight attendant supervisor qualified under this part who personally observes the performance of these duties. However, operating experience is not required for a flight attendant who has previously acquired such experience on any large passenger carrying airplane of the same group, if the certificate holder shows that the flight attendant has received sufficient ground training for the airplane in which the flight attendant is to serve. Flight attendants receiving operating experience may not be assigned as a required crewmember. Flight attendants who have satisfactorily completed training time acquired in an approved training program conducted in a full-scale (except for length) cabin training device of the type airplane in which they are to serve may substitute this time for 50 percent of the hours required by this paragraph.

(f) Flight crewmembers may substitute one additional takeoff and landing for each hour of flight to meet the operating experience requirements of this section, up to a maximum reduction of 50% of flight hours, except those in Group II initial training, and second in command pilots in Group II transition training. Notwithstanding the reductions in programmed hours permitted under §§ 121.405 and 121.409, the hours of operating experience for flight crewmembers are not subject to reduction other than as provided in this paragraph and paragraph (e) of this section.

(g) Except as provided in paragraph (h) of this section, pilot in command and second in command crewmembers must each acquire at least 100 hours of line operating flight time for consolidation of knowledge and skills (including operating experience required under paragraph (c) of this section) within 120 days after the satisfactory completion of:

- (1) Any part of the flight maneuvers and procedures portion of either an airline transport pilot certificate with type rating practical test or an additional type rating practical test, or
- (2) A § 121.441 proficiency check.

(h) The following exceptions apply to the consolidation requirement of paragraph (g) of this section:

- (1) Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills.
- (2) Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular type airplane in operations under this part after August 25,

1995 are not required to repeat the line operating flight time before serving as pilot in command on the same type airplane.

(3) If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by the certificate holder, the pilot may not serve as a pilot in the airplane for which the pilot has newly qualified unless the pilot satisfactorily completes refresher training as provided in the certificate holder's approved training program and that training is conducted by an appropriately qualified instructor or check pilot.

(4) If the required 100 hours of line operating flight time are not completed within 120 days, the certificate holder may extend the 120 day period to no more than 150 days if --

(i) The pilot continues to meet all other applicable requirements of subpart O of this part; and

(ii) On or before the 120th day the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the certificate holder's approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight.

(5) The Administrator, upon application by the certificate holder, may authorize deviations from the requirements of paragraph (g) of this section, by an appropriate amendment to the operations specifications, to the extent warranted by any of the following circumstances:

(i) A newly certificated certificate holder does not employ any pilots who meet the minimum requirements of paragraph (g) of this section.

(ii) An existing certificate holder adds to its fleet an airplane type not before proven for use in its operations.

(iii) A certificate holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the airplanes operated from that domicile.

(i) Notwithstanding the reductions in programmed hours permitted under §§ 121.405 and 121.409 of Subpart N of this part, the hours of operating experience for flight crewmembers are not subject to reduction other than as provided in paragraphs (e) and (f) of this section.

[Amdt. 121-55, 35 FR 95, Jan. 3, 1970, as amended by Amdt. 121-74, 36 FR 12284, June 30, 1971; Amdt. 121-91, 37 FR 10729, May 27, 1972; Amdt. 121-140, 43 FR 9599, Mar. 9, 1978; Amdt. 121-144, 43 FR 22647, May 25, 1978; Amdt. 121-159, 45 FR 41593, June 19, 1980; Amdt. 121-248, 60 FR 20870, April 27, 1995]

§ 121.441 Proficiency checks.

(a) No certificate holder may use any person nor may any person serve as a required pilot flight crewmember unless that person has satisfactorily completed either a proficiency check, or an approved simulator course of training under § 121.409, as follows:

(1) For a pilot in command, a proficiency check within the preceding 12 calendar months and, in addition, within the preceding 6 calendar months, either a proficiency check or the simulator training.

(2) For all other pilots -

(i) Within the preceding 24 calendar months either a proficiency check or the line oriented simulator training course under § 121.409; and

(ii) Within the preceding 12 calendar months, either a proficiency check or any simulator training course under § 121.409.

(b) Except as provided in paragraphs (c) and (d) of this section, a proficiency check must meet the following requirements:

(1) It must include at least the procedures and maneuvers set forth in Appendix F to this part unless otherwise specifically provided in that appendix.

(2) It must be given by the Administrator or a pilot check airman.

(c) An approved airplane simulator or other appropriate training device may be used in the conduct of a proficiency check as provided in Appendix F to this part.

(d) A person giving a proficiency check may, in his discretion, waive any of the maneuvers or procedures for which a specific waiver authority is set forth in Appendix F to this part if -

(1) The Administrator has not specifically required the particular maneuver or procedure to be performed;

(2) The pilot being checked is, at the time of the check, employed by a certificate holder as a pilot; and

(3) The pilot being checked is currently qualified for operations under this part in the particular type airplane and flight crewmember position or has, within the preceding six calendar months, satisfactorily completed an approved training program for the particular type airplane.

(e) If the pilot being checked fails any of the required maneuvers, the person giving the proficiency check may give additional training to the pilot during the course of the proficiency check. In addition to repeating the maneuvers failed, the person giving the proficiency check may require the pilot being checked to repeat any other maneuvers he finds are necessary to determine the pilot's proficiency. If the pilot being checked is unable to demonstrate satisfactory performance to the person conducting the check, the certificate holder may not use him nor may he serve in operations under this part until he has satisfactorily completed a proficiency check.

However, the entire proficiency check (other than the initial second in command proficiency check) required by this section may be conducted in an approved visual simulator if the pilot being checked accomplishes at least two landings in the appropriate airplane during a line check or other check conducted by a pilot check airman (a pilot in command may observe and certify the satisfactory accomplishment of these landings by a second in command). If a pilot proficiency check is conducted in accordance with this paragraph, the next required proficiency check for that pilot must be conducted in the same manner, or in accordance with Appendix F of this Part, or a course of training in an airplane visual simulator under § 121.409 may be substituted therefore.

[Amdt. 121-55, 35 FR 96, Jan. 3, 1970, as amended by Amdt. 121-103, 38 FR 12203, May 10, 1973, Amdt. 121-108, 38 FR 35446, Dec. 28, 1973; Amdt. 121-144, 43 FR 22648, May 25, 1978; Amdt. 121-263, 62 FR 13791, March 21, 1997]

Summary of Finding 1.5.1

Crews Certifying Completion of Training

No finding is justified.

The approval to use qualified crew members to complete training is permitted in 121.434 and 121.441.

The statement in the finding that the approval of qualified crew members to certify training has been rescinded is incorrect.

It is Emery's position that an equivalent level of safety exists when using a qualified crew member to observe and certify the opening and closing of doors and windows.

Finding 1.5.2 Flight Follower Training

Flight followers are getting basic indoctrination, some are tracking flights, and a few have hazardous material training. Training was given for the MEL, and for Anti-icing/De-icing. Once again it is inconsistent. The company needs to decide what training they need to give these people, and then consistently provide the training. The training should be described in the training manual. Some are tracking annual flight time. (Their GOM requires them to fly 5 hours a year.) Records are very inconsistent. This is not in compliance with the guidance contained in the Air Transportation Operations Inspectors Handbook, Vol. 3, page 3-617, paragraph 1203.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Regarding flight follower training, Emery does not agree with the statement, "This is not in compliance with the guidance contained in the Air Transportation Operations Inspectors Handbook, Vol. 3, page 3-617, paragraph 1203".

This reference section of the 8400.10 is reprinted below; however, paragraph D speaks to competency checks, a condition that Emery has complied with in all cases.

Paragraph D references chapter 5 of the 8400.10. The section in chapter 5 that is applicable addresses Aircraft Dispatcher Certificates. All Emery flight followers are, in

fact, licensed dispatchers and have completed a training program for the issuance of that certificate.

Paragraph D further references 121.127 (b). This regulation states, "The certificate holder conducting supplemental operations must show that the personnel specified in paragraph (a) of this section, and those it designates to perform the function of operational control of the aircraft, are able to perform their required duties". It is Emery's position that this has been complied with. All flight followers have been given a competency check and their ability to perform their required duties has been documented.

§ 121.127 Flight following system; requirements.

(a) Each certificate holder conducting supplemental operations using a flight following system must show that -

(1) The system has adequate facilities and personnel to provide the information necessary for the initiation and safe conduct of each flight to -

(i) The flight crew of each aircraft; and

(ii) The persons designated by the certificate holder to perform the function of operational control of the aircraft; and

(2) The system has a means of communication by private or available public facilities (such as telephone, telegraph, or radio) to monitor the progress of each flight with respect to its departure at the point of origin and arrival at its destination, including intermediate stops and diversions therefrom, and maintenance or mechanical delays encountered at those points or stops.

(b) The certificate holder conducting supplemental operations must show that the personnel specified in paragraph (a) of this section, and those it designates to perform the function of operational control of the aircraft, are able to perform their required duties.

[Amdt. 121-253, 61 FR 2611, Jan. 26, 1996]

CHAPTER 4. AIRCRAFT DISPATCHER CERTIFICATES

SECTION 1. GENERAL INFORMATION

285. GENERAL. This chapter provides inspectors, designated examiners, regional specialists, all flight standards division managers and district office managers with the necessary direction, guidance, and procedures for conducting aircraft dispatcher certification.

287. DESIGNATION OF DISTRICT OFFICES AND INSPECTORS.

A. District Office Designation. Each regional flight standards division (RFSD) shall designate, in writing, one or more district offices to conduct aircraft dispatcher practical tests (combined oral and practical) and to issue aircraft dispatcher certificates. The designated district offices should be located where there is the greatest public demand for aircraft dispatcher certificates in the region. The number and location of designated district offices will vary according to the requirements of individual regions. Those district offices not designated for this purpose will not have to maintain the capability to conduct the aircraft dispatcher practical tests.

B. Inspector Designation. The manager of a district office designated for conducting aircraft dispatcher tests shall designate, in writing, specific inspectors to conduct such tests. The district office manager shall ensure that these designated inspectors are appropriately trained, obtain aircraft dispatcher certificates, and have access to the appropriate test materials. In addition to aircraft dispatcher certification duties, these designated inspectors shall serve as regional resources for: the surveillance of flight dispatch, flight following, and flight locating facilities; any related training programs; and, for the evaluation of aircraft dispatcher examiner candidate qualifications.

C. Operators with Large Dispatch Sections. Certificate managers who are responsible for Part 121 operators with large dispatch sections should designate, train, and certificate at least one inspector (preferably an assistant POI) to conduct dispatcher certification for the assigned Part 121 operator. In addition to obtaining an aircraft dispatcher certificate, this designated inspector should be required to observe the operator's dispatch system in operation, attend the operator's dispatcher training program, and become an expert in the operator's dispatch practices and training programs.

289. ELIGIBILITY FOR WRITTEN TEST. There are no prerequisites for the aircraft dispatcher written examination. The written examination may be taken before an applicant meets either the minimum age requirement or any of the experience requirements for the certificate. The applicant's qualifications do not have to be reviewed by an inspector and the applicant does not have to complete an FAA Form 8060-7, "Airman's Authorization for Written Test" before taking the written test. Applicants with inadequate preparation or qualifying experience, or who are under 21 years of age, should be discouraged from taking the test.

291. ELIGIBILITY FOR THE PRACTICAL TEST. With the exception of the age requirement, inspectors and examiners shall ensure that applicants meet all eligibility criteria for the aircraft dispatcher certificate before administering a practical test to the applicant. The inspector or examiner should review the eligibility criteria with applicants as follows:

A. Age. An applicant may take the practical test before meeting the minimum age requirement. Those applicants who are under 21 years of age should be discouraged from taking the practical test.

B. Written Test Results. Each applicant must present an FAA Form 8080-2, "Airman Written Test Results" showing satisfactory results.

C. Application. Each applicant must complete and sign an FAA Form 8400-3, "Application for an Airman Certificate and/or Rating." Instructions for completing the application are on the District Office Job Aid Disk (JAD). A signature is not required in the instructor's recommendation block unless the applicant has qualified for the test on the basis of having graduated from a Part 65 approved school or on the basis of having performed the duties of a dispatcher under the supervision of a dispatch instructor.

D. Experience. Applicants must provide documentary evidence of meeting the experience requirements. Acceptable documentary evidence includes, but is not limited to: letters from employers, logbooks, military service records, graduation certificates and employment records. FAR 65.57 specifies the following as acceptable minimum experience requirements:

(1) Applicants may have been active for 2 of the last 3 years in scheduled Part 121 or Part 135 air carrier flight operations or in scheduled military aviation. Inspectors and examiners may accept other flight operations experience that is clearly equivalent in nature and duration, however good judgment should be used when determining equivalent experience. For example, an applicant could not count 2 years experience as a crop duster toward the experience requirement for the certificate because the experience was not gained in air transport operations. A careful evaluation must be made by inspectors for experience in either a Part 135 on-demand operation, a Part 121 supplemental operation, or an unscheduled military operation. An applicant must be able to show exposure to elements required by the dispatcher function, such as using computer flight plans, and flight release and flight following procedures. An individual performing the flight release function for a Part 121 supplemental operator, for example, would be eligible to qualify for the certificate. The required experience for the aircraft dispatcher certificate may have been acquired in any of the following capacities:

- * Pilot member of a flightcrew
- * Radio operator (flight or ground)
- * Flight navigator
- * Meteorologist
- * Dispatcher or assistant dispatcher
- * FAA aviation safety inspector

(2) Applicants who have been active in ATC as a certified tower operator for 2 of the last 3 years are eligible.

(3) Applicants who have acquired the necessary experience specified in previous subparagraphs (1) and (2) and which total 2 of the past 3 years are eligible.

(4) Applicants who have performed the duties of a dispatcher for 1 of the past 2 years under the direct supervision of a certified dispatcher are eligible.

(5) Applicants who have graduated from a dispatcher training course approved under Appendix A of Part 65 are eligible for the first 90 days after graduation.

293. PRACTICAL TEST. An applicant for an aircraft dispatcher certificate must demonstrate the knowledge and practical skills necessary to dispatch aircraft operated under both domestic and flag rules. The oral examination is conducted simultaneously with the practical test.

A. Dispatch of Actual Flight. If possible, the aircraft dispatcher practical test should include the dispatch of an actual flight. In this case, the applicant should arrive at the dispatch center with the inspector or designated examiner conducting the test. The applicant should then become familiar with the situation and receive a briefing from the aircraft dispatcher being relieved. The inspector or designated examiner conducting the test should then observe the applicant dispatch one or more flights. The flight release information must then be checked and signed by one of the operator's certified aircraft dispatchers before it can be presented to the PIC of the flight. An inspector shall not sign the flight

release. A designated examiner may sign the release, but only if the designated examiner is employed by the operator, is current in the operator's procedures, and has successfully completed a competency check within the past 12 months. The applicant and the inspector or designated examiner should then move from the dispatch center to another location where questions can be asked and discussed without impeding the workflow at the dispatch center.

B. Simulated Dispatch of a Flight. The practical test may also include the simulated dispatch of a flight. In a simulated scenario, the inspector or designated examiner conducting the practical test shall act as the dispatcher being relieved and shall brief the applicant on the simulated dispatch situation and scenario. The applicant shall then be required to perform an analysis and prepare a release as if an actual flight was being released.

C. Development of Practical Test Scenarios.

(1) District Office Preparation. Each district office designated to conduct aircraft dispatcher certification shall develop at least three practical test scenarios and acquire the materials necessary for their presentation. The scenarios and materials shall be revised when necessary to ensure they reflect contemporary practices.

(2) Private Individual Preparation. When a private individual (other than an FAA inspector) is to be designated as an aircraft dispatcher examiner, the candidate for designation shall prepare a minimum of three practical test scenarios and shall acquire the materials necessary for their presentation. The inspector evaluating the candidate shall ensure that the scenarios and materials prepared by the candidate are realistic and effective.

D. Evaluation Criteria. During the practical test, the applicant for an aircraft dispatcher certificate must demonstrate the following required abilities:

- * Ability to read weather reports and forecasts, analyze weather over a large geographical area, and describe the expected impact on the area and specified terminals within the area for a period representing a typical dispatch shift
- * Familiarity with operations specifications and the ability to determine weather minimums and the operations authorized for an actual or simulated operator
- * Ability to select an alternate airport
- * Ability to read and use charts, when required
- * Ability to extract the necessary data to compute fuel requirements and airplane load capability from the aircraft performance manual
- * Ability to extract the required performance data from the aircraft flight manual and ensure that the aircraft is being operated within those limitations
- * Ability to prepare a dispatch release that meets regulatory requirements for the planned flight

- * Knowledge of, or demonstrated ability in, extracting a flight plan from a computerized flight planning service; reading the flight plan; and cross-checking it for input errors
- * Sufficient understanding of aircraft systems to interpret an MEL and to make performance adjustments as required by the MEL (For example, the inspector or examiner conducting the test could inform the applicant that a brake has been capped or that the antiskid is inoperative on a specific flight. The applicant should be able to determine the resulting performance limitations.)
- * An understanding of international flight operations and operations in Minimum Navigational Performance Standards (MNPS) airspace (The inspector conducting the test should quiz the applicant on the procedures for obtaining track messages and for filing a flight plan over the track. The applicant should be familiar with the procedures used on the track system.)
- * Knowledge of, or demonstrated ability in, contacting a flight enroute
- * Knowledge of driftdown both in overwater and two engine domestic situations
- * Knowledge of flight and duty time regulations
- * Knowledge of currency requirements
- * Knowledge of centralized air traffic flow control procedures
- * Ability to respond as a dispatcher to an emergency or contingency problem, such as diversion to an alternate airport or an engine failure at ETP (equal time point)

NOTE: If the problem the applicant is given does not include planned redispach procedures, the inspector must discuss these procedures with the applicant.

E. Location and Procedures. The preferred location for conducting the practical test is an actual dispatch center where the necessary data and materials are available. The practical test may, however, be conducted in the flight standards district office (FSDO) or in other locations, such as classrooms. When the applicant has been prepared for the test in an operator's dispatcher training program, the applicant should use the operator's procedures.

F. Materials and Data. The inspector or designee administering the practical test shall use real data or shall realistically simulate actual problems using data, such as weather reports, NOTAMs, OpSpecs, airport facility directories, and sets of navigation charts and track messages. Applicants must provide the following materials:

- * FAA approved Airplane Flight Manual for an aircraft of more than 30 passenger seats or 7,500 payload capacity, which contains the approved performance data
- * Minimum equipment list (MEL) for the aircraft to be dispatched

295. SUCCESSFUL APPLICANTS. When an applicant has successfully completed the practical test, inspectors and examiners shall accomplish the following, according to the applicant's age.

A. Applicants 23 Years of Age or Older. Successful applicants who have completed all requirements for the aircraft dispatcher certificate and are 23 years of age or older are entitled to a temporary certificate. Inspectors and examiners shall complete the paperwork as follows:

(1) The inspector or examiner shall prepare an FAA Form 8060-4, "Temporary Airman Certificate" in duplicate (see chapter 1, paragraph 37 for instructions on completing this form) and then give a copy of the temporary certificate to the applicant.

(2) The inspector or examiner shall mark the applicable square on FAA Form 8400-3, "Application for an Airman Certificate and/or Rating" and date and sign the form on Block 8.

(3) The inspector or examiner shall complete FAA Form 8000-36, "PTRS Data Sheet" (see chapter 1, paragraph 41 for instructions).

(4) The inspector or examiner shall attach the following documents to the application form:

- * Original copy of FAA Form 8060-4, "Temporary Airman Certificate"
- * AC Form 8080-2, "Airman Written Test Report"
- * FAA Form 8060-5, "Notice of Disapproval of Application" (if applicable)
- * FAA Form 8000-36, "PTRS Data Sheet"

(5) Inspectors shall forward the certification paperwork to their supervisors. Examiners shall forward the package to the designated FSDO.

B. Applicants Less than 23 Years of Age. Successful applicants who are under 23 years of age shall be issued a letter of aeronautical competency containing the statement that the applicant has met all of the requirements for an aircraft dispatcher certificate except for age (see figure 5.4.1.1 for a sample letter). Once an applicant presents proof of having reached age 23, the applicant may exchange the letter of aeronautical competency for a temporary certificate at any FSDO. In such a case, inspectors and examiners shall complete the paperwork as follows:

(1) The inspector or examiner shall mark the applicable square on FAA Form 8400-3, "Application for an Airman Certificate and/or Rating" and date and sign the form on Block 8.

(2) The inspector or examiner shall complete the letter of aeronautical competency in duplicate and give the original letter to the applicant.

(3) The inspector or examiner shall complete FAA Form 8000-36, PTRS Data Sheet (see chapter 1, paragraph 41 for instructions).

(4) The inspector or examiner shall attach the following documents to the application form:

- * Copy of the letter of aeronautical competency
- * AC Form 8080-2, "Airman Written Test Report"
- * FAA Form 8060-5, "Notice of Disapproval of Application" (if applicable)
- * FAA Form 8000-36, "PTRS Data Sheet"

(5) Inspectors shall forward the certification paperwork to their supervisors. Examiners shall forward the paperwork to the designated FSDO.

297. UNSUCCESSFUL APPLICANTS. If an applicant's practical test is unsatisfactory, inspectors and examiners shall accomplish the following:

A. The inspector or examiner shall complete FAA Form 8060-5, "Notice of Disapproval of Application" in duplicate, and give the duplicate to the applicant (see chapter 1, paragraph 39 for instructions).

B. The inspector or examiner shall inform the applicant to retain AC Form 8080-2, "Airman Written Test Report" and have the applicant complete FAA Form 8400-3, "Application for an Airman Certificate and/or Rating," by marking the appropriate square and dating and signing block 8.

C. The inspector or examiner shall complete FAA Form 8000-36, "PTRS Data Sheet" (see chapter 1, paragraph 39 for instructions).

D. The inspector or examiner shall attach the original FAA Form 8060-5, "Notice of Disapproval of Application" and the FAA Form 8000-36, "PTRS Data Sheet" to the FAA Form 8400-3, "Application for an Airman Certificate and/or Rating." Inspectors shall forward the certification paperwork to their supervisors. Examiners shall forward the paperwork to the designated FSDO.

299. SUPERVISORY RESPONSIBILITY. Supervisors shall review the certification packages submitted by inspectors and examiners for completeness and accuracy. The PTRS data sheet should be removed from the package and either retained in the district office or destroyed after the computer input has been completed. The FSDO shall then forward the package to the Airman Certification Branch, ACC-260.

Summary of Finding 1.5.2

Flight Follower Training

No finding is justified.

Emery is in compliance with all referenced regulations and guidance.

Emery does agree that a review of the training program and inclusion into the training manual should be discussed with the POI.

Finding 1.6.1 Computer Records

Emery company is not approved to use computer record systems in their manuals or in their operations specifications. CFR 14 121.683 requires this system to be approved by the Federal Aviation Administration. To date, the system is not approved, and the company does not have a paper system in place to track these requirements. (See finding 1.9.1)

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Since the reference FAR addresses crewmember and dispatcher records Emery concludes this finding is directed at the Bornemann automated system. Emery agrees with the contents of this finding as it relates to the Bornemann automated system.

Summary of Finding 1.6.1

Computer Records

No finding justified.

The material referenced in this finding deals with the approval process of computerized record systems. While Emery concedes the use of a computerized crewmember records system was not in Emery's operations specifications at the time of the inspection, the question is: Did Emery have reason to believe the FAA had approved its use?

During the last quarter of 1997, Emery experienced several occasions where flight crew members exceeded 30 hours in 7 days. These violations were self disclosed by Emery. The comprehensive fix was not approved by the FAA and a Letter of Investigation (LOI) was issued by the FAA (File Number 98WP150009)

98WP150009 was answered with the notification that the Bornemann automated system would be used. Revision 63 to the Emery General Operations Manual (GOM) was issued on 01/31/98 which outlined the policy and procedures to be followed in the use of the Bornemann system.

There is no doubt the procedures contained in FAA Order 8400.10, Vol. 3, Chapter 11, Section 4 were not followed in approving the Bornemann automated flight crew tracking program, however, the question remains: Did the FAA action in closing the LOI and accepting the revision to the GOM constitute approval, even without its inclusion in A25 of Emery's operations specifications?

The Bornemann system has been observed on numerous occasions by the Federal Aviation Administration. In the time Emery has utilized the Bornemann system numerous inspections have been conducted on Emery, including RASIP and DOD inspections. Emery's previous CHDO used reports generated by the Bornemann system to insure Emery's compliance with flight and duty time regulations.

The system was approved by the FAA when reports generated by the computerized system were used by Emery's previous CHDO to insure compliance with crewmember flight and duty regulations.

Emery has received conditional approval of the Bornemann system and operations specification A25 was issued effective 3/30/00. Paragraph A25 contains the following conditional language:

A parallel system of records consisting of the actual Log Book pages with the flight and duty times will be kept to verify the data

Finding 1.6.2 Control of Records

No procedures are described in any manual to demonstrate how these records are being maintained. The computer system being used has prevented Emery from making errors tracking crew requirements, however the control of the system is all informal. The procedures need to be described, and then approved by the Principal Operations Inspector. This is not in compliance with current guidance contained in the Air Transportation Operations Inspectors Handbook 8400.10, Vol. 3, page 3-961, paragraph 1807.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Emery takes issue with the statement: " No procedures are described in any manual to demonstrate how these records are being maintained".

Emery has provided the POI with user's manuals for the NAVTEC and BORNEMANN systems. These manuals were on hand at the time of the inspection, but no request to review them was received.

The duties and responsibilities for personnel charged with the use of these systems is contained in the Emery GOM. Crew scheduling functions are contained in chapter 12.

Emery also takes issue with the statement: " The procedures need to be described, and then approved by the Principal Operations Inspector ". The following excerpt from the 8400.10, Vol. 3, Chapter 11, Section 4, paragraph 1829 states:

- (4) **User Manual.** The operator shall develop a working procedures manual for day today guidance and training for the operator's employees. This manual should also be provided as a reference document for FAA user's. This manual will not require FAA approval but must include guidance in the automated recordkeeping system structure and instructions for using computer commands for such operations as data entry, data processing, data retrieval, and report generation. This manual should address system security procedures and responsibilities, including identification of personnel charged with various levels of data entry, data verification and correction, data audits, and quality control. It should also identify individuals with the authority to issue user access codes and passwords.

Summary of Finding 1.6.2

Control of Records

No finding is justified.

The user's manuals and procedures are in place and available to personnel charged with the use of the specific systems.

User's manuals do not require FAA approval per FAA Order 8400.10.

The contents of this finding are duplicated in finding 1.3.4.

Copies of the NAVTEC and BORNEMANN automated system manuals and GOM have been given to the POI.

Finding 1.7.1 Computerized Record Keeping Systems:

The computer systems used to flight plan do a good job. The company should develop manuals for the use of these systems at Emery. The system should then be formally "Approved" by the Principal Operations Inspector. The system used to calculate runway analysis needs to be described in a manual, and then formally "Approved" by the Principal Operations Inspector. (See finding 1.9.1)

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

Two separate issues are contained in this finding. Issue 1 addresses computerized flight plans and issue 2 addresses runway analysis.

Both of these systems are governed by guidance issued by Emery in various user's manuals, and the General Operations Manual (GOM).

EWA is not aware of any regulatory requirement or internal FAA guidance regarding approval of computerized flight plans.

The language contained in the finding is; "The company should develop manuals for the use of these systems at Emery. The system should then be formally "Approved" by the Principal Operations Inspector." In fact these manuals are in place. Emery has provided the POI with the user manual for the NAVTEC system and the GOM chapter 8. These manuals were on hand at the time of the inspection, but no request to review them was received.

The following excerpt from the 8400.10, Vol. 3, Chapter 11, Section 4, paragraph 1829 addresses the approval of user's manuals:

- (4) User Manual. The operator shall develop a working procedures manual for day today guidance and training for the operator's employees. This manual should also be provided as a reference document for FAA user's. This manual will not require FAA approval but must include guidance in the automated recordkeeping system structure and instructions for using computer commands for such operations as data entry, data processing, data retrieval, and report generation. This manual should address system security procedures and responsibilities, including identification of personnel charged with various levels of data entry, data verification and correction, data

audits, and quality control. It should also identify individuals with the authority to issue user access codes and passwords.

Various vendors are used to generate runway analysis data. Paragraph A9 of the operations specifications is controlling on the use of this data. Paragraph A9 has been issued to Emery and states:

Airport Aeronautical Data (1/11/1988). The system described or referenced in this paragraph is used by the certificate holder to obtain, maintain, and distribute current aeronautical data for the airports it uses.

EMERY WORLDWIDE AIRLINES, INC. SHALL SUBSCRIBE TO JEPPESEN AERONAUTICAL CHARTS. THESE PUBLICATIONS SHALL INCLUDE ENROUTE CHARTS, APPROACH CHARTS, AIRPORT FAMILIARIZATION CHARTS (SPECIAL AIRPORTS), "J-AIDS", AND APPROPRIATE CHART SUPPLEMENTS.

EMERY WORLDWIDE AIRLINES, INC. HAS ENTERED INTO AN AGREEMENT WITH "AUTOMATED SYSTEMS IN AIRCRAFT PERFORMANCE, INC. "ASAP" TO PROVIDE CURRENT PERFORMANCE ANALYSIS FOR EACH AIRPORT AND RUNWAY EMERY USES AND FOR EACH DC-8 AIRCRAFT EMERY OPERATES. EMERY IS RESPONSIBLE FOR DETERMINING THE INFORMATION OR DATA CONTAINED IN THE SERVICES PROVIDED MEETS THE REQUIREMENTS OF FAR 121.117 (AIRPORTS: REQUIRED DATA) AND APPLICABLE SECTIONS OF SUBPART I (AIRPLANE PERFORMANCE OPERATING LIMITATIONS).

THE JEPPESEN "AIRPORT FAMILIARIZATION CHARTS" CONTAIN PROCEDURES FOR OPERATING AT AIRPORTS DETERMINED BY THE ADMINISTRATOR TO REQUIRE SPECIAL QUALIFICATIONS AS DEFINED IN THE CURRENT ADVISORY CIRCULAR AS-121.445 (*). THE ADMINISTRATOR HAS FOUND THESE CHARTS TO CONTAIN ACCEPTABLE PICTORIAL MEANS TO QUALIFY EACH PILOT IN COMMAND AS REQUIRED BY FAR 121.445 (B). PRIOR TO EACH RELEASE TO A SPECIAL AIRPORT, FLIGHT CREW MEMBERS MUST FAMILIARIZE THEMSELVES WITH THE SPECIAL PROCEDURES. PRIOR TO OPERATING INTO THESE AIRPORTS, THE PILOT IN COMMAND MUST CONDUCT AN APPROPRIATE APPROACH BRIEFING USING THE CURRENT JEPPESEN AIRPORT FAMILIARIZATION CHART.

EMERY WORLDWIDE AIRLINES, INC. HAS ENTERED INTO AN AGREEMENT WITH "PENNY AND GILES AEROSPACE" TO PROVIDE CURRENT PERFORMANCE ANALYSIS FOR EACH AIRPORT AND RUNWAY EMERY USES AND FOR EACH DC-10 AIRCRAFT EMERY OPERATES. EMERY IS RESPONSIBLE FOR DETERMINING THE INFORMATION OR DATA CONTAINED IN THE SERVICES PROVIDED MEETS THE REQUIREMENTS OF FAR 121.117 (AIRPORTS: REQUIRED DATA) AND APPLICABLE SECTIONS OF SUBPART I (AIRPLANE PERFORMANCE OPERATING LIMITATIONS). FURTHER, EMERY IS RESPONSIBLE FOR DETERMINING THE AIRCRAFT AND AIRPORT DATA IN THE "ONBOARD PERFORMANCE SYSTEM" (OPS) COMPUTER ONBOARD THE DC-10 AIRCRAFT THEY OPERATE ARE KEPT CURRENT AS REQUIRED BY APPLICABLE FAR'S.

THE ABOVE DATA AND PUBLICATIONS, WITH CURRENT REVISIONS, WILL BE DISSEMINATED TO THE FLIGHT CREW MEMBERS, AIRCRAFT LIBRARIES, AND OTHER AFFECTED PERSONNEL, SUCH AS FLIGHT FOLLOWERS ON A TIMELY BASIS ANND AS RECEIVED BY OPERATIONS AND TECHNICAL PUBLICATIONS DEPARTMENTS.

Summary of Finding 1.7.1

Computerized Record Keeping Systems

No finding is justified.

All required approvals and manuals are in place. Refer to the Emery response to findings 1.2.1 and 1.3.4.

Finding 1.9.1 Computer Record Systems

Emery uses computers for much of their day to day operations. All flight planning, weather, weight and balance, crew rest, flight time and duty records are computerized. The majority of these systems have no "paper" back up. All of these systems need to be described in manuals. They should then be observed and tracked for accuracy. They should then be approved and referenced in paragraph A25 of the operations specifications. The present system is contrary to CFR 121.683 (c) and guidance contained in Manual 8400.10 page 3-973.

Emery Response

Category A. Non-compliance with the FAR.

This finding contains four separate and distinct issues and two references:

1. Flight Planning.
 2. Weather.
 3. Weight and Balance.
 4. Crew Rest and Flight and Duty Records.
- § 121.683 Crewmember and dispatcher record.
 - (a) Each certificate holder shall -
 - (1) Maintain current records of each crewmember and each aircraft dispatcher (domestic and flag operations only) that show whether the crewmember or aircraft dispatcher complies with the applicable sections of this chapter, including, but not limited to, proficiency and route checks, airplane and route qualifications, training, any required physical examinations, flight, duty, and rest time records; and
 - (2) Record each action taken concerning the release from employment or physical or professional disqualification of any flight crewmember or aircraft dispatcher (domestic and flag operations only) and keep the record for at least six months thereafter.
 - (b) Each certificate holder conducting supplemental operations shall maintain the records required by paragraph (a) of this section at its principal base of operations, or at another location used by it and approved by the Administrator.

- (c) Computer record systems approved by the Administrator may be used in complying with the requirements of paragraph (a) of this section.

[Doc. No. 6258, 29 FR 19226, Dec. 31, 1964, as amended by Amdt. 121-144, 43 FR 22649, May 25, 1978; Amdt. 121-241, 59 FR 42993, Aug. 19, 1994, 59 FR 52683, Oct. 19, 1994; Amdt. 121-253, 61 FR 2614, Jan. 26, 1996]

- Manual 8400.10 Page 3-973.

1827. GENERAL. Many operators are developing computer based recordkeeping systems, allowing more flexible and efficient maintenance of records. Some computer based systems offer electronic communications capabilities which benefit both the operator and the FAA. This section contains information and guidance to be used by principal operations inspectors (POIs) when evaluating and approving an operator's computer based recordkeeping system.

1829. REGULATORY REQUIREMENTS. Parts 121 and 135 require that operators maintain certain records on crewmembers and aircraft dispatchers. FAR 121.683(c) requires that computer based recordkeeping systems be approved by the FAA. FAR 135.63 neither specifies the method by which Part 135 operator records are kept nor requires approval of computer based record systems for Part 135 operators.

1831. GUIDELINES FOR SYSTEM APPROVAL. POIs shall ensure that operators follow certain guidelines and submit certain information when applying for approval of a computer based recordkeeping system.

- A. Approval and Evaluation Process. A Part 121 operator may apply for approval of a computer based recordkeeping system that is designed to satisfy either all regulatory requirements or specific regulatory requirements, such as training records. When evaluating a computer based recordkeeping system, POIs shall ensure that the proposed system provides a means of maintaining accurate, timely, and reliable records required by the FARs. When approving the system, POIs shall follow the general 5 step approval process described in volume 1, chapter 4, section 6 of this handbook.

(1) Application by Letter. Part 121 operators must apply for approval of computer based recordkeeping systems by letter.

- (a) Content of Letter. The letter of application must contain the following information:

- * A general description of the proposed computer based recordkeeping system (including the facilities, hardware and software to be utilized)
- * The data backup system to be used
- * Access and security procedures for both the operator and FAA personnel
- * Basic procedures for data entry personnel
- * A general description of any special procedures and capabilities

- (b) Categories of Records. The letter of application must include one or more of the following categories of records

which will be maintained by the computer based recordkeeping system:

- * Airman training records (including pilot, flight engineer, flight navigator, flight attendant, flight instructor, check airman, and aircraft dispatcher training records)
- * Aircraft qualification records (including aircraft type ratings, proficiency checks, competency checks, and line checks)
- * Flight time limitation and rest requirement records
- * Medical qualification records (when applicable)
- * Route, "special airport," and area qualification records
- * Operating experience (OE) and/or operating familiarization records
- * Pilot recency of experience records
- * Check airman, aircrew program designee (APD), and school designated examiner (SDE) designations or authorizations
- * Special training or testing requirements
- * Aircraft listings
- * Load manifests, dispatch/flight releases
- * Communication records

(2) Parallel Recordkeeping System. The POI shall ensure that any operator that requests approval of a computer based recordkeeping system retains data entry forms or other pertinent nonelectronic records in a parallel record system. The POI shall ensure that all required records continue to be maintained while the computer based recordkeeping system is being installed, tested, and evaluated, and data entry personnel are being trained to recognize regulatory terminology and requirements.

B. System Evaluation. POIs shall evaluate the computer based recordkeeping system capabilities and level of security.

(1) System Capabilities. Prior to approval, the POI should carefully evaluate the proposed computer based recordkeeping system to ensure that the system is capable of providing accurate, timely, and reliable records, as required by the FARs. The POI shall review the operator's proposed transition plan and user manual, and observe operation of the operator's existing recordkeeping system in parallel operation with the proposed computer based system. The extent of this evaluation depends on the complexity of the proposed system and its intended use. The evaluation of a system designed to comply with all regulatory requirements will be much more complex than that of a system designed to maintain records in one specific category. The POI shall ensure that system security, record retention periods, and data backups are adequate.

Potential problem areas should be identified and corrected prior to approval.

- (2) Level of Security. POIs shall evaluate the proposed system's level of security to ensure that the data base is adequately protected.
 - (a) Authorized Access. To maintain integrity of the data base and associated records, the POI should coordinate with the operator during the approval process concerning which FAA personnel will have access to the operator's recordkeeping system. One frequently used approach is to rely on controlled user access codes and passwords.
 - (b) Monitoring User Access. A representative designated by the operator should actively monitor user access and periodically review access control requirements. This representative shall be specifically identified and authorized in the operator's proposal and user manual.
 - (c) Electronic Signature. The operator should establish a procedure for allowing designated personnel such as flight instructors/check airmen, aircraft dispatcher supervisors, and flight attendant supervisors to electronically certify all record entries for which they are responsible. This certification may take one of many forms such as full name, initials, or unique identification number. Each designated person with authorization to make such entries shall be issued a unique individual access code and password in order to validate the entry. The operator may devise a system that requires the validating official to either enter a real time record into the system or complete a written transmittal document to be given to data entry personnel. If a written transmittal document is used, the identification of the validating official must become part of the record.
 - (d) Unrestricted Data Retrieval. Appropriate FAA personnel assigned to the operator should be provided with an access level which allows unrestricted data retrieval of all records required by the FARs. If the operator elects to use the computer recordkeeping system's capability for electronic designation of APDs and check airmen, an appropriate level of access should be provided to the POI or a designated representative to allow necessary data entries.
- (3) Data Backup Capability and Storage. The POI shall verify that the operator has established a backup capability to generate a complete set of duplicate records, either electronic or nonelectronic. These records should be stored in a location separate from the main information storage facility. These records may be stored in any form acceptable to the POI, including magnetic tape, magnetic or optical disk, microfiche, or printed records. The operator shall backup data as frequently as appropriate to the operator's level of operations

and system complexity. For example, a major operator may perform a simultaneous on-line data backup, while a smaller operator may perform backups at less frequent intervals.

- (4) **User Manual.** The operator shall develop a working procedures manual for day today guidance and training for the operator's employees. This manual should also be provided as a reference document for FAA user's. This manual will not require FAA approval but must include guidance in the automated recordkeeping system structure and instructions for using computer commands for such operations as data entry, data processing, data retrieval, and report generation. This manual should address system security procedures and responsibilities, including identification of personnel charged with various levels of data entry, data verification and correction, data audits, and quality control. It should also identify individuals with the authority to issue user access codes and passwords.
- (5) **Audit Procedures.** The POI shall ensure that operators' programs contain audit procedures that are adequate to assure the accuracy of the data base. The frequency and scope of these procedures should reflect the complexity of the computer based recordkeeping system and the size of the data base.

1833. GRANTING APPROVAL. When all requirements of paragraphs 1831.B.(1) through 1831.B.(5) have been met, the POI may either grant approval for the entire computer based recordkeeping system or any part of the system. This approval shall be a nonstandard paragraph in the operations specifications (OpSpecs) and shall directly reference the manual where the information in the recordkeeping system is maintained.

1835. SYSTEM SURVEILLANCE. POIs are responsible for conducting system surveillance which includes periodic inspections and audits, inspection intervals, and data entry accuracy.

- A. **Inspections and Audits.** After the computer based recordkeeping system is approved and fully operational, the POI shall ensure compliance through periodic inspections and audits. These inspections and audits shall be conducted using the same criteria as those used during the initial approval process. The POI should plan inspection intervals at least once every 12 months. The annual inspection should normally be conducted in conjunction with national program guidelines.
- B. **Inspection Intervals.** When determining inspection intervals, the POI shall consider the following:
 - * The size of the data base
 - * The system's overall sophistication level
 - * The extent of the system's security measures
 - * The capability and frequency of the system's self-audit function
- C. **Scope of the Inspection.** The POI shall determine the scope of the inspection. It may be appropriate to sample a small number of records in each category that the system is approved to maintain, or

to conduct an indepth inspection of a specific category of records, such as aircraft dispatcher training.

- D. Data Entry Accuracy. The POI shall ensure data entry accuracy during all inspections and audits. A useful evaluation tool might be to compare the operator's required records with FAA surveillance, inspection, and certification records.

Issue 1 - Computerized Flight Planning

EWA is not aware of any regulatory requirement or internal FAA guidance regarding approval of computerized flight plans.

The language contained in the finding is; "These systems should be observed by the Federal Aviation Administration." In fact these systems have been in place for years and have been observed by the Federal Aviation Administration on numerous occasions including RASIP, NASIP and DOD inspections.

References cited in the finding do not contain any language related to computerized flight plans.

Issue 2 - Weather

Operations Specification paragraph A10 is controlling.

Paragraph A10 is included in the EWA Operations Specifications. The effective date of this paragraph is 7/10/97 with amendment seven dated 5/7/99. That paragraph states:

Aeronautical Weather Data (1/11/88). The system described or referenced in this paragraph is used by the certificate holder to obtain and disseminate aeronautical weather data for the control of flight operations.

1. OPERATIONS BY SUPPLEMENTAL AIR CARRIERS, SCHEDULED CARGO AIR CARRIERS, AND COMMERCIAL OPERATORS WITHIN THE 50 STATES OF THE UNITED STATES AND THE DISTRICT OF COLUMBIA.

THE SYSTEMS DESCRIBED OR REFERENCED IN THIS PARAGRAPH ARE USED BY THE CERTIFICATE HOLDER TO OBTAIN AND DISSEMINATE AERONAUTICAL WEATHER DATA FOR THE CONTROL OF FLIGHT OPERATIONS. THE FLIGHT CONTROL CENTER WILL BE EQUIPPED WITH PRINTING DEVICES THAT ARE CAPABLE OF PROVIDING CONTRACT WEATHER SERVICES AND OTHER FLIGHT INFORMATION FOR AIRPORTS AND ROUTES EMERY WORLDWIDE AIRLINES, INC WILL FLY. GRAPHIC WEATHER CHARTS AND AVIATION FORECASTS WILL BE SUPPLIED BY NAVTECH SYSTEMS, INC., UNISYS WEATHER INFORMATION SYSTEMS, INC., KAVOURAS METEOROLOGICAL SERVICES, INC., OR A U.S. MILITARY WEATHER SERVICE. ALL DATA PROVIDED BY THESE SERVICE ORGANIZATIONS IS SUPPLIED TO THEM BY THESE SERVICE ORGANIZATIONS IS SUPPLIED TO THEM BY THE U.S. NATIONAL WEATHER SERVICE. WEATHER BRIEFINGS MAY BE OBTAINED FROM U.S. MILITARY SERVICES OR FAA FLIGHT SERVICE STATIONS. EMERY WORLDWIDE AIRLINES, INC. FLIGHT OPERATIONS OFFICE, OR LOCAL ATC TOWER BY DIRECT TELEPHONE. THE PILOT IN COMMAND (PIC) WILL NOT BEGIN A FLIGHT UNLESS HE IS THOROUGHLY FAMILIAR WITH THE REPORTED AND FORECAST WEATHER CONDITIONS ON THE ROUTE OF FLIGHT, CURRENT

REPORTS AND INFORMATION ON AIRPORT CONDITIONS, AND ANY IRREGULARITIES OF NAVAIDS.

DURING THE FLIGHT, THE PILOT IN COMMAND (PIC) AND THE EMERY WORLDWIDE AIRLINES, INC.'S FLIGHT FOLLOWERS MUST OBTAIN ANY ADDITIONAL INFORMATION REGARDING WEATHER, AIRPORT CONDITIONS, AND IRREGULARITIES OF NAVAIDS, WHICH MAY AFFECT SAFETY OF THE FLIGHT.

3. OPERATIONS BY SUPPLEMENTAL AIR CARRIERS, SCHEDULED CARGO AIR CARRIERS, AND COMMERCIAL OPERATORS OUTSIDE THE 50 STATES OF THE UNITED STATES AND THE DISTRICT OF COLUMBIA. PURSUANT TO THE PROVISIONS OF SECTION 121.3 OF FEDERAL AVIATION REGULATIONS, THE CERTIFICATION AND OPERATING RULES OF FAR 121 APPLICABLE TO SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS, ARE AUTHORIZED FOR OPERATIONS BY SUCH CARRIERS OVER ROUTES AND TOURE SEGMENTS LOCATED OUTSIDE THE 50 STATES AND THE DISTRICT OF COLUMBIA. WEATHER REPORTS PREPARED AND RELEASED BY US MILITARY WEATHER SERVICE OR A SERVICE APPROVED BY THE I.C.A.O. (INTERNATIONAL CIVIL AVIATION ORGANIZATION), MAY BE USED TO CONTROL FLIGHTS MOVEMENTS OVER SUCH ROUTES OR ROUTES SEGMENTS IN LIEU OF WEATHER REPORTS, PREPARED AND RELEASED BY THE U.S. NATIONAL WEATHER SERVICE, OR BY A SOURCE APPROVED BY THE U.S. WEATHER SERVICE.

Issue 3 – Weight and Balance

Operations Specification paragraph E96 is controlling.

Paragraph E96 is included in the EWA Operations Specifications. The HQ Control date of this paragraph is 1/29/99 with revision 01b 12/11/1999. That paragraph states:

E096. Weight and Balance Control Procedures

The following procedures have been established to maintain control of weight and balance of the certificate holder's aircraft operated under the terms of these specifications (identified below) and to ensure that these aircraft are loaded within the gross weight and center of gravity limitations:

- f. Procedures by which either actual or approved average passenger and crew weights may be used are in the operator's weight and balance control program.
- g. Procedures by which either actual or approved average baggage weights may be used are in the operator's weight and balance control program.
- h. The actual passenger and baggage weights shall be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.
- i. All aircraft shall be weighed in accordance with the procedures for establishing individual or fleet aircraft weights outlined in the operator's weight and balance control program.

- j. The following loading schedules and instructions shall be used for routine operations:

Aircraft M/M/S	Type of Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedures
DC-8-62 DC-8-62F DC-8-63 DC-8-63F DC-8-71 DC-8-71F DC-8-73 DC-8-73F	Computer	DC-8 Data Book	W & B Manual
DC-10-10F	Computer	AOM Volume II Chapt. 19	W & B Manual

Document references by volume, chapter, etc.

Issue 4 – Crew Rest and Flight and Duty Records

The material referenced in this finding deals with the approval process of computerized record systems. While Emery concedes the use of a computerized crewmember records system was not in Emery's operations specifications at the time of the inspection, the question now is; Did Emery have reason to believe the FAA had approved its use?

During the last quarter of 1997, Emery experienced several occasions where flight crew members exceeded 30 hours in 7 days. These violations were self disclosed by Emery. The comprehensive fix was not approved by the FAA and a Letter of Investigation (LOI) was issued by the FAA (File Number 98WP150009)

98WP150009 was answered with the notification that the Bornemann automated system would be used. Revision 63 to the Emery General Operations Manual (GOM) was issued on 01/31/98 which outlined the policy and procedures to be followed in the use of the Bornemann system.

There is no doubt that the procedures contained in the FAA Agency Order 8400.10, Vol. 3, Chapter 11, Section 4 were not followed in approving the Bornemann automated flight crew tracking program, however, the question remains; Did the FAA action in closing the LOI and accepting the revision to the GOM constitute approval, even without its inclusion in A2x of Emery's operations specifications?

The Bornemann system has been observed on numerous occasions by the Federal Aviation Administration. In the time Emery has been utilizing the Bornemann system numerous inspections have been conducted on Emery, including RASIP and DOD inspections. Emery's previous CHDO used reports generated by the Bornemann system to insure Emery's compliance with flight and duty time regulations.

L.O.I.

Summary of Finding 1.9.1

Flight Planning

No finding justified.

The reference material does not apply.

The system has been observed by the FAA on numerous occasions, including NASIP, RASIP and DOD inspections.

All required user's manuals are in place.

Weather

No finding justified.

The reference material does not apply.

The system has been observed and approved by the FAA in operations specification A10 issued to Emery.

All required user's manuals are in place.

Weight and Balance

No finding justified.

The reference material does not apply.

The system has been observed and approved by the FAA in operations specification E96 issued to Emery.

All required user's manuals are in place.

Crew Rest and Flight and Duty Records

No finding justified.

The system was approved by the FAA when reports generated by the computerized system were used by Emery's previous CHDO to insure compliance with crewmember flight and duty regulations.

All required user's manuals are in place.

Emery concedes the process recommended in the FAA Order 8400.10 was not followed.

To that end Emery submitted a letter to the POI requesting use of the Bornemann system.

Emery has received conditional approval of the Bornemann system and operations specification A25 was issued effective 3/30/00. Paragraph A25 contains the following conditional language:

A parallel system of records consisting of the actual Log Book pages with the flight and duty times will be kept to verify the data.

Finding 1.9.2 Control of Forms

The types of records used to track the various required areas of training and operation change frequently. The forms do not indicate if they have been reviewed or "Approved" by the Federal Aviation Administration. All approved forms should be placed in an approved manual, and then controlled. This is contrary to guidance contained in Manual 8400.10 page 3-253, paragraph 467 (B).

Emery Response

Category C. Systemic deficiencies that could cause non-compliance with regulatory requirements.

Flight crew member training forms are contained in chapter 11 of the Emery Training Manual. This manual is an approved document evidenced by the previous POI's signature on the list of effective pages under the statement "INITIAL APPROVAL". This method of approval is consistent with guidance contained in FAA Order 8400.10, Vol. 3, Chapter 15, Section 5, paragraph 2109 (A) (3).

2109. PHASE FIVE: GRANTING FAA APPROVAL. Phase five consists of the POI granting FAA approval to manuals, manual sections, and checklists. During this phase the POI must formally notify the operator of the approval and also complete a specific record of the approval. For manuals, manual sections, and Part 135 aircraft operating checklists which are not required to have FAA approval, written notification of acceptance is not required and shall not be given (see paragraph 2099 of this section).

A. Notification of Approval. When the POI decides to approve a document, manual, manual section, or checklist, the following procedures apply:

For a document, manual, or checklist that contains page control sheets, the POI shall annotate both copies of the page control sheets with the phrase "FAA Approved." Under the words "FAA Approved," POIs shall enter the effective date of approval and sign both copies. The operator may preprint the words "FAA Approved" and blank lines for the date and signature on the page control sheets or the POI may use a stamp to add the approval annotation on each sheet.

Summary of Finding 1.9.2

Control of Forms

No finding justified.

Forms in use at Emery are contained in the FAA Approved Training Manual, chapter 11.

Finding 1.9.3 Tracking of Consolidation of Knowledge

Emery is not tracking consolidation of knowledge times. Crews are required to track their times and notify the company if they are going to have difficulty flying the required time prior to cutoffs. The present "Accepted" system needs to be amended to require Emery to track this requirement. CFR 14 121.683 a9s) (1) requires the company to maintain current records of this requirement.

Emery Response

Category B. Contrary to guidance developed by the certificate holder and or accepted by the FAA.

As stated in the finding, the procedure in use at Emery is accepted and in compliance with the guidance set forth by the company.

Emery has agreed to revisit the issue and will develop a program with more company participation in the tracking of consolidation time.

Summary of Finding 1.9.3

Tracking of Consolidation of Knowledge Times

No finding is justified.

The procedure in place has been accepted by the previous POI.

The inspection team was unable to discover any violation of the section of 121.434 that addresses consolidation of knowledge and skills limitations.

Summary of All Findings

Finding Number	Category	Finding	Reference
1.2.1	B	No	Page 8
		No	Page 8
		No	Page 9
		No	Page 9
1.2.2	B	No	Page 10
1.3.1	B	No	Page 12
1.3.2	B	Yes	Page 13
1.3.3	C	No	Page 15
1.3.4	B	No	Page 15
1.3.5	B	No	Page 16
1.4.1	C	Yes	Page 16
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1.4.3	B	No	Page 17
1.5.1	B	No	Page 23
1.5.2	B	No	Page 30
1.6.1	B	No	Page 31
1.6.2	B	No	Page 33
1.7.1	B	No	Page 35

1.9.1	A	No	Page 40
		No	Page 40
		No	Page 41
		No	Page 42
1.9.2	C	No	Page 44
1.9.3	B	No	Page 45



April 18, 2000

Mr. Bob Groszer
Manager FSDO
4240 Airport Rd.
Cincinnati, OH 45226

Dear Mr. Groszer:

This letter constitutes a formal response to the Federal Aviation Administration (FAA) Regional Aviation Safety Inspection Program (RASIP), dated February 1, 2000.

Mr. Melvin T. Graves, Director of Operations, and I have worked in concert to provide you and your staff this detailed comprehensive response to the alleged findings.

Emery Worldwide Airlines (EWA) exhibits an aggressive response to the three (3) identified Airworthiness Category A findings, by letter, to Mr. Harold Camden, dated March 21, 2000, to substantiate compliance with the Federal Aviation Regulation (FARs).

We would like to express our appreciation of the sincere, focused position of the EWA assigned Principal Inspectors of the prior review of the findings with us. This continued face-to-face communication will promote safety and a true team work relationship with your office.

attachment

Sincerely,

Thomas M. Wood
Senior Director Quality Control/Assurance

cc: Kent Scott
Rene' Visscher
Melvin T. Graves
Richard Hagquist

TMW/lc



March 21, 2000

Mr. Harold Camden
EWA PMI
4240 Airport Rd.
Cincinnati, OH. 45226

Mr. Camden:

This letter formally acknowledges the receipt of the Great Lakes Federal Aviation Administration (FAA) Regional Aviation Safety Inspection Program (RASIP) Report, by Emery Worldwide Airlines (EWA) President and Chief Operating Officer, Mr. Kent Scott on February 29, 2000.

The purpose of this initial response is to immediately provide you formal responses to three airworthiness findings, to substantiate compliance with the Federal Aviation Regulations. This action is a follow-up to our discussion here at Dayton, Thursday, March 16, 2000.

FINDINGS: 2.5.3, 2.10.2, and 2.10.5.

Mr. Jim Hooser, an outside ex FAA consultant reporting to Mr. Scott, has been assigned as the RASIP Response Coordinator who will, with Ted Graves and I, prepare the responses.

Thank you for your support in this matter.

attachment

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas M. Wood".

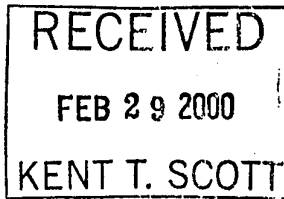
Thomas M. Wood
Director Quality Control

cc: Kent Scott
Ted Graves
Rene' Visscher

TMW/lc



U.S. Department
of Transportation
**Federal Aviation
Administration**



Federal Aviation Administration
Flight Standards District Office
4240 Airport Road
Cincinnati, Ohio 45226
PH# 513-533-8110

cc: Tom Wood
Ted Graves

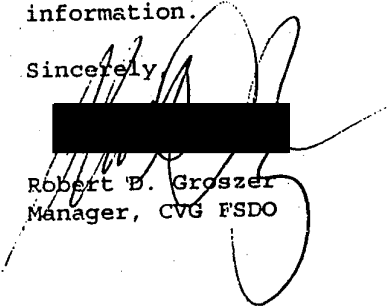
February 28, 2000

Mr. Kent Scott
Emery Worldwide Airlines
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Scott:

I have enclosed a copy of the Great Lakes Region's RASIP Report for your information.

Sincerely,



Robert E. Groszer
Manager, CVG FSDO

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREAT LAKES REGION
FLIGHT STANDARDS DIVISION

REGIONAL AVIATION SAFETY
INSPECTION PROGRAM (RASIP)

Emery Worldwide Airlines

14 CFR PART 121

Inspection Dates:

January 18 through January 28, 2000

Program Management Branch
AGL-210

EMERY WORLDWIDE AIRLINES, INC.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS DIVISION
GREAT LAKES REGION**

**REGIONAL AVIATION SAFETY
INSPECTION PROGRAM**

DATE: FEBRUARY 1, 2000

Emery Worldwide Airlines, Inc.

Air Carrier No. RRXA558B

**Ted E. Innes
Team Leader**

RASIP
EMERY WORLDWIDE AIRLINES, INC.

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EMERY WORLDWIDE AIRLINES, INC.

EXECUTIVE SUMMARY

COMPANY

Emery Worldwide Airlines, Inc., (RRXA) is a subsidiary of Emery Worldwide/CNF Transportation, Inc. The company was certificated in 1987. The corporate office was located in Redwood City California. The new corporate Office is located at One Emery Plaza, Vandalia, Ohio 45377. In December 1999, the certificate transferred to the Cincinnati Flight Standards District Office.

Emery Worldwide Airlines, Inc. (Emery), is the holder of Air Carrier Certificate Number RRXA558B. Emery is authorized to conduct Air Carrier operations pursuant to Title 14 of the Federal Aviation Regulations Part 121 under Supplemental rules. Emery presently operates thirty seven (37) Douglas DC-8s, both 60 and 70 series, and two (2) Douglas DC-10-10s. The DC-8 fleet is scheduled to add two more 70 series aircraft this summer; however, they also are beginning to modernize the fleet by parking the 60 series DC-8s. The DC-10 fleet is expanding. By the end of this year, Emery is anticipating 7 additional DC-10s will be added to the fleet. Emery's customers include Emery Worldwide (the freight forwarder), the Department Of Defense, automotive companies, computer manufacturers, and the United States Postal Service.

Emery's main Operations are at the James M. Cox Dayton International Airport, Vandalia, Ohio. The company employs a total of 1209 people, including 412 Flight Crew Members (Captains, First Officers, Second Officers and Professional Flight Engineers) and 380 mechanics. Emery does B Checks locally; however, the remainder of the heavy maintenance is done elsewhere on contract.

Emery has just occupied a new facility at the Dayton/Cox Airport. All organizations are located in this facility, with the exception of flight training. The Training Facility is also in Vandalia, approximately 10 miles from the new building. This facility contains classrooms, two DC-8 simulators (a level B, DC-8-61, and a level C, DC-8-71), DC-8 Cockpit Procedural Trainer (CPT) and all crew records.

INSPECTION

This inspection was conducted following the National Aviation Safety Inspection Program (NASIP) guidelines and checklist. It was conducted to evaluate the condition of the certificate at the time of the certificate transfer. It was also conducted to ensure compliance with all applicable Federal Aviation Regulations and guidance. The inspection was conducted from January 18-28, 2000. The FAA Team was comprised of a Team Leader, four Operations Inspectors, five Maintenance Inspectors, one Avionics Inspector, and two Security Inspectors. All inspectors were current and qualified on the aircraft operated by Emery. All Inspectors are from the Great Lakes Region.

The Inspection Team conducted an "Out Brief" for the Cincinnati FSDO and Emery management at the Emery facility at 1:00 PM, on January 28, 2000. At this briefing all major findings were discussed.

This report is divided into four sections: Executive Summary, Operations Findings, Airworthiness Findings and Security Findings. The Operations and Airworthiness sections contain three main headings under each inspection area: 1. Description, 2. Inspection Data, and 3. Findings.

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1.1 Management and Administrative

DESCRIPTION:

Emery Airlines offices are primarily located in the new facility at the John M Cox Dayton International Airport. The Management and Administrative staff is organized and conventional in structure. The President has eight Directors and two Vice Presidents managing the departments. The Director of Safety reports directly to the President. All required positions are easily identified, and described in various manuals.

INSPECTION DATA:

Emery Airlines management and administrative offices are located in the new facility at Dayton International Airport. All management positions required by Federal Aviation Regulations are filled and identified in Operations Specifications, paragraph A-6, and in manuals. Interviews were conducted and resumes were reviewed for Managers.

FINDINGS:

None

1.2 OPERATIONS SPECIFICATIONS

DESCRIPTION:

Emery provided a copy of the original Operation Specifications to the team for review. A copy of the current Operations Specifications is contained in the General Operations Manual for the crew's reference. The present Operations Specifications were issued by the San Jose FSDO in California prior to the certificate transfer. They were issued using the Automated Operation Specifications System. The Cincinnati FSDO is going to be equipped to use this system by February 29, 2000. At that time several paragraphs will need to be updated or amended.

INSPECTION DATA:

Present Operations Specifications were compared to the present operational requirements of Emery. The Air Carrier Inspector Handbook, 8400.10, and the NASIP checklist were also referenced.

FINDINGS:

1.2.1

Paragraph A-26: Emery is presently using computers to flight plan, obtain weather, and to track crew rest and duty requirements. These systems should be observed by the Federal Aviation Administration;

and then "Approved" in paragraph A-25. The procedures recommended in the Air Transportation Operations Inspector Handbook, 8400.10 page 3-973 and CFR 14 121.683 (c), should be followed.

1.2.2

Currency of Operations Specifications: The present Operations Specifications were issued by San Jose FSDO in California. They were issued using the new Automated Operations System. There are some minor errors. Emery has been issued the paragraph for Approved Carry On Baggage Program. This and other minor errors should be corrected as soon as the Cincinnati FSDO can issue Automated Operations Specifications.

1.3 MANUALS AND PROCEDURES

DESCRIPTION:

Emery has numerous operations manuals. These manuals include General Operations Manual (GOM), Aircraft Operating Manuals (AOM) for the DC-8 and DC-10 including Minimum Equipment Lists (MEL), Anti-ice/De-ice Manual, and a Training Manual. Emery distributes manuals from their Technical Publications Section, located in the Training Center, at 7400 Webster Dr., Vandalia, Oh. The Technical Publications Center appears well organized and staffed.

INSPECTION DATA:

Specific manuals were reviewed for currency, and content using the NASIP checklist, CFRs, and the Air Carrier Inspector Handbook (8400.10). The following manuals were reviewed: GOM, AOMs for the DC-8 and DC-10, MELs for the DC-8 and DC-10, Training Manuals, checklists, and the Anti-ice/De-ice Manual

FINDINGS:

1.3.1

All Manuals: Several of the manuals have not been updated in over two years. All manuals need to be regularly reviewed for content and currency. All references to the Boeing B-727 should be removed. It is very difficult to determine what is approved, or accepted. All "Approved Data" should be clearly identified. This is contrary to guidance in the Air Transportation Operations Inspector Handbook, 8400.10, page 3-2070, paragraph 2101.

1.3.2

Training manual: The training manual is on an "Initial Approval" that has been in effect for approximately five years. Handbook guidance suggests that two years is the limit for an initial approval. The DC-10 training is described in a separate document that stated "DRAFT". It is in a different format than the Training Manual. This training also reflects "Initial Approval" and is two years old. This is contrary to guidance contained in Air Transportation Operations Inspectors Handbook 8400.10, page 3-179 through 3-185.

The entire Training Manual needs to be re-done to reflect the training that is actually being accomplished. The company's training appears to meet or exceed requirements; however, the actual manual is not being

followed. The manual should reflect the training that is being done. Particular attention should be placed on training times as recommended in the Air Transportation Operations Inspector Handbook 8400.10, Chapter 3. This should be accomplished on a schedule negotiated with the Principal Inspector assigned to the Emery certificate management team.

The Training Manual does not contain:

- 1) A list of ground Instructors (This list should name the instructor, and what they can teach)
- 2) A list of flight and simulator Instructors
- 3) A list of Check Airmen (This should state what checks the airman is authorized to accomplish.)
- 4) A list of facilities, training devices, mockups, system trainers, procedural trainers, or other training aids. (CFR 14 121.403(b)(2))
- 5) A complete syllabus for check airmen training . (No simulator training.)
- 6) All training records need to be recorded on approved forms. No forms are presently in the manual. Emery creates forms as necessary without approval.

The Training Manual needs to be corrected in the following areas:

- 1) Engine out ferry flight training needs to be restricted and described. Presently all pilots at Emery are authorized to do engine out ferry. This is not as recommended in current guidance. This entire program needs to be observed and approved.
- 2) Initial Emergency Training needs to accurately reflect that the crews are doing the one-time exit drill. CFR 14 121.401 (c)
- 3) Remove all references to the Boeing B-727.
- 4) Remove all references to Advanced Qualification Training (AQP). All AQP training has been discontinued.
- 5) All training segments need to reflect the required times.

1.3.3

Anti-Ice/De-Ice Manual: This manual requirement is accomplished by adding a chapter in the General Maintenance Manual (GMM). This program should be approved by the Principal Operations Inspector. The chapter in the GMM is not signed or stamped as "Approved". This information needs to be available for use by ground and flight crews. It is presently difficult to determine if information is current, because portions of the information are located in several other manuals, including the GOM, the AOMs, and the GMM.

1.3.4

A Computer Record Guide: A users manual for all computer record systems should be developed. The manual should describe responsibilities, and procedures for the entry and use of all data. The Federal Aviation Administration should have access to this manual. Air Transportation Operations Inspector Handbook, 8400.10, Vol. III, page3-975, paragraph 1831 (4).

1.4 OPERATIONS TRAINING

DESCRIPTION:

All ground training is conducted in Emery's Training Center. The Training Center is bright, well lighted, clean and well equipped. Two large classrooms, and several smaller briefing rooms are available. Flight

training for the DC-8 is done primarily in this facility. A DC-8-61 level B simulator is presently being used for most flight training. A level C, DC-8-71 simulator is being installed. It should be certified in the next month. They also have a DC-8 Cockpit Procedural Trainer. All DC-10 flight training is being accomplished with rented simulators. The primary source is the United Airlines Training Center in Denver, Co.

INSPECTION DATA:

The Emery Training Manual was reviewed to determine what training is presently taught by the company. No training was observed during this inspection. Seventy two crew records were reviewed to determine compliance with current guidance. All of the records for check airmen were audited.

FINDINGS:

1.4.1

Check Airman Records: Check Airman records did not show simulator training for check airman duties. Two records contained no record of FAA Observed Operating Experience. Many forms for documenting completion of training are either inaccurate or incomplete. None of these forms are controlled. This is contrary to guidance in the Air transportation Operations Inspectors Handbook, 8400.10, Vol. III, page 3-961.

1.4.2

Inaccurate references: All references to Advanced Qualification Training should be removed from manuals. All references to the Boeing B-727 training should be removed from manuals. This is not in compliance with guidance contained in the Air Transportation Operations Inspector Handbook, Vol. III, page 3-2055 paragraph 2077.

1.4.3

Training Hour Requirements: Emery is providing more training than indicated in the Training Manual. The manual should accurately reflect the training accomplished. The required hours should be clearly spelled out in the manual. This is not as recommended in the Air Transportation Inspectors Handbook, Vol. III, page 3-178 paragraph 319 (C)

1.5 CREWMEMBER QUALIFICATIONS

DESCRIPTION:

Flight crews attend ground training at Emery's training facility in Vandalia, Ohio. All initial training can be completed in this facility. Located in the same facility are two DC-8 simulators, and a DC-8 cockpit procedural trainer. DC-10 simulator training is completed at the United Airlines training facility in Denver, Co. Flight Follower training is being completed, however it is not clearly delineated. It is difficult to determine if they train as Flight Followers or Dispatchers. Emery staffs the position with only licensed dispatchers.

INSPECTION DATA:

No training was being conducted while the RASIP Team was present. No direct observation of training was possible. Emery presently employs 412 crew members. All check airman records were reviewed. In addition, ten crew members in each crew position in each aircraft were randomly selected and audited. A

total of 72 crew records were audited. The training records for Flight Followers were located in the Flight Following area. Six (Half) of these records were audited.

FINDINGS:

1.5.1

Crews are certifying completion of Emergency training. CFR14 121.401 (c) requires this training be certified by a qualified instructor. This procedure has been allowed in the past, however it is not in compliance with current guidance or regulations.

1.5.2

Flight Followers are getting Basic Indoctrination, some are tracking flights, and a few have Hazardous Material Training. Training was given for the MEL, and for Anti-Ice/De-Ice. Once again it is inconsistent. The company need to decide what training they need to give these people, and then consistently provide the training. The training should be described in the Training Manual. Some are tracking annual flight time. (Their GOM requires them to fly 5 hours a year.) Records are very inconsistent. This is not in compliance with guidance contained in the Air Transportation Operations Inspector Handbook 8400.10, Vol. III, page 3-617. Paragraph 1203.

**1.6 DUTY/FLIGHT TIME LIMITATIONS
AND REST REQUIREMENTS**

DESCRIPTION:

Emery has recently reverted to following all the supplemental and international crew requirements for rest, flight, and duty periods. A previous Exemption had allowed them to follow the domestic rule. The company uses a computerized system developed by the Bornaman Company.

INSPECTION DATA:

Crew records for the last year were reviewed.

FINDINGS:

1.6.1

Computer Records: Emery company is not approved to use computer record systems in their manuals or in their Operations Specifications. CFR 14 121.683 requires this system be approved by the Federal Aviation Administration. To date, the system is not approved, and the company does not have a paper system in place to track these requirements. (See Finding 1.9.1)

1.6.2

Control of Records: No procedures are described in any manual to demonstrate how these records are being maintained. The computer system being used has prevented Emery from making errors tracking crew requirements, however the control of the system is all informal. The procedures need to be described, and then approved by the Principal Operations Inspector. This is not in compliance with current guidance

contained in the Air Transportation Operations Inspector Handbook 8400.10 Vol. III, page3-961, paragraph 1807.

1.7 FLIGHT OPERATIONS

DESCRIPTION:

Emery is an all cargo, day and night operation. Their primary Hub is in Dayton, Oh. They operate both domestically and internationally. They maintain a Flight Following system for control. This system uses Navtech Flight Planning Computer system for all flights. This system also includes weather and winds aloft information. The company also uses a computer system to calculate runway analysis.

Crew Scheduling, Flight Following and Maintenance are all co-located in a new facility.

INSPECTION DATA:

Several Trip records were reviewed for completeness and accuracy. The Supervisors of the Flight Following and Crew Scheduling offices were both interviewed. The Assistant Director Of Operations was also interviewed concerning runway analysis. In addition, five aircraft were ramp checked. A team of Inspectors also observed night operations on the ramp, in Maintenance Control, Crew Scheduling, and in Flight Following.

FINDINGS:

1.7.1

Computerized Record Keeping Systems: The computer systems used to flight plan do a good job. The company should develop manuals for the use of these systems at Emery. The systems should then be formally "Approved" by The Principal Operations Inspector. The system used to calculate runway analysis needs to be described in a manual, and then formally "Approved" by the Principal Operations Inspector. (See Finding 1.9.1)

1.8 FLIGHT CONTROL

DESCRIPTION:

Flight Operations was inspected using the NASIP checklist for guidance. Only items applicable to an all cargo, supplemental operation were examined. Emery is a mostly night domestic and international operation. The Flight Following releases flights from the Flight Following Center in the main Emery building. These flights may be scheduled, or on demand.

INSPECTION DATA:

To evaluate this facility, the RASIP Team spent several hours observing normal operations. In addition the manager of this section was interviewed. A flight was also simulated from Dayton, OH, to the Phoenix, AZ. This flight was planned at maximum cabin weight. Emery uses the Navtech system for flight planning. This program allows them to use preferred or random routes. Weather was checked and

alternate airports were selected. Another computer system also generated all required performance data for departure and arrival.

FINDINGS:

None

1.9 OPERATIONS RECORDS

DESCRIPTION:

Emery maintains all required trip records in a file system located in the primary facility in Vandalia, OH. These records are maintained for one year. The crews leave a copy of all flight records at the departure location. These records are mailed to Emery after the flight departs.

Crew records are maintained at the Emery Training Center. Flight Follower training records are maintained by the supervisor.

All crew records for required rest, flight time and duty time limits are computerized. These records are maintained in the Flight Following/Scheduling Offices. Crews are required to track their own Consolidation time. The company is notified if the crew member is going to have difficulty meeting the time requirements.

Emery tracks high weather minimums using a computer system.

INSPECTION DATA:

Twenty trip records were selected for random audit. In addition, several hours were spent in Flight Following. While observing Flight Following, all current records were reviewed. The Director of Training, Flight Following and Scheduling were all interviewed.

FINDINGS:

1.9.1

Computer Record Systems: Emery uses computers for much of their day to day operations. All Flight Planning, weather, weight and balance, crew rest, flight time and duty records are computerized. The majority of these systems have no "paper" back up. All of these systems need to be described in manuals. They should then be observed and tracked for accuracy. They should then be approved and referenced in paragraph A-25 of the Operations Specifications. The present system is contrary to CFR 14 121.683 (c), and guidance contained in Manual 8400.10 Page 3-973.

1.9.2

Control of Forms: The types of records used to track the various required areas of training and operation change frequently. The forms do not indicate if they have been reviewed or "Approved" by the Federal Aviation Administration. All Approved forms should be placed in an Approved Manual, and then controlled. This is contrary to guidance contained in Manual 8400.10 page 3-253, paragraph 467(B).

1.9.3

Emery is not tracking Consolidation of Knowledge times. Crews are required to track their times, and notify the company if they are going to have difficulty flying the required time prior to cutoffs. The present "Accepted" system needs to be amended to require Emery to track this requirement. CFR 121.683 (a)(1) Requires the company to maintain current records of this requirement.

Airworthiness Findings

2.1 Management and Administration

Description: Emery Worldwide Airlines Management and Administration functions are primarily located at One Emery Plaza, Vandalia, Ohio. The Technical Services Organization is comprised of five major departments: Line Maintenance, Heavy Maintenance, Quality Control, Material Management, And Engineering. The Directors of each of these departments answer to the Vice President of Technical Services.

Inspection Data: Operating certificate, Maintenance Time Limits Manual (Rev 61 dated 1/04/00), Operations Specifications Parts D and E (effective 12/11/99), General Operations Manual (Rev 82 dated 11/29/99), and the Maintenance Policy and Procedures Manual (Rev 20 dated 7/31/98 and draft Rev 21).

Findings:

2.1.1

Position Description: The Director of maintenance is listed on the OPSPECS as Rene' Visscher. This does not agree with the description in the Maintenance Policy and Procedures Manual (MPP). The MPP Manual shows the Part 119 required Director of Maintenance position being shared by the Director of Line Maintenance and Director of Heavy Maintenance. The Company is operating as described in the MPP Manual. The Ops Specs do not reflect the MPP or the way the Company is operating.

2.1.2

Manager of Phase Maintenance: There is no position description in the Maintenance Policy and Procedures Manual (MPP) for the Manager of Phase Maintenance (Note: This item was corrected in the Draft revision 21 of the MPP).

2.1.3

Delegation of Authority: There is no delegation of authority mentioned in the Maintenance Policy and Procedures Manual for the Director of Maintenance and Chief Inspector positions. The team was unable to determine who assumes these positions when the incumbents are temporarily absent. (These are required management positions).

2.1.4

Administration Coordinator: Unable to find a position description in the Maintenance Policy and Procedures Manual for the Administration Coordinator position.

2.02 Operation Specifications

Description: Emery Worldwide Airlines has been issued the following maintenance related Operation Specifications (OPSPECS) paragraphs: D72, D74, D76, D83, D85,

D90, D91, D95, and E96. The OPSPECS are maintained at the corporate offices located at One Emery Plaza, Vandalia, Ohio. Copies of the OPSPECS are published in the Time Limits Manual.

Inspection Data: Maintenance Time Limits Manual (Rev 61 dated 1/04/00), Operations Specifications Parts D and E (effective 12/11/99), General Operations Manual (Rev 82 dated 11/29/99), DC-8 Aircraft Operating Manual Volume I and II (Rev 34 dated 10/25/99 and 9/01/99 respectively), DC-8 Data Book (Rev 42 dated 12/17/98), and Aircraft loading Manual (Rev 4 dated 11/16/99).

Findings:

2.2.1

Copies of the OPSPECS in the Time Limits Manual are not current. (Note: The team was shown where this was corrected in draft revision 61 to the Time Limits Manual).

2.2.2

There are no NDT or heavy check vendors listed for the DC-10 series aircraft in paragraph D-91. (HBAW 96-05C)

2.2.3

Paragraph D-72 does not include all of the documents which are involved in the Continuous Airworthiness Maintenance Program (e.g. Missing Time Limits Manual).

2.2.4

Paragraph D-82 has not been issued, yet it appears that one of the DC-10 aircraft, N68041 has proration applied to the "D" Inspection and landing gear restoration. (Note; The Operator produced a letter from the San Jose FSDO accepting the proration of the items on the aircraft.)

2.2.5

The Short Term Escalation limits in the OPSPECS do not match those listed in the Maintenance Policy and Procedures Manual (Note: The team was shown where this was corrected in draft revision 21 to the Maintenance Policy and Procedures Manual).

2.2.6

The DC-10 series aircraft are not listed in paragraph D76 (Short Term Escalation).

2.2.7

The DC-10 series aircraft are not listed in paragraph D74 (Reliability Program).

2.2.8

The current wet lease arrangements made available to the team do not match those listed in the OPSPECS.

2.2.9

FAA VIS does not reflect the same number of DC-8-71F and DC-8-73F aircraft as listed in the OPS SPECS.

2.2.10

FAA Environmental VIS for Emery Worldwide Airlines at KDAY does not reflect the correct principal inspectors or that "B" Checks are performed at KDAY.

2.03 Manuals and Procedures

Description: Emery Worldwide Airlines (EWA) manages control of its Continuous Airworthiness Maintenance Program (CAMP) by the use of its manuals system. These manuals consist of both FAA accepted publications and FAA Approved Publications. Emery's CAMP manual consists of the Reliability Program, Inspection Program and Time Limits manuals.

Maintenance manuals covering other requirements to support the Emery CAMP are Maintenance Policies and Procedures, Weight and Balance, Emery Aircraft Maintenance Manual, Fueling Manual and Minimum Equipment List.

The responsibility for the preparation of the Maintenance Manuals and the procurement of the Manufacturer's Manuals lies with the Maintenance Programs and Publications Section of the Engineering Department.

Inspection Data: Maintenance Policies and Procedures manual rev 20 and draft rev. 21, Weight and Balance, Reliability, Time Limits Manual rev 60 and draft rev.61, Inspections Procedures Manuals volumes I through V and Minimum Equipment List (MEL).

Findings:

2.3.1

Unable to locate procedures in the Maintenance Policy and Procedures Manual for scheduling maintenance between heavy checks (Team was given Revision 21 prior to completion of the inspection. Correction was addressed in chapter 3, page 10, paragraph B.1.a.).

2.3.2

Noted numerous blue pages (temporary revisions) throughout both the Maintenance Policy and Procedures Manual (MPP) and Reliability Manual (RAMP). (Team was informed that Rev. 21 to the MPP and Rev 8 to the Reliability Manual will remove all the blue Temp. Revision pages.)

2.3.3

The "A" Check inspection for the DC-8 fleet was deleted approximately one year ago. "A" Checks are still mentioned in several places in the Inspection Procedures Manual (Vol III, Chapter 2, page 3).

2.3.4

The Maintenance Policy and Procedures Manual, Chapter 4, pages 100 and 101, appear to disagree with Chapter 6, page 14, regarding how Airworthiness Directives will be recorded and tracked. The actual system in use agrees with Chapter 6.

2.3.5

The Maintenance Policy and Procedures Manual, Chapter 5, page 4, item 1, makes reference to "GMM" training. There is no "GMM"; reference should read "Maintenance Policy and Procedures Manual".

2.3.6

Unable to locate where copies of one-time RII authorizations are kept on file (Reference: Maintenance Policy and Procedures Manual, Chapter 4, page 121).

2.3.7

The Inspection Procedures manual, Volume II, Chapter I, states that personnel reviewing "C" Check packages will initial in column 1 that the card was reviewed. This was not accomplished in the "C" Check package for N961R.

2.3.8

On the "C" Inspection Package reviewed, there is no traceability between "C" Check Non-Routines and the Routine card that generated the Non-Routine.

2.3.9

The Inspection Procedures Manual Volume I, Chapter 1, page 3, item 6; wording of this paragraph appears to allow maintenance personnel (Maintenance Representatives) to "N/A" inspection items with no prior approval or authorization from Quality Control.

2.3.10

The 121 Conformity Checklist, used by Emery, has no provisions for sign-offs other than the one at the end of the checklist. This does not allow accountability for any of the personnel accomplishing the various listed tasks contained on the list.

2.3.11

The Maintenance Policy and Procedures Manual appears to be mostly policy, very little procedure.

2.04 Training Programs

Description: Emery Worldwide Airlines Maintenance Policy and Procedures Manual (MPP), chapter 5, states that the Director of Quality Control has the overall responsibility for conducting training within the Maintenance Organization of the Company. Depending on its needs, Emery uses the following types of training for Aircraft Maintenance personnel: Indoctrination, Initial, Recurrent, Special, On the Job, Quality Control OJT, and field training for both new and presently operated aircraft.

Inspection Data: Emery Worldwide Airlines Maintenance Policy and Procedures Manual Chapter 5 and Maintenance Department Training Record Files.

Findings:

2.4.1

Emery's Maintenance Policy and Procedures Manual states that indoctrination training will consist of instruction covering General Maintenance Manual overview. Emery does not use a General Maintenance Manual, Emery uses a Maintenance Policy and Procedures Manual.

2.4.2

The Maintenance Policy and Procedures Manual, Chapter 5, Page 12, does not include DC-10 training in the formal training syllabus.

2.4.3

The Maintenance Policy and Procedures Manual, Chapter 5, Page 22, does not include DC-10 on the ME001 form.

2.4.4

No formal training syllabuses noted in the Maintenance Policy and Procedures Manual or elsewhere for maintenance personnel who are given RII authorization and who do not have prior RII Authorization from other Carriers, or for Airworthiness release (AWR).

2.4.5

Training Record files are not current. Most of the files on maintenance personnel have not been updated to reflect current training status and numerous tasks such as Maintenance Service Letters, Engine Run, Taxi, etc.

2.4.6

Maintenance Service Letters training acknowledgment forms are not sent back to the training center (Reference MPP Manual). Maintenance personnel are claiming to have

completed years worth of MSL training in one day in some cases when they finally do send them in.

Comments:

The basic overview of training by the inspection team is that training at Emery appears to be very limited and sparse. Based on the data reviewed by the team, there does not appear to be any formal classroom type training except for Basic indoc and approximately 5 other systems courses. The bulk of the training activity appears to center around previous employer training, the maintenance service letter distribution program and any on the job type training that is documented. This lack of structured training became evident when the log write-ups and log pages were reviewed. There are numerous repeat write ups which seem to reoccur after they have been signed off as corrected. The ability to troubleshoot the write ups and come up with a successful fix on the first occurrence of a problem is rare.

The team recommends that Emery enhance its maintenance training program to include more formal training courses, and move away from reliance on the Maintenance Service Letters program as the apparent main source of training.

2.05 Record Systems

Description: The Emery Aircraft Records Section is located at the Hub in Dayton, Ohio. The Department functions under the Director of Quality Control. All maintenance affiliated paperwork is promptly forwarded to aircraft records on a daily basis. Line Maintenance Administration/Data Entry Section enters all write-ups from the log pages into the EWA Computer system and reviews and audits entries made by line stations. Aircraft records maintains files of current historical records, Ad Notes, filed as repetitive or terminated, Parts tags, filed by ATA, engine position, emergency equipment, and time controlled and life-limited items as well as aircraft and engine inspection records. The Time controlled and life limited items are tracked in the EWA Computer and a print out is maintained in each aircraft record file drawer. Detailed Policies and Procedures of the EWA record keeping system are located in Chapter 6 of the Maintenance Policy and Procedures Manual.

Inspection Data: Numerous B-Check packages and Aircraft Logbook entries

Findings:

2.5.1

EWA is not following their manual in completion of "B" Check paperwork sign-offs and "N/A" procedures.

2.5.2

Completed "B" Check paperwork indicates it was inspected by Quality Control; however, team inspectors found numerous items that were incorrectly filled in or not filled in at all.

2.5.3

Items repaired as Non-Routine items were signed-off without a complete description of the work that was accomplished or reference to (e.g. no maintenance manual reference stated) other accepted or approved documentation. A review of numerous aircraft logbook sign-offs revealed the same finding; most lacked a detailed description of the work performed or reference to accepted or approved data. In addition, Logbook entries show parts swapped for troubleshooting between identical systems on the same aircraft. The good system that the part was removed from did not indicate that it was operationally checked prior to release back to service. (Reference FAR 43.9)

2.5.4

Procedures being used for corrections of time on logbook pages do not appear to be following the EWA manual procedures.

2.06 Maintenance Facilities (Equipment Calibration)

Description: The EWA Maintenance Policy and Procedures Manual, Chapter 4, Section XVII contains the Calibration Control System. This section describes the method used to track calibrated tools and maintenance responsibilities for calibrated tools. Torque wrenches receive most of the attention in this section.

Inspection Data: The EWA Maintenance Policy and Procedures Manual, Chapter 4, Section XVII.

Findings:

2.6.1

The Maintenance Policy and Procedures Manual, Chapter 4, Page 149, Paragraph B.2.c. states that "Station supervisors shall ensure that Calibration Equipment Inventory Report (form MEO58) is performed on the first day of each month and forwarded by the 5th day to Materials Department". Reports (faxed copies dated 12/30/99 to 1/7/2000) were reviewed at the Materials Department. A notation was found indicating that the report from IND had not been received. The date of the team inspection of this area was 1/27/2000.

2.6.2

The MEO135 form, used for in-house calibration of torque wrenches, does not contain provisions for recording the calibration status of the test equipment used to check the torque wrenches. (Reference Order 8300.10 Vol. 2 Chap 221.)

2.08 MEL/Deferred Maintenance

Description: Emery Worldwide Airlines is authorized use of a Minimum Equipment List (MEL) for its DC-8 and DC-10 fleets by Paragraph D-95 of its Operations Specifications. The Master MELS are maintained at Technical Publications. Policies and Procedures of the MEL/CDL usage and tracking system are contained in Chapter 3 of the Maintenance Policy and Procedures Manual.

Inspection Data: Emery World Wide Airlines Maintenance Policy and Procedures Manual, FAA Master MEL, Emery Worldwide Airlines DC-10 MEL/CDL, Emery Worldwide Airlines DC-8 MEL/CDL.

Findings:

2.8.1

The team was unable to determine whether revision 22c, dated 4-19-99, of the Master MEL (MMEL), has been incorporated into the Emery DC-10 MEL. Revision 22c is stuffed into the MMEL cover jacket. The MEL located in Maintenance Control is at revision 22b, dated 11-16-98.

2.8.2

The Emery DC-8 MELs located in Maintenance Control are at revision 42, dated 5-8-98. The DC-8 MMEL is currently at revision 43, dated 12-15-99.

2.8.3

Emery is using a list titled "Maintenance Planning Discrepancy List" in Maintenance Control. This list was described by personnel as used to list items that are not covered by the MEL. The team was unable to locate procedures for use of this list in the Company Maintenance Policy and Procedures Manual. (A Flight Operations Bulletin #FOB99-001 was later produced which discusses this list.)

2.09 Weight and Balance

Description: The EWA Weight and Balance Manual is the method used to comply with the requirements of 14 CFR 121.135(b)(20); Methods and procedures for maintaining the aircraft weight and center of gravity within approved limits.

Inspection Data: 14 CFR 121.135(b)(20) and EWA Weight and Balance Manual.

Findings:

2.9.1

The Team was unable to locate procedures in EWA manuals describing how an equipment list is maintained.(Reference Order 8300,10 Vol. 2 Chap. 74)

2.9.2

The EWA Weight and Balance Manual, Chapter 3, contains the EWA weighing procedures for the Douglas DC-8 and DC-10 aircraft. In the DC-8 procedures, there is a weighing checklist form MEO133. It lists items such as Crash Ax, First Aid Kit, Life Raft, Oxygen Masks, PBE's and Smoke Goggles, which must be completed before weighing. This procedure is not called out in the DC-10 weighing procedures.

2.9.3

The Douglas DC-8-63F Weight and Balance Manual, Section 1-4, page 55.01.01, step 2F states "The airplane structure and equipment shall be in exact agreement with the applicable aircraft equipment list. All airplane equipment items shall be in their normal location". EWA weighing procedures do not contain this requirement or any similar procedure to check this.

2.9.4

There is no reference to consulting the aircraft equipment list included in chapter 3 weighing procedures.

2.10 Airworthiness Directive Compliance

Description: Entries are made into the computer system on a daily basis by the aircraft records section and audited within the section for time accuracy. There are two documents pertaining to AD's. The repetitive inspection documents and the terminated AD records. The repetitive inspection documents will be retained until the inspection is recomplied with. The terminated AD records will be permanently retained and transferred with the aircraft at the time it is sold or the termination of the lease.

Inspection Data: Maintenance Policy and Procedures Manual, AD records, and log pages.

Findings:

2.10.1

Log page 8226-25 sign-off for AD states "inspected 993CF I.A.W. EWA work cards". Unable to determine which work cards these were because they did not include the card number in the sign-off.

2.10.2

Maintenance authorization refers to AMOC 2/4/92 which pertains to a superseded AD-92-02-05. The AMOC refers to a check which is no longer done. Maintenance

authorization task code 852 330 #A-1-5233-04/07 refers to AD 93-20-02, which has no letter of AMOC. Current AD requires inspection every 100 hours; yet this inspection is scheduled every 150 hours. AMOC dated 2/4/92 for AD 92-02-05, item A3 authorizes this AMOC to be performed during an "A" Check. EWA no longer performs "A" Checks on the DC-8 fleet. EWA has an AMOC applicable to superseded AD 92-02-05. Unable to find evidence that this AMOC is applicable to the current AD 93-20-02. This applies to N993CF.

2.10.3

The Maintenance Policy and Procedures Manual, Chapter 4, paragraph 9.B.1, refers to an AD master list. EWA does not maintain a master AD list.

2.10.4

The Maintenance Policy and Procedures Manual, Chapter 4, paragraph 9.B.5, states that EWA will maintain an AD compliance list. EWA does not have an AD compliance list.

2.10.5

AD 94-06-10 states a maximum brake wear limit of 0.5 inches for part number 154252.1. Emery Inspection service check page 3 of 8 states a maximum pin depth of 0.625 inches. This exceeds the AD limit by 0.125 inches. (Emery stated that they had support documentation to support their published limit and would make it available to the team. This was not supplied to the team.)

2.11 Maintenance Programs

Description: The Inspection Programs for the Emery Worldwide Airlines (EWA) McDonnell Douglas DC-8 and DC-10 aircraft are contained in the EWA Inspection Program Manuals and the Time Limits Manual. The DC-8 Corrosion and Aging Aircraft Program requirements have been incorporated into the manuals.

Inspection Data: EWA Inspection Program Manuals, Volumes I through V, Time Limits Manual, Maintenance Policy and Procedures Manual, 14 CFR Parts 119.49, 121.367, and 121.369.

Findings:

2.11.1

The Time Limits Manual was reviewed. It appears that the operator does not follow the Manual as written.

2.11.2

The Maintenance Planning Document List is not a controlled document. This document should be incorporated into the Maintenance Policy and Procedures Manual.

2.11.3

The Emery Time Limits Manual contains part of the Operators Maintenance Program. This Manual is not included in Paragraph D-72 of the Operations Specifications.

Comment

Based on the team's observations, it appears that the DC-10's were placed in operation without first ensuring that adequate maintenance support was in place (i.e. parts, personnel training, references in company manuals to DC-10 operation, etc.). In particular, the aircraft appear to have been placed in scheduled operation without consideration to existing maintenance discrepancies; one aircraft (N68041) having been operated since delivery with chronic problems on multiple systems. During the course of the team's visit, the aircraft was continued in operation with chronic autopilot, pressurization, thrust reverser and navigation problems. Though the company appeared to address these issues between flights, their efforts to correct these discrepancies, in most cases, were unsuccessful. At the completion of the team's visit, the aircraft was scheduled to continue operation with problems still existing (deferred). The company did not give any indication to the team that the aircraft would be taken out of service for any extended length of time to finally correct these chronic problems.

2.12 Reliability Program

Description: The operation of the Emery Maintenance Reliability Program is contained in the Reliability Manual document No. EWA-51990. The Program tracks Unscheduled Engine removals, Engine shutdowns for cause, Delay and cancellations, and pilot reports. A monthly fleet reliability report is published that provides various statistical data depicting the actual operational performance of the aircraft and powerplant systems.

Inspection Data: Monthly Reliability Fleet Report, Monthly Reliability Meeting, Reliability Manual Document No. EWA-51990 and interview with the Manager of Reliability.

Findings:

2.12.1

The definition section contained in the Reliability Document does not contain definitions for some of the terms used frequently throughout the document.

2.12.2

The Data collected to be analyzed includes only non-routine items recorded in the aircraft logbook. The data source of non-routine items that are not in the log book are not used.

2.12.3

The Emery Reliability Program does not appear to be tracking components. (Reference Order 8300.10 Vol. 2 Chap. 66)

2.12.4

There appears to be no performance standards calculated for use in flagging of delays and cancellations. (Reference Order 8300.10 Vol. 2 Chap. 66)

2.12.5

The Action Notices that were reviewed did not identify what finally fixed the problem.

2.12.6

The Reliability Action Notice Summary was not being used as described in the Reliability Manual Chap. 6 page 3. (Team was supplied with a draft of Rev. 8 to the Document which corrected this item.)

2.12.7

EWA has only issued 11 Action Notices in the previous 12 Month period. Given the size of the fleet and the amount of discrepancies that were observed during the course of this inspection through review of log write-ups, this appears rather low.

2.13 Maintenance Inspection System and Required Inspection items

Description: The Emery Worldwide Airlines Inspection System is described in chapter four of the Maintenance Policy and Procedures Manual. The Quality Control (QC) Department is responsible, through the use of Inspectors and RII Inspectors, to ensure that all maintenance is performed in accordance with the FAR's, the Emery maintenance manual, and any manufacturer's maintenance or overhaul manual. The Director of Quality Control serves as the Chief Inspector for the purposes of 14 CFR 119.65. The company has 138 RII Inspectors, 1 Aircraft QC Inspector, 3 QC Inspectors, 3 QC Representatives, and 3 Quality Assurance Representatives.

Inspection Data: Maintenance Policy and Procedures Manual (Rev 20 dated 7/31/98 and draft Rev 21); Aircraft log pages for N8079U, N950R, and N68041 for the period 11/17/99 - 12/31/99; completed "B" Check packages for N500MH (12/22/99), N801GP (1/5/00), N605AL (8/26/99), N997CF (12/29/99), N993F (1/12/00), N990CF (12/10/99), and N950R (1/13/00); Authorized Maintenance Personnel Listing dated 1/13/00; and Interview with the Director of Quality Control.

Findings:

2.13.1

The DC-8 and DC-10 Inspection Programs do not address testing of FDR expanded parameters.

2.13.2

DC-8 "C" Check card 4514 is titled "Functional check VHF NAV and COMM, Compass system". This card covers considerably more than indicated in the title/description; includes TAT/SAT, Captains Altimeter, KIFIS System, GPWS, and Altitude Alerter. Recommend enhancing title/description.

2.13.3

Unable to locate where the DC-8 Air Data System is tested (other than self-test) on a regular basis.

2.13.4

Numerous steps on the DC-8 C- Check card # PRE10 require the following; "functionally check, functionally test, or perform self-test" without any procedures or reference to where procedures can be found listed on the card.

2.13.5

Unable to locate the "check and reset barometric altimeter" procedure cited on "C" Check card 4509 item #7.

2.13.6

Unable to locate a "C" check card for inspection of the UNS-IDFMS as required in the Time Limits Manual.

2.13.7

"C" Check card #PRE10, step 29 calls for a functional test of the Flight Data Recorder "using the test set and STC-3166SO Appendix D, part A test plan 92-01-01. This procedure doesn't appear to apply to the following aircraft; N500MH, N997GE, N8076U, N8079U, N8084U, N8085U, N8087U, N8091U, N832AL, N873SJ. Unable to locate a procedure which applies to these aircraft.

2.13.8

Unable to locate procedures covering lost inspection stamps in the Maintenance Policy and Procedures Manual.

2.13.9

The team was unable to locate any criteria that is used for recurrent training of RII authorized individuals.

2.16 Major Repair and Alteration Conformity

Description: The Emery Worldwide Airlines Maintenance Policy and Procedures Manual, chapter 4 section XIII contains Maintenance authorization (MA) policy and

procedures. The Maintenance Authorization (MA) form MEO24 is one of the documents EWA uses to document major repairs and alterations.

Inspection Data: 14 CFR PART 121.379, Emery Worldwide Airline Policy and Procedures Manual Chapter 4.

Findings:

2.16.1

EWA Maintenance Policy and Procedures Manual (MPP) only references form MA024 for documenting major repairs and major alterations. Major repairs are sometimes documented on contractor repair station work orders and/or on FAA 337. The EWA MPP Manual does not address the use of 337's or Repair Station work orders for documentation of major repairs or major alterations. Conformity checks of major repairs and major alterations is also not addressed in the EWA MPP Manual. FAA form 337 is mentioned in chapter 6 section II aircraft records retention policy and procedure.

2.18 Aircraft Ramp Inspections

Description: Several ramp inspections were conducted at the Dayton Hub during the course of the inspection. A Maintenance Supervisor from Emery Airlines was notified of all discrepancies on the spot.

Inspection Data: DC-8 and DC-10 aircraft available for inspection on the Dayton ramp. N8091U, N811AL, N964R, N68041, N604AL, N961R, N796FT, N873SJ, N606AL, N997GE.

Findings:

2.18.1

N8091U, #1 CSD outlet temp gage has red danger area, the other 3 outlet temp indicators exhibit a white band.

2.18.2

N811AL, Flight Deck first aid kit, yellow emergency equipment tag is unreadable.

2.18.3

N964R, #1 oil temperature gage has no upper or lower yellow arc. Fluid leak in left wheel well. Fluid dripping from tail skid.

2.18.4

N68041, #2 oil pressure gage has green arc, #1 and #3 do not. Broken bear trap between 9L and 9R (sta. 1567.5).

2.18.5

N997GE, Leaking right strut. Rivet popped on right side of fuselage with blue fluid leakage.

2.18.6

N796FT While inspectors were accomplishing their ramp an Emery loader positioning a belt loader to aircraft, slammed it into the aircraft twice due to brakes malfunctioning on the vehicle.

2.19 Aircraft Spot Inspections

Description: Several spot inspections were conducted at the Dayton Hub during the course of the inspection. All discrepancies were discussed with Emery personnel at the time the findings were discovered.

Inspection Data: DC-8 and DC-10 aircraft available for inspection on the Dayton ramp. N68041, N606AL.

Findings:

2.19.1

N68041 -Spot Inspection - On selecting APU power for #1 Bus, Captains airspeed, alt., and ADI speed control fail flag came on.

2.19.2

N606AL -Spot Inspection- Cargo Door will not hold 86 degree locking position. Door actuator was replaced.

2.19.3

N606AL Log Write-up, Auto-Pilot porpoises during all phases of flight. Maintenance signed off as, "Auto-Pilot checks good".

2.19.4

N68041 Log Write-up, 5 knot difference between Captain and First Officers ASI. Maintenance signed off, within limits.

2.20 Aging Aircraft

Description: Emery Worldwide Airlines (EWA) operates a fleet of DC-8 60 and 70 series aircraft and DC-10 aircraft. AD 87-14-06 and AD 92-22-07 apply to the Douglas DC-8 aircraft. The corrosion tasks have been incorporated into the DC-8 CAMP

inspection program. The structural program is controlled as a stand alone document and each PSE task is tracked and accomplished as individual inspections. Those PSE inspections are documented on EWA Maintenance Authorization Form ME024. Corrosion tasks are documented on the "C" and "D" Check work cards.

Inspection Data: 14 CFR Parts 39 and 121.369, Douglas Supplemental Inspection Document Report #L26-001, EWA Inspection Program Manual Volume 3 chapter 2 (Corrosion) and chapter 3 (Structural Inspection Program), AD 87-14-06 (SID), AD 92-22-07, Douglas Corrosion Document K4608, and "C" Check package for N961R. These documents and the team inspection are on the DC-8 fleet.

Findings:

2.20.1

Reviewed the last "C" Check corrosion inspections and compared the findings on the "C" Check card against both the Emery Corrosion Task Control Sheet and the Corrosion Prevention and Control Program Inspection Report Form ME031. Some of the contractor non-routine sheets indicate Level Two corrosion, yet the Emery report classified the same item as Level One corrosion. On this "C" Check there were 103 corrosion findings, with only two classified as Level Two corrosion. In reviewing the contractor non-routine sheets for work accomplished, it appears that Emery's classification and reporting of Level Two corrosion is artificially low. Reviewed the Structural Inspection Report Submitted to Douglas per the AD requirements for the past three years. This reporting is in line with the AD and Emery Inspection Program Manual requirements.

2.20.2

Emery Worldwide Airlines (EWA) Form ME031 Corrosion Prevention and Control Program Inspection Report is used to record corrosion damage found on the primary structure. The shaded area on the ME031, items 14 through 18, are to be completed by EWA Quality Control and Reliability Representatives. On the corrosion reports reviewed for the N961R "C-3" inspection, the only blocks checked were the corrosion level and local or widespread. The local block was checked on all sheets. This is contrary to the EWA Inspection Program Manual, Volume III, Chapter 2, pages 15 through 16.

Emery RASIP Inspection
January 2000
Hazardous Materials Compliance
S/A John Beckius – IND CASFU
S/A Andrew D. Huber – IND CASFU

Ramp Inspection

Four inbound aircraft were inspected for compliance with Emery's responsibilities under the Dangerous Goods (DG) regulations (49 CFR Part 175). Specifically, the areas assessed were the compatibility, separation, orientation, and securing of DG during air transportation. One of the aircraft inspected did not have any DG on board. The remaining three aircraft were carrying very low volumes of dangerous goods (a DC-10 from Dallas only had three pieces of regulated material on board). The vast majority of the DG shipments inspected contained class 2 materials. Hazardous materials inspected were properly secured and oriented. No instances requiring segregation/separation of regulated materials were found. No deficiencies were noted during the Ramp Inspection.

Inspection of Accepted Dangerous Goods

Approximately 15 pieces of DG that had been accepted by Emery were inspected at the DG transition area at the DAY hub. One shipment inspected was marked and labeled as containing a class 2 material but the shipping paper for the package indicated it contained a class 9 material. This discrepancy was brought to the attention of the Emery's Director of Dangerous Goods (Mike Massie). It could not be verified whether or not the package in question had been transported to DAY on an Emery aircraft. The remaining 14 shipments were found to be in compliance with 49 CFR.

Inspection of 90 day file

Emery is required to maintain a file of shipper declarations for dangerous goods that Emery has accepted and transported during the past 90 days. Due to the fact virtually all dangerous goods shipments transverse DAY a complete overview of the DG transported by Emery can be obtained by inspection of the 90 day file. Based on the shippers declarations reviewed the classes of DG transported most often by Emery are classes 9, 2, and 3. During the review, approximately 250 shippers declarations were reviewed. One declaration contained a small discrepancy (a shipment of liquid dangerous goods was recorded in kilograms).

Dangerous Goods Training

DG training for Emery air crews and hazardous materials specialists were reviewed as part of the RASIP. DG Specialists training consists of classroom training as well as computer based training (CBT). Initial training is conducted in the classroom; the following two years of training is accomplished by CBT. The fourth year's training is again conducted in the classroom followed by two more years of CBT. A score of 90% is required on classroom and CBT to attain and/or retain DG certification. Training and testing materials were reviewed and found to be adequate. The CBT testing program was found to be exceptionally well developed and utilized. Training records for approximately 20 DG specialists were reviewed and found to be in compliance. DG training records for 13 Emery pilots were also reviewed and

found to be in compliance although it should be noted that the test administered to the pilots had not changed in at least two years. Additionally, all pilots' tests are corrected within the class structure after the exam to reflect a score of 100% even if the pilot did not score 100% initially on his/her own.

Emery RASIP Inspection
January 2000
Hazardous Materials Compliance
S/A John Beckius – IND CASFU
S/A Andy Huber – IND CASFU

Page 2

Dangerous Goods Manual

Emery's Dangerous Goods Manual was reviewed for content and compatibility with 49 CFR and the ICAO Technical Instructions. Overall, the manual was found to be well written but outdated in numerous areas. The manual references several citations which no longer exist. Civil penalty amounts are quoted which have been changed. Additionally, the manual makes numerous references to the transportation and handling of class 6.2 materials (infectious substances) even though Emery does not accept or transport class 6.2 materials. Pertinent contact information for Government Agencies was also found to be inaccurate.

EMERY WORLDWIDE RASIP

CATEGORY OF FINDINGS

OPERATIONS

FINDING	CATEGORY
1.2.1	B
1.2.2	B
1.3.1	B
1.3.2	B
1.3.3	C
1.3.4	B
1.3.5	B
1.4.1	C
1.4.2	B
1.5.1	B
1.5.2	B
1.6.1	B
1.6.2	B
1.7.1	B
1.9.1	A
1.9.2	C
1.9.3	B

Total Operations Findings

Category A	Category B	Category C
1	13	3

AIRWORTHINESS

2.1.1	B
2.1.2	B
2.1.3	B
2.1.4	B
2.2.1	B
2.2.2	B
2.2.3	B
2.2.4	B
2.2.5	B
2.2.6	B
2.2.7	B

FINDING	CATEGORY
2.2.8	B
2.2.9	C
2.2.10	C
2.3.1	C
2.3.2	C
2.3.3	C
2.3.4	B
2.3.5	C
2.3.6	B
2.3.7	B
2.3.8	B
2.3.9	B
2.3.10	B
2.3.11	C
2.4.1	C
2.4.2	B
2.4.3	B
2.4.4	B
2.4.5	B
2.4.6	B
2.5.1	B
2.5.2	B
2.5.3	A
2.5.4	B
2.6.1	B
2.6.2	B
2.8.1	C
2.8.2	C
2.8.3	B
2.9.1	B
2.9.2	B
2.9.3	B
2.9.4	B
2.10.1	B
2.10.2	A
2.10.3	B
2.10.4	B
2.10.5	A
2.11.1	B
2.11.2	C
2.11.3	B
2.12.1	B

FINDING	B CATEGORY
2.12.2	B
2.12.3	B
2.12.4	B
2.12.5	C
2.12.6	B
2.12.7	C
2.13.1	B
2.13.2	C
2.13.3	B
2.13.4	B
2.13.5	B
2.13.6	B
2.13.7	C
2.13.8	B
2.13.9	B
2.16.1	B
2.18.1	B
2.18.2	B
2.18.3	B
2.18.4	B
2.18.5	B
2.18.6	C
2.19.1	C
2.19.2	C
2.19.3	B
2.19.4	B
2.20.1	B
2.20.2	B

Total Airworthiness Findings

Category A	Category B	Category C
3	60	18

TOTAL FINDINGS

Category A	Category B	Category C
4	73	21

1. Category A; Non-compliance with the FAR.
2. Category B; Contrary to guidance developed by the certificate holder and or accepted by the FAA.
3. Category C; Systemic deficiencies that could cause non-compliance with regulatory requirements.

EMERY WORLDWIDE AIRLINES (RRXA568B)
RASIP Response (Airworthiness)

Manual Description:

- (1) Each RASIP finding is segregated with a tab which denotes the RASIP finding number.
- (2) At the top of the first page the RASIP finding language is repeated from the FAA report.
- (3) Following the finding is the RRXA response to the finding.
- (4) If appropriate, reference data follows the RXXA response.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.1.1 Position Description

The Director of Maintenance is listed on the Ops Specs as Rene' Visscher. This does not agree with the description in the Maintenance Policy and Procedures Manual (MPP). The MPP Manual shows the Part 119 required Director of Maintenance position being shared by the Director of Line Maintenance and Director of Heavy Maintenance. The company is operating as described in the MPP Manual. The Ops Specs do not reflect the MPP or the way the Company is operating.

RRXA Response

EWA's previous FAA PMI required the referenced operations specification to be listed Rene' Visscher, Vice President Technical Services, as the equivalent position title. Per the request of EWA's new CVG PMI, EWA has revised the M.P.P. to reflect the Director Heavy Maintenance with FAR 119 Director Maintenance responsibilities and the Director of Line Maintenance acting as the FAR 119 Assistant Director Maintenance (see attachments).

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

I. TECHNICAL SERVICES ORGANIZATION

FAR 119.65 & 119.67

A. Policy

This chapter provides the duties and responsibilities for the key personnel in the Technical Services Organization and is not intended to reflect each person's duties and responsibilities in the respective departments/sections. Each department head is responsible to maintain these descriptions.

The EMERY WORLDWIDE AIRLINES' Technical Services Organization is comprised of five major departments which include the necessary branches to accomplish the requirements of the Continuous Airworthiness Maintenance Program approved by the FAA. The Technical Services Organizational Chart is contained on the next page.

B. Technical Services Organizational Chart

The Technical Services Organization functions under the management control of Directors who are directly responsible to the Vice President of Technical Services for the overall efficient management of the organization.

The Director of Maintenance requirement under 119.65(a) and 119.67 is assigned to the Director of Heavy Maintenance and is supported by the Director of Line Maintenance acting as the Assistant. The detailed responsibilities of the Technical Services Organization in achieving its objectives in the Continuous Airworthiness Maintenance Program is contained in this manual.

The Airline Safety Department is contained in this section in compliance with FAR 119.65. This department reports directly to the President and Chief Operating Officer. Operating policies and procedures for this department are contained in the EWA Safety Manual.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

II. KEY TECHNICAL SERVICES MANAGEMENT PERSONNEL FAR 119.65 & 119.67

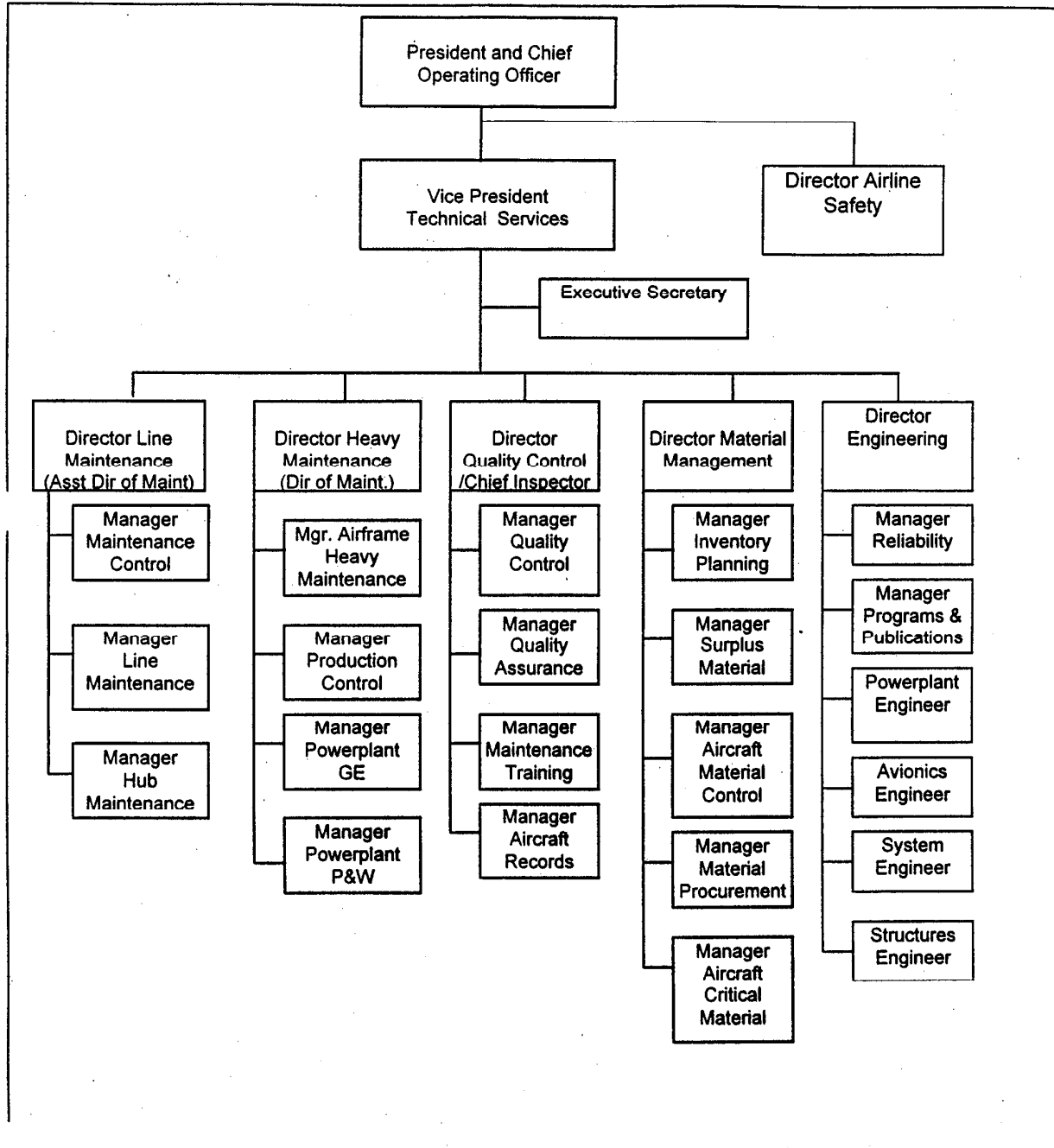
The following list represents EWA full-time Key Management positions of the Technical Service Organization. The persons listed with an asterisk (*) presently hold the named positions required by FAR 119.65 and 119.67 as applicable.

President and Chief Operating Officer	Kent Scott One Lagoon Drive Redwood City, CA 94065 (650) 596-9600
Vice President Technical Services	Rene Visscher Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 (937) 415-7502
* Director Quality Control FAR (Chief Inspector)	Thomas M. Wood Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 (937) 415-7830
* Director Line Maintenance FAR (Asst Director of Maintenance)	David Ungemach Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 (937) 264-6204
* Director Heavy Maintenance FAR (Director of Maintenance)	Timothy Alman Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 (937) 415-7560
Director Material Management	Tracy Chaplin Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 (937) 415-7530

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURE MANUAL

II. COMPANY TECHNICAL SERVICES ORGANIZATIONAL CHARTS

A. Technical Services Organizational Chart



EMERY WORLDWIDE AIRLINES (RRXA658B)
RASIP Response (Airworthiness)

Finding 2.1.2 Manager of Phase Maintenance

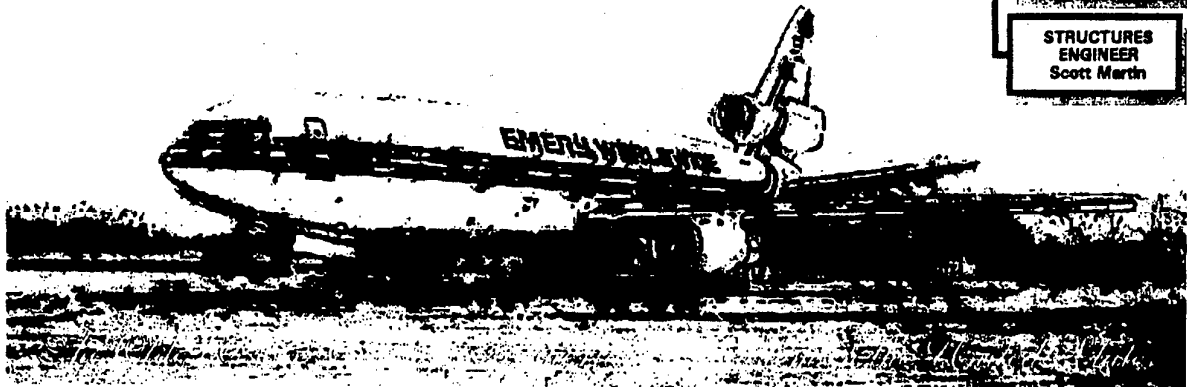
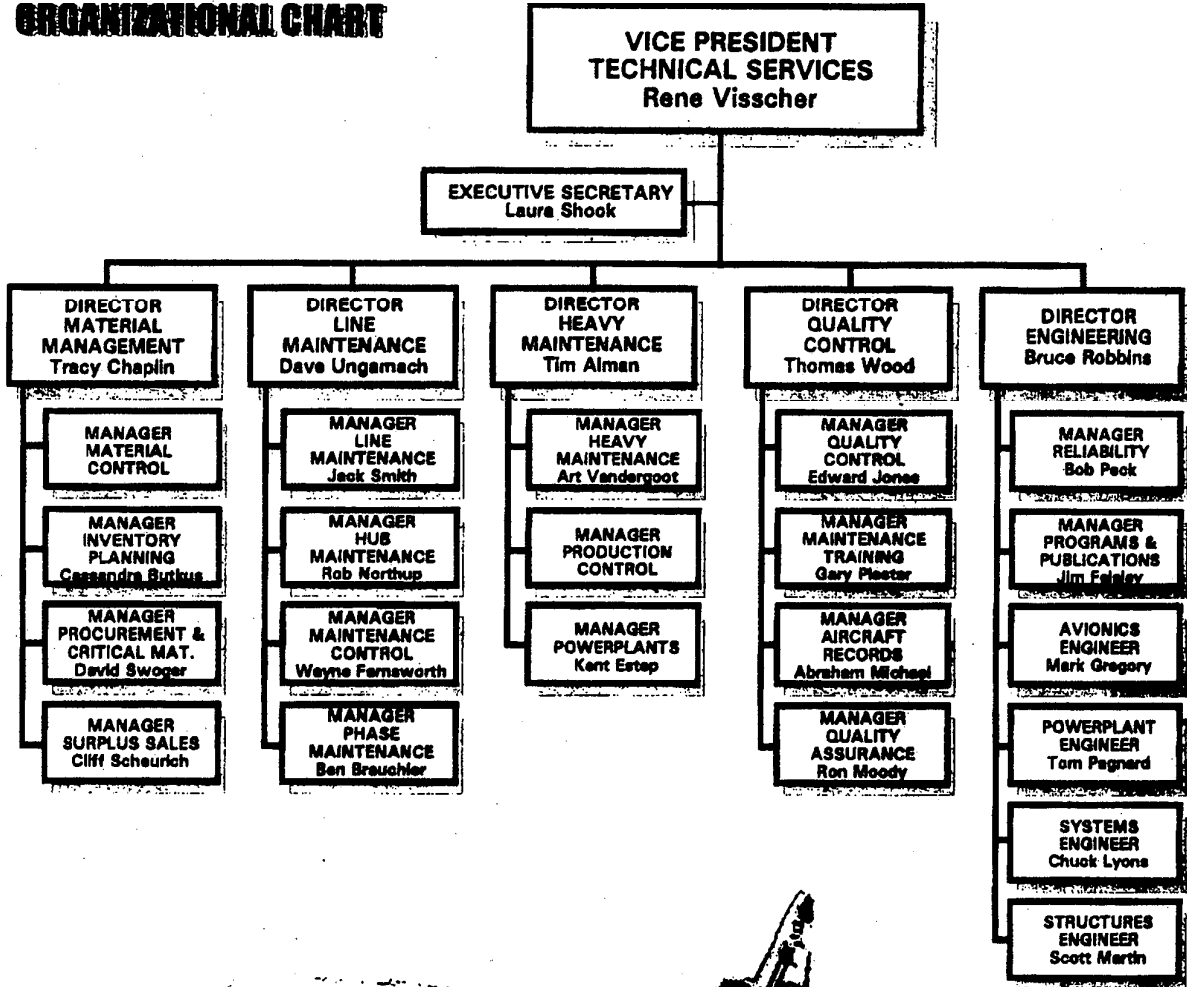
There is no position description in the Maintenance Policy and Procedures Manual (MPP) for the Manager of Phase Maintenance (Note: This item was corrected in the Draft Revision 21 of the MPP).

RRXA Response

This write-up was made using the EWA hand-out provided to the RASIP Inspectors for an introduction to EWA. The M.P.P. Manual reflects the current organizational chart.

EWA does not consider this to be a finding.

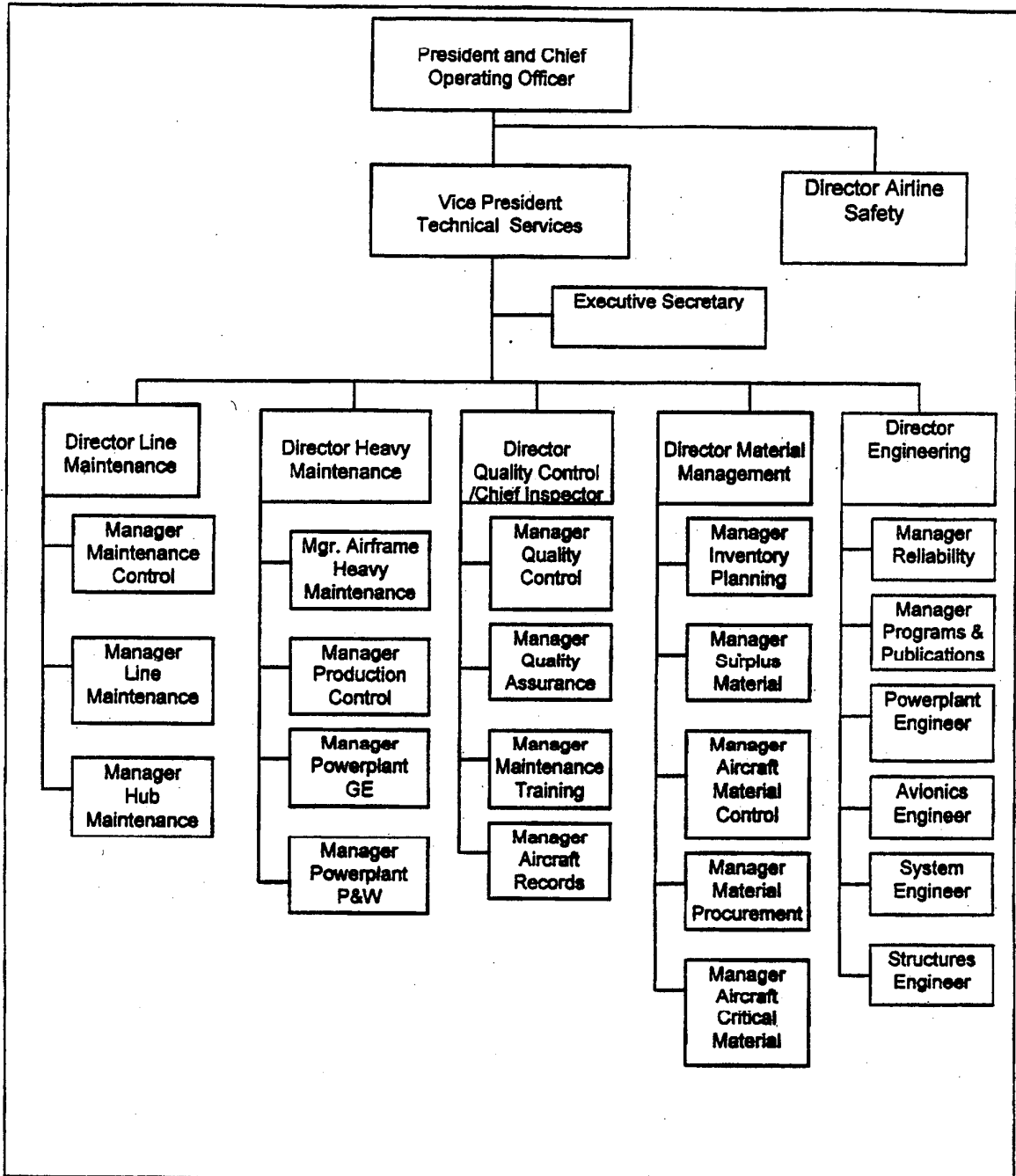
TECHNICAL SERVICES
ORGANIZATIONAL CHART



EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURE MANUAL

III. COMPANY TECHNICAL SERVICES ORGANIZATIONAL CHARTS

A. Technical Services Organizational Chart



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.1.3 Delegation of Authority

There is no delegation of authority mentioned in the Maintenance Policy and Procedures Manual for the Director of Maintenance and Chief Inspector positions. The team was unable to determine who assumes these positions when the incumbents are temporarily absent. (These are required management positions).

RRXA Response

EWA's M.P.P. specific procedures are written to reference authorized delegation of authority regarding the Director of Maintenance and Director Quality Control. The following list are a few:

Chapter 2, page 37
page 39

Chapter 3, page 19
page 28

Chapter 4, page 5
page 121, 120
page 123
page 178, 179
page 189

Per the request of EWA's CVG PMI, we have revised the M.P.P. Director of Maintenance and Director Quality Control to add delegation of authority procedures.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- k. Selects, organizes, and supervises Quality Control personnel of sufficient skill to evaluate the performance of the maintenance groups as to quality of workmanship, work methods, and compliance with FAR's and company policies and procedures.
 - l. Informs the Vice President Technical Services by written report of all practices, procedures, or items considered to be of a serious nature which will, if continued, affect the airworthiness of the aircraft, components, accessories, engines, and appliances operated.
 - m. Administrates the Continuing Analysis and Surveillance System (CASS) as required by FAR 121.373.
 - n. Serves as the Co-Chairman of the Maintenance Review Board.
 - o. Serves the Company as Chief Inspector in Accordance with FAR 119.65(a) and is a direct liaison with the FAA.
 - p. Reviews and approves, directly or by delegation, company manuals regarding policies and procedures, inspection programs, time limits, aircraft maintenance, etc. as required by FAR for the guidance of maintenance personnel and repair agencies performing work or inspection on the aircraft.
 - q. Reviews contract agency's Engineering Authorizations (EAs) and/or EMERY WORLDWIDE AIRLINES' Engineering Orders (EO's) covering alterations, modifications, or repair to aircraft. Obtain any required FAA or manufacturer's approvals for such changes and to produce and maintain a record of drawings or specifications involved in the Engineering Authorizations.
 - r. Prepares daily and monthly FAA reports in conjunction with the Continuous Analysis and Surveillance System.
 - s. Monitors and analyzes all Deferred Maintenance Items as per the time requirements set forth in the Operations Specifications and the MEL.
 - t. Performs all duties as applicable within the scope of the standard practice and procedures set forth in this manual, the manufacturer's manual, and/or overhaul manuals, and the FARs.
 - u. Will designate in his absence, the appropriately qualified person to assume responsibilities.
5. Supervises: **Manager of Quality Control**
 Manager of Quality Assurance
 Manager of Aircraft Records
 Manager of Maintenance Training
 Administrative Specialist

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

- u. Performs such other duties as may be assigned by the Vice President of Technical Services.
- v. Will designate in his absence, the appropriately qualified person to assume responsibilities.

5. Supervises:

Manager of Maintenance Control
Manager of Line Maintenance
Manager of Hub Maintenance
Administrative Assistants
Administrative Coordinator

6. Special Qualifications:

Must hold a current A & P Certificate and meet the supervisory requirement under FAR 119.65(c)(d) and 119.67(c).

7. Organizational Relationship: Coordinates activities with:

Director of Material Management
Director of Quality Control
Director of Heavy Maintenance
Director of Engineering
FAA

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- k. Ensures that the skills, training, and performance of maintenance personnel meet company and FAA standards.
- l. Compiles and submits applicable aircraft maintenance records and reports essential to the efficient operation.
- m. Ensures adequate information is available to Engineering, Production Control, Aircraft Records, Maintenance Control, and Purchasing in time to meet lead time requirements for provisioning of spares complement.
- n. Coordinates Maintenance Planning with the respective departments for personnel, paperwork, parts/material requirement and to ensure all work accomplished complies with applicable FAR's and EWA maintenance policy and procedures.
- o. Maintains a continuous liaison with Quality Control, Engineering, Power Plant Engineer, and service agencies relative to aircraft and system failure trends.
- p. Reviews reports for maintenance program changes and recommends action to the EWA Maintenance Review Board (MRB).
- q. Recommends to the EWA MRB aircraft and system upgrading by modification of design, incorporation of manufacturer's Service Bulletins, or other approved technical data as required to maintain and improve reliability.
- r. Develops and maintains:
 - (1) Sound personnel and labor relations
 - (2) Open lines of communication with his/her organization and other support groups
 - (3) Employee safety awareness
- s. Performs all duties as applicable within the scope of the standard practice and procedures set forth in this manual, maintenance parts of the Operations/Maintenance Manuals, Operations Specifications, the Manufacturer's Maintenance Manual, and/or overhaul manuals, and the FAR's.
- t. Performs such other duties as may be assigned by the Vice President of Technical Services.
- u. Will designate in his absence, the appropriately qualified person to assume responsibilities.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

K. Manager of Quality Assurance

1. Position Summary:

Serves the company by managing the Quality Assurance Section to provide services for the operation of the company and meet FAA requirements. Provides engineering support relative to the aircraft and components and maintenance auditing requirements.

2. Reports to: Director of Quality Control

3. Department/Section: Quality Control/Quality Assurance

4. Major Job Functions:

- a. Coordinates audits of aircraft and engine repair and/or overhaul documentation for completeness of technical and clerical errors.
- b. Assures that all periodical maintenance program reports and forecasts are audited for accuracy.
- c. Researches and reviews newly released ADs, Alert Service Bulletins, and other mandatory documents for their applicabilities to the EWA operated aircraft and power plants, and to ensure integration of same into the Airlines maintenance program by EO. or other designated M.P.P. procedure.
- d. Coordinates with Engineering and Quality Control to administer and monitor the implementation of new maintenance program and/or revisions to the existing programs.
- e. Provides technical data concerning maintenance program changes or modifications requiring material requisition to Engineering, Production Control and Material Control.
- f. Coordinates performance of periodic internal audits in accordance with the guidelines of the CASS program to assure the correct performance of the M.P.P. requirements.
- g. Reviews and approves with the Engineering Department manual revisions for aircraft and engine maintenance, life limited components, policy and procedures, etc., to correct, add, remove, or define policies and procedures.
- h. Coordinates requirements with the Manager of Records, the FAA, and other agents concerning data certification required during lease, purchase, sale, repair, or overhaul of aircraft and engines.
- i. Accomplishes, as required, such other duties as may be assigned by the Director of Quality Control.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

L. Manager of Quality Control

1. Position Summary:

Serves the company by providing overall management and coordination of Quality Control and Production.

2. Reports to: Director of Quality Control

3. Department/Section: Quality Control/Quality Control

4. Major Job Functions:

- a. Assists the Director of Quality Control in the performance of his duties and responsibilities.
- b. Coordinates the various inspection programs with other affected departments.
- c. Coordinates with the Director of Quality Control for the training of personnel in inspection procedures and methods.
- d. Recommends improved inspection procedures and methods which would improve the quality and economic efficiency of maintenance and provide written procedures as required.
- e. Ascertain that inspectors give essential tie-in to their relief and maintenance supervision to assure proper completion of work being performed. Supervises this also during contract maintenance visits.
- f. Assures that each function requiring inspection has inspectors available and qualified to perform the work.
- g. Supervises selection, discipline, and release of personnel assigned to the Inspection Department (designated maintenance representatives and contract inspectors). Monitors and assigns inspectors duties and supervises their performance.
- h. Assigns inspectors to perform required company and vendor auditing.
- i. Represents the company in the C.A.S.E. program and participates in required meetings/audit functions.
- j. Provides training to contract mechanics/ vendors on EWA required inspection procedures and paperwork.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

VI. DEFERRED MAINTENANCE ITEM POLICY AND PROCEDURES

A. Policy

1. The EMERY WORLDWIDE AIRLINES fleet is maintained by means of progressive and continuous maintenance programs performed at predetermined times and at locations where adequate facilities, equipment, parts, skilled personnel, and aircraft ground time are provided. Checks and inspections performed under these programs are Transit, Terminating, Service Check, "A" Check, "B" Check, "C" Check, "D" Check, Corrosion Program, and Structural Inspection Program.
2. Between these preventive maintenance checks or inspections, while in scheduled daily operation, safety and maintenance of the flight operations schedule are the primary goal. Correction of minor discrepancies or replacement of non-essential equipment not affecting safety should be accomplished whenever possible. If this should conflict with maintaining the flight operations schedule, the work or replacement may be deferred until the first opportunity when ground time and facilities are available.
3. All aircraft dispatched for flight operations will comply with all airworthiness requirements established by EMERY WORLDWIDE AIRLINES and the Federal Aviation Regulations at all times. There are, however, certain designated equipment items as listed in the Minimum Equipment List/Configuration Deviation List which may be inoperative without adversely affecting the airworthiness of an aircraft, and as provided for in the MEL/CDL, may be operated beyond a scheduled station provided the following requirements are not overlooked:
 - a. No aircraft will be released to service from a Heavy Check/inspection with inoperative equipment, using the MEL/CDL for justification.
 - b. No aircraft will be released to service from a station where sufficient time, personnel, or parts exist for the correction of the discrepancy.
 - c. The EXCEPTION to a and b above is that in the event of unforeseen eventualities such as unavailable parts, tools, equipment, delayed shipments, or other bona fide reasons, the aircraft may be dispatched on schedule with the approval of the Directors of Maintenance as applicable or the Director of Quality Control.
4. Whenever a MEL/CDL requirement is in question prior to the departure of the aircraft, Flight Operations and Maintenance Control personnel shall immediately contact the Directors of Line and/or Heavy Maintenance as applicable or the Director of Quality Control, for clarification and/or interpretation.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- d. Maintenance Control is to submit each completed Deferral Extension Request Form and MEL/DMI Planning Form to the Directors of Maintenance as applicable, or his designee, for approval. It is the responsibility of the Directors of Maintenance as applicable, or his designee, to ensure that all entries are complete, accurate, and legible.
- e. Upon approval by the Directors of Maintenance as applicable, or his designee, each Deferral Extension Request and MEL/DMI Planning Form is forwarded to the Director of Quality Control, or his designee, for approval.
- f. Upon approval by the Director of Quality Control, or his designee, a copy of the approved and signed DMI Extension Forms will be sent to Maintenance Control reflecting the new DMI due date. Each approved extension is logged onto a monthly MEL/DMI Extension List maintained in Quality Control.
- g. Maintenance Control must update their EWA computer system and records with the new MEL/DMI due date and must also notify Maintenance to enter the new due date into the "Extend" block of the MEL/CDL section of the Aircraft Maintenance Log book for the applicable DMI.
- h. The Director of Quality Control, or his designee, is to send a copy of each approved Deferral Extension Request, MEL/DMI Planning Form, and the current month's MEL/DMI Extension List to the FAA for acceptance within 24 hours of the approval. Upon acceptance, the FAA will sign and return the approved Deferral Extension Request Form to Quality Control to be retained on record.
- i. Reliability will monitor the MEL/DMI Extension List regularly to ensure that the system is not in abuse and to ensure that adverse trends will not go undetected.

H. Periodic Review of Deferred Items

1. Maintenance Control will review the open DMI's on a daily basis and notify Quality Control of any outstanding DMI's, DMI's that will not be able to be cleared by their due date, and/or DMI's approaching their expiration date.
2. Reliability will review the DMI control system by auditing the DMI Status Report. The audit will ensure that each DMI transaction is carried out and controlled consistent with company established policies and procedures and FAA regulatory requirements.
3. Each aircraft Deferred Maintenance Item Log shall be reviewed at each scheduled check/inspection period by Maintenance Control and Quality Control. All items recorded shall be corrected prior to release of the aircraft to service. Exceptions to this policy may be made ONLY within the scope of the policy established in paragraph A.3.C of this section and shall be approved only by the Director of Quality Control.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

XXVIII.	OPERATION OF AIRCRAFT MISSING REGISTRATION/ AIRWORTHINESS CERTIFICATE	211
	A. Policy.....	211
	B. Procedure.....	211

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C. Required Inspection Personnel

All required inspection items will be inspected and approved by Quality Control Inspectors, RII Inspectors (Authorized/Limited) in accordance with the details contained in the EMERY WORLDWIDE AIRLINES Aircraft Maintenance Manual or the Manufacturer's Manual, Service Bulletins and/or Airworthiness Directives. In addition:

1. No person shall be assigned responsibility for inspection of a Required Inspection Item in which he has accomplished the work involved.
2. No person shall be assigned to inspect a Required Inspection Item unless he is properly certificated, trained, qualified and authorized in writing by the Director of Quality Control to accomplish such inspection.
3. RII Inspectors when accomplishing required inspections, will function under the management control of the Director of Quality Control.

Note: The supervision of the work being performed and not directly involved in a required inspection item does not disqualify a Quality Control Inspector, RII inspector, or Designated Quality Control Inspector from inspecting a Required Inspection Item. Every effort should be made, however, to have the inspection accomplished by a Quality Control Inspector in a case where supervisor has been so involved.

D. Authority to Designate Required Inspection Items

The Director of Maintenance, Director of Quality Control, Quality Control Inspectors, RII Inspectors and designated Quality Control Inspectors are delegated the continuing authority to designate any maintenance operation as a RII, if in the opinion of said person, such an action is in the best interest of aircraft safety and airworthiness. Persons authorized to designate items as required inspections shall:

1. Mark the document controlling the operation in block letters "RII" and sign the document below the letters.
2. Bring the action to the attention of the Senior Maintenance Manager or Foreman in charge of the operation and ensure he is aware of the inspection requirements and, if appropriate, the step and/or time in the operation when inspection is required. The steps required to accomplish the task should be recorded on the Discrepancy Sheet with proper identification of RII items.
3. Ensure that the requirement for an inspection is brought to the attention of the Quality Control Department so that necessary action to inspect it is taken when required.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

E. Delegated Inspection (RII) Authority

1. General

This section outlines the method used to delegate inspection authority and the requirements for receiving this authorization.

2. Policy

- a. The Director of Quality Control or his designee may delegate the authority to personnel other than designated Inspectors to inspect and accept work performed on aircraft, power plants, and components. Persons so delegated may only perform RII inspection functions within the scope of their FAA certificates and normally assigned duties.
- b. Employees of other U.S. certificated airlines or Repair Stations who are approved by their own company to perform RIIs on a given type aircraft, in accordance with FAR 21, may also perform required inspection items as defined in this chapter for EWA on the same type aircraft provided they are certified, trained, qualified, and authorized to perform the specific job. In addition, they must follow the procedures in the approved EWA manuals pertinent to the work performed.
- c. All RIIs must be inspected by an authorized individual. If a Line Maintenance Station does not have personnel qualified to accept RIIs, arrangement to have a qualified person inspect the work must be made before releasing the aircraft for service.

3. Procedures

- a. The Director of Quality Control or his designee may delegate the authority for accepting work requiring inspections (including RIIs) to properly trained and qualified personnel. This authority is valid only when qualified inspection personnel are not available.
- b. When required inspection is needed outside EWA Maintenance Stations, the required inspection items will be inspected by a RII trained and qualified A&P mechanic, who did not perform the maintenance.

A one-time authorization may be given when the Director of Quality Control or his designee determines that the A&P mechanic is trained and qualified. This authorization will be transmitted by wire/fax to the designated individual.

- c. A copy of the one-time authorization will be kept on file with the approved RII listings. This record will be available for inspection by FAA Inspectors and EWA Supervisory Personnel upon request.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- Square Issued only to the Director of Quality Control and applicable Quality Control Managers/ Inspectors. The stamp holds the authority to generate back-up/duplicate copies of serviceable tags based on vendor or manufacturer teardown/repair reports and/or to deem components serviceable after quarantine or removal from an aircraft.
- Round Issued to RII Inspectors.
- Triangular Issued to individuals authorized to perform Receiving Inspections only.

2. Authority Notification/Inspection Stamp Control Policy and Procedure

FAR 121.371

a. Policy

Federal Aviation Regulation 121.371 requires that the individual authorized as an inspector be formally notified in writing (Form MEO20). The Authority Notification meets this requirement.

b. Procedure

- (1) The Director of Quality Control, or his designee, will complete the Inspection Authority.

This form is utilized to identify authority to perform:

RII Inspections
Facility Inspections
Receiving Inspections
Receiving Inspections ONLY (limited to only Receiving of Inspection functions)
Airworthiness Release

- (2) The form is self-explanatory. Pay special attention to checking the boxes for "Authorization". Those individuals who are limited to Receiving Inspection only should have that box marked and no others.
- (3) The Director of Quality Control, or his designee, will complete the Inspection Stamp Control Form. This form is self-explanatory and is for the purpose of maintaining a cross-reference between an individual's signature, initials, and stamp.
- (4) A listing of all Inspection Stamps issued will be maintained in Quality Control.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

2. Flight Operations management personnel will be responsible for dispatch of the special flight.
3. Flight Operations personnel (Captain of the special flight) will be responsible for ensuring that the flight restrictions imposed by the Special Flight Permit and the FAA approved Airplane Flight Manual and Operations Manual applicable to the flight are followed.

D. Procedure/Approval Documentation

1. EMERY WORLDWIDE AIRLINES Maintenance will direct the preparation of all aircraft to be ferried and will initiate the Special Flight Permit form. A sample Form MEO07 is provided in this section.

This form will be prepared in duplicate listing any specific requirements necessary in addition to the general requirements listed in Item G and on the Special Flight Permit.

2. The text of the Special Flight Permit will be sent to Flight Operations for its approval. Flight Operations will advise Maintenance when approved and list any additional flight limitations. When this approval is received, Maintenance will issue the authorization to ferry the aircraft.
3. Prior to Ferry Flight, Line Maintenance will fax a copy of the log page to Maintenance Control. Maintenance Control will review and ensure all applicable procedures have been documented. Only after this review will the aircraft be released for the flight intended.
4. The Director of Line Maintenance or a delegate, the Director of Quality Control, when assured that all necessary inspections and repairs have been accomplished, approval is received from Flight Operations and the aircraft is safe for the flight intended, will enter his signature in the authorization space of the Special Flight Permit.
5. A copy of the Special Flight Permit will be placed on board the aircraft inserted into the holder in such a manner that the Airworthiness Certificate is covered.

For operational purposes, a copy of the Special Flight Permit is defined as an actual photocopy, a facsimile copy, a telegram, an ARINC/SITA message, or other form of electronic message. If one of the latter methods is used, the text must be the same as the original Special Flight Permit found in this section (the electronically transmitted message must contain the names of the individuals authorizing and reviewing the Special Flight Permit form). The original copy of the Special Flight Permit will be filed with Aircraft Records.

A copy of the EMERY WORLDWIDE AIRLINES Special Flight Permit will be given to Flight Following and filed with the flight release.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

Upon arrival at the destination of the ferry flight, the Special Flight Permit will be attached to the flight log and forwarded to Aircraft Records immediately.

6. Maintenance will route a copy of the completed EMERY WORLDWIDE AIRLINES Special Flight Permit to the assigned FAA Principal Maintenance Inspector the next regular work day following issuance of the permit. Aircraft Records will retain a copy of all permits.

E. Signing of Aircraft Log Book

1. Maintenance must indicate in the Aircraft Logbook all work accomplished, as directed by the Director of Line Maintenance, the Director of Quality Control and/or Maintenance Control, in ensuring that the aircraft is safe for the flight intended.

Each item accomplished must describe the work done and be signed-off by the individual who performed the work.

A Maintenance check will be performed as applicable:

- a. DC-8 - Terminating Check
 - b. DC-10 - Service Check
2. The certificated person who releases the aircraft must make an entry in the Aircraft Logbook as follows:

"I have inspected this aircraft and found it safe for the flight intended."

Note: The Airworthiness Release Section in the log book does not require a signature in this case per Chapter 3, as the statement above certifies the aircraft as airworthy for flight intended.

This entry must be signed and FAA Certificate Number documented.

3. The Captain is required to make an entry in the Discrepancy Column of the Aircraft Log Book as follows:

"All applicable procedures for ferry flight from _____ to _____
via _____ due to _____ have been complied
with."

Signed _____
Captain

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

C. Initiating the Short-Term Escalation

1. Maintenance Planning shall prepare the MAINTENANCE INTERVAL SHORT-TERM ESCALATION AUTHORIZATION FORM (MEO49) identifying the following information:
 - a. Date
 - b. Aircraft registration number
 - c. Aircraft type
 - d. Station
 - e. Reason for the escalation
 - f. Duration of the escalation
 - g. Description of maintenance to be deferred
 - h. Operating history (how the authorization is to be JUSTIFIED)
 - i. Authorizations
2. The Maintenance Planning Department Supervisor will submit the completed form to the Maintenance Review Board for approval.

D. Approval

A Short-Term Escalation must be approved by the Director of Quality Control and one other member of the Maintenance Review Board, or their designees, which is comprised of the following:

1. Director of Maintenance
2. Reliability Manager
3. Quality Assurance Manager
4. Quality Control Manager

Upon approval, the Manager Quality Assurance will issue the approved Short-Term Escalation Form (MEO49) along with a Transmittal Sheet, to the Manager Aircraft Records. The Manager Aircraft Records, after entering the necessary information in the computer system, will fax or mail a copy of the form to Maintenance Planning.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.1.4 Administration Coordinator

Unable to find a position description in the Maintenance Policy and Procedures Manual for the Administration Coordinator position.

RRXA Response

The M.P.P., Chapter 2, contains duties and responsibilities of key personnel in the Technical Services Department.

The Administration Coordinator and Administrative Assistant provide secretarial and administration assistance to the Management and are not considered, in the scope of the listing key, as management positions.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.1

Copies of the Ops Specs in the Time Limits Manual are not current. (Note: The team was shown where this was corrected in draft Revision 61 to the Time Limits Manual).

RRXA Response

As stated in the finding, was closed by Revision 61 to the Time Limits Manual.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

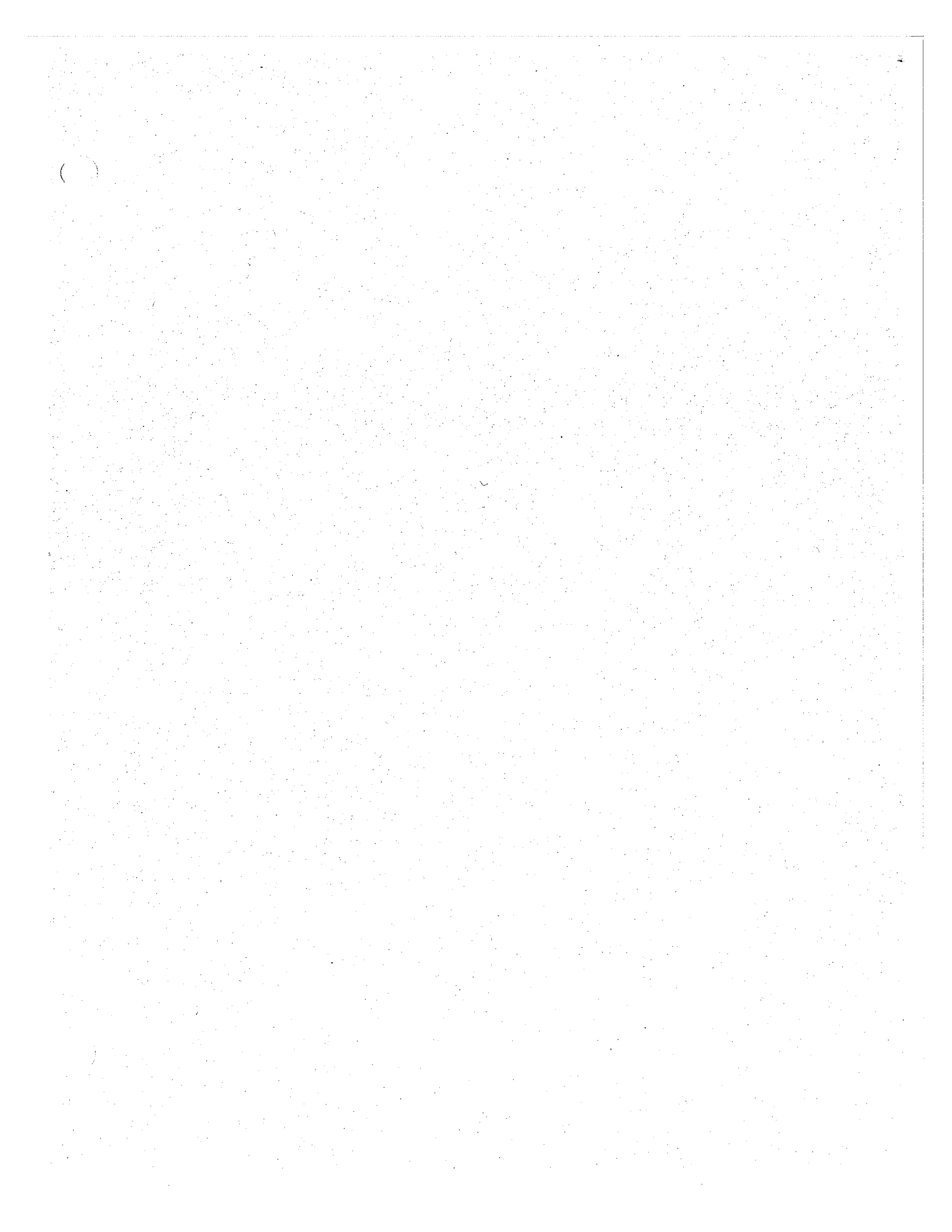
Finding 2.2.2

There are no NDT or heavy check vendors listed for the DC-10 series aircraft in paragraph D-91. (HBAW 96-05C)

RRXA Response

EWA has scheduled the required vendor audit to add this to our Operations Specifications Part D-91. This schedule will meet the heavy maintenance check requirements for our DC-10 aircraft.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.3

Paragraph D-72 does not include all of the documents which are involved in the Continuous Airworthiness Maintenance Program (e.g. Missing Time Limits Manual).

RRXA Response

EWA's previous FAA PMI did not require this manual listed on the operations specification D-72. Our new FAA CVG office will revise the D-72 with the addition of the Time Limits Manual as the attached M.P.P. references this manual as part of EWA's CAMP.

EWA does not consider this to be a finding.

**D072. Aircraft Maintenance - Continuous Airworthiness
Maintenance Program (CAMP) Authorization**

HQ Control: 08/15/97
HQ Revision: 01a

The certificate holder is authorized to conduct operations under 14 CFR Part 121 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing provided the following conditions are met:

- a. Each aircraft listed in the table below is authorized for use and shall be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.
- b. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program shall be included in the certificate holder's manual.
- c. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits shall be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.
- d. Items identified as "on condition" shall be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, shall be described in the certificate holder's manual.
- e. Parts or subassemblies of components that do not have specific time intervals shall be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

Aircraft M/M/S	CAMP Document Name and Number	CAMP Revision Number	CAMP Revision Date
DC-8-62 DC-8-62F DC-8-63 DC-8-63F DC-8-71 DC-8-71F DC-8-73 DC-8-73F	Emery Worldwide Airlines, Inc. <i>Time Limits Manual</i> Inspection Program Manual, Volume I, Volume II, Volume III,	<i>Rev. 61</i> Rev. #25 Rev. #22 Rev. #20	<i>01/04/2000</i> 10/20/1999 03/27/1998 03/25/1998
DC-10-10F	Volume IV, Volume V.	Original	04/21/1999 04/30/1999

Print Date: 4/6/2000

D072-1

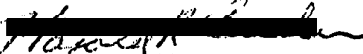
CERTIFICATE NO.: RRXA558B

EMERY WORLDWIDE AIRLINES INC

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.


Camden, Harold R.

Principal Maintenance Inspector

GL05

3. Date Approval is effective: 4/5/00 Amendment Number: 1
4. I hereby accept and receive the Operations Specifications in this paragraph.

Thomas M. Wood  Chief Inspector

Date: 4/5/00

Print Date: 4/6/2000

D072-2
EMERY WORLDWIDE AIRLINES INC

CERTIFICATE NO.: RRXA558B

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

MAINTENANCE MANUAL POLICY

I. EWA MAINTENANCE MANUAL POLICY FAR 121.133, 121.135, 121.369

A. General and FAR Compliance FAR 43.13(c), 43.16

Emery Worldwide Airlines (EWA) manages control of its Continuous Airworthiness Maintenance Program (CAMP), by the use of FAA approved/accepted maintenance manuals system.

EWA's CAMP manual consists of the Reliability Program, Inspection Program, and Time Limits manuals.

Maintenance manuals covering other requirements to support the EWA CAMP are: Maintenance Policies and Procedures, Weight and Balance, EWA Aircraft Maintenance Manual, Fueling Manual, and the Minimum Equipment List.

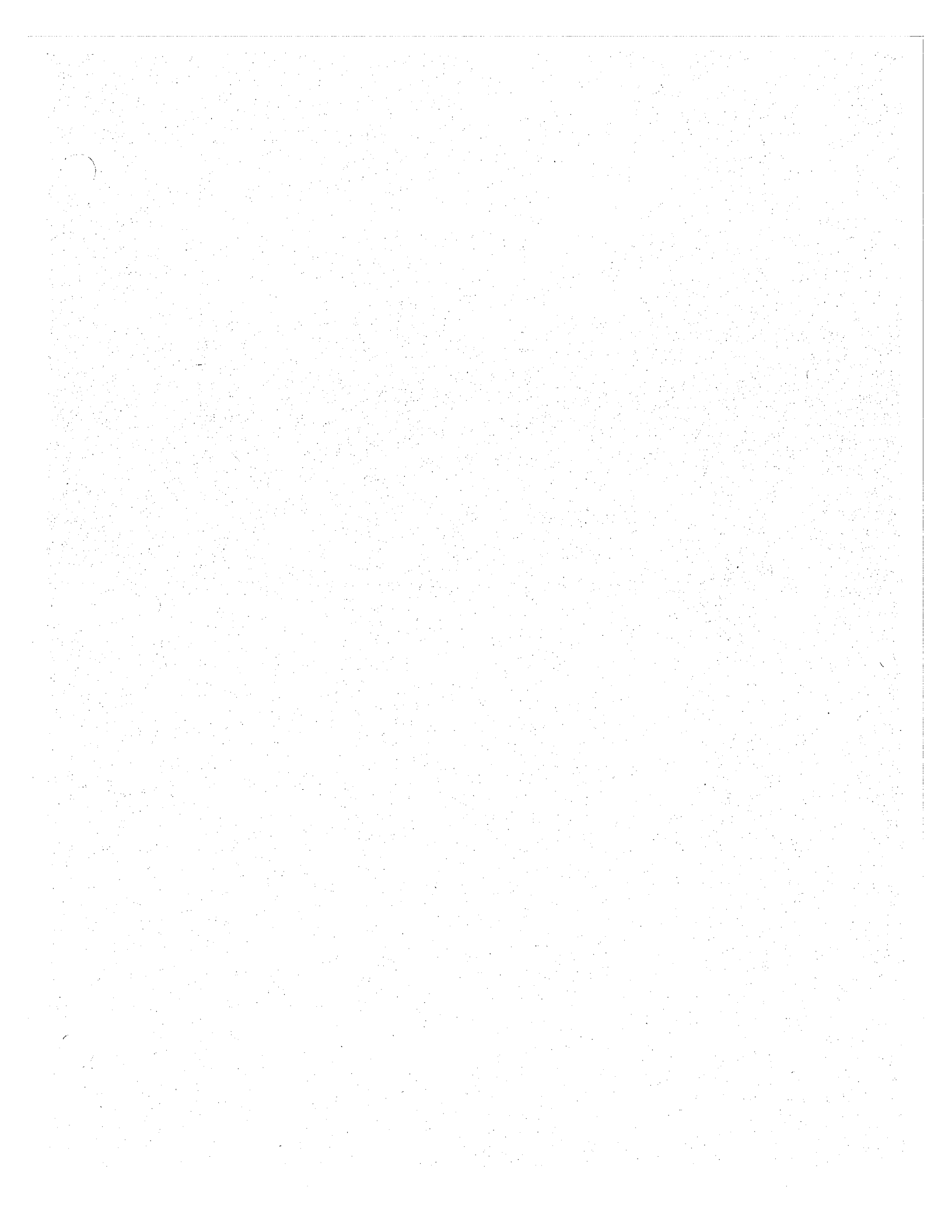
The purpose of each manual is listed below. Together these manuals make up the EWA CAMP and programs covering other maintenance in compliance with Federal Aviation Regulations 121 and 43.

The responsibility for the preparation of the Maintenance Manuals and the procurement of Manufacturer's Manuals lies with the Maintenance Programs and Publications Section of the Engineering Department.

B. Maintenance Policy and Procedures Manual

Designed to give instruction, policy, and procedures regarding day-to-day job functions and for the completion of routine paperwork. This manual contains:

1. A detailed description of the duties and responsibilities, with a listing of job responsibilities, by title for:
 - a. Line and Heavy Maintenance Departments.
 - b. Quality Control Department.
 - c. Material Management Department.
 - d. Engineering Department.
2. The detailed procedures for compliance with the Federal Aviation Regulations as required in the area of airworthiness release, tool and equipment calibration, maintenance analysis and surveillance, required inspection items, required reports, shift or work interruption records, aircraft/engine/component and appliance records retention, deferred maintenance item procedures, maintenance alerts, etc.
3. The policies of EMERY WORLDWIDE AIRLINES concerning standards of workmanship, method, techniques, and training.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.4

Paragraph D-82 has not been issued, yet it appears that one of the DC-10 aircraft, N68041, has proration applied to the "D" Inspection and landing gear restoration. (Note; The Operator produced a letter from the San Jose FSDO accepting the proration of the items on the aircraft.)

RRXA Response

EWA was not informed by the SJC FSDO of this Operation Specification requirement approval from this FAA Principal Maintenance Inspector. EWA has submitted to the CVG PMI the information to add this aircraft to the D-82 Operations Specifications.

EWA does not consider this to be a finding.



U.S. Department
of Transportation
**Federal Aviation
Administration**

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7681
FAX: (408) 279-5448

November 15, 1999

Mr. Ronald E. Moody
Manager, Quality Assurance
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Moody:

This office This office is in receipt of your letter dated October 15, 1999, regarding the maintenance program transition and bridging of a DC-10, N68041, S/N 46900, a planned acquisition to Emery Worldwide Airlines, Inc. (EWA) fleet. Your letter states that the aircraft was bridged from the previous operators MSG-2 Maintenance Program, to that of the EWA MSG-3 Maintenance Program utilizing the proration process contained in Advisory Circular (AC) 121-1A.

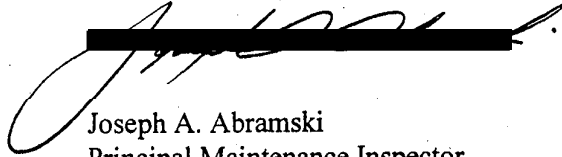
Additionally, this office is in receipt on November 9, 1999, the requested component time limits supporting documents from the previous operator as conjunctive to the bridging process.

We have reviewed the proration calculations and supporting documents which EWA has provided relative to this planned acquisition, and we find such to be acceptable. Further, in the absence of our review of the maintenance documents associated with N68041, we trust your response to our questions regarding the compliance/projected compliance with the six (6) Airworthiness Directives associated with the aircraft landing gear assemblies, appears satisfactory.

At the appropriate time, prior to effectively placing the aircraft on the EWA Operations Specifications, please forward to this office for our review, a copy of the aircraft equipment list, and a complete copy of the aircraft conformity inspection.

Should you have any questions or require clarification on this matter, please call at your convenience.

Sincerely,

A handwritten signature in black ink, which appears to be "Joseph A. Abramski". The signature is written over a solid black rectangular redaction box.

Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA
James Feisley - EWA



October 15, 1999

Mr. William Dime
Acting PMI Emery Worldwide Airlines
FSDO-SJC FAR
1250 Aviation Ave., Suite 295
San Jose, CA 95110-1130

Dear Mr. Dime:

This letter is in reference to the draft proposal sent to you on October 6, 1999 for the transition and bridging of the newly acquired DC-10-10 Aircraft N68041, S/N 46900 to Emery Worldwide Airlines (EWA) Aircraft Fleet.

Emery Worldwide Airlines, during the process of the cargo conversion, has added the aircraft work scope items necessary to bridge and transition from the previous operators MSG-2 Maintenance Program to Emery Worldwide Airlines MSG-3 Maintenance Program. All systems, Powerplant and Structural/Zonal task, in addition to all CPCP items, have been reviewed and accomplished as necessary to transition into EWA's Maintenance Program.

Advisory Circular number 121-1A, dated June 26, 1973, was used in developing this transition/bridging document.

Some questions you had concerning AD's on the Main Landing have been reviewed and the following dates of compliance or projected compliance are as follows:

- 1) AD 99-06-08 - Due April 2001
- 2) AD 98-24-17 - Due December 2003
- 3) AD 96-14-04 - Complied with August 13, 1996
- 4) AD 96-16-01 - Complied with September 3, 1996
- 5) AD 92-27-18 - Complied with July 20, 1995
- 6) AD 84-03-06 - Complied with July 12, 1976

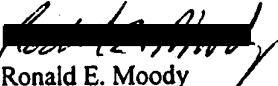
Please find attached the Transition/Bridging document for Aircraft N68041, S/N 46900, which includes the schedule for restoration of the nose, left hand and right hand main landing gear.

Emery Worldwide Airlines would appreciate a letter of acceptance of our proposed Transition/Bridging to our MSG-3 Maintenance at your earliest possible convenience, as was accepted by Joseph Abramski verbally on October 12, 1999.

If you have any questions concerning our proposal for the Transition/Bridging please give me a call at [REDACTED]

Thank you and have a great day!

Sincerely,


[REDACTED]
Ronald E. Moody
Manager of Quality Assurance

cc: Thomas Wood
Bruce Robbins

REM/lc

AIRCRAFT N68041 (S/N 46900)

T.A.T. 84,958.72 AND T.A.C.30,992 AS OF MAY 27, 1999

1. GENERAL

Bridging/transitioning of aircraft N68041 to the approved Emery Worldwide Airlines (EWA) MSG-3 DC-10 Maintenance Program was accomplished as follows.

A. **Systems and Powerplant Tasks**

An EWA DC-10 "A4" and "C6" Check package was accomplished during the cargo conversion of aircraft N68041. This accomplished the equivalent of all System and Powerplant tasks within the "A" Check, and those System and Powerplant tasks with a 1C, 2C, 3C, and 6C interval. It should be noted that the freighter modification package requires extensive inspection and systems operational/functional testing throughout the aircraft (see attachment A).

B. **Structural/Zonal Tasks**

The DC-10 MSG-3 Structures tasks and intervals are calendar driven based on the existing DC-10 CPCP. A review of the Continental structural tasks indicated that CPCP tasks were tracked independently. An EWA "C6" package and work cards 13115503C and 13515503C were accomplished on aircraft N68041. This accomplishes all CPCP tasks with intervals requiring repeat inspection prior to the first scheduled "C" Check (15 months) on the EWA DC-10 maintenance program (no CPCP task interval exceeded). A "C4" Check will be the first check accomplished by EWA. This will ensure no CPCP task intervals are exceeded. All work cards of the EWA MSG-3 DC-10 maintenance program will have been accomplished on aircraft N68041 upon completion of the "C4" check, thus completing the bridging/transition effort. It should be noted that a "D" Check was accomplished on this aircraft in March of 1997 (2 years and 2 months).

2. "A" CHECK

- A. **BRIDGING** - The EWA "A4" Check (equivalent of all 4 segments of the EWA DC-10 A Check Program) was accomplished during the freighter conversion/bridging check.
- B. The EWA "A1" Check must be accomplished on this aircraft prior to 85,408 hours (T.A.T.) or by the end of May 2000 (whichever comes first).

3. "C" CHECK

- A. **PRORATION** - The Continental "C" Check was due to be accomplished on 3/28/98. This date has expired. An EWA DC-10 C Check visit must be accomplished prior to placing aircraft in service.
- B. **BRIDGING** - The EWA "C6" work card package was accomplished during the freighter conversion/bridging check. This was based on bridging DC-10 CPCP tasks and transitioning to EWA's MSG-3 DC-10 Maintenance Program.

4. "D" CHECK

- A. **PRORATION** - Proration of the "D" Check was accomplished as follows. It was determined that the Continental Check was equivalent of EWA's "C4" Check. Continental "D" Check interval is 2,190 days/25,000 hours.

72 mos	$\frac{36\%}{26 \text{ mos}}$	60 mos (EWA)	60 mos (EWA)
		$\times 36\%$	$- 22 \text{ mos Used}$
		<u>21.6 mos Used</u>	<u>38 mos Left</u>

AIRCRAFT N68041 (S/N 46900)

B. **BRIDGING** - Based on "D" Check proration, the C4 check must be accomplished prior to July 2002. It was determined that the EWA "C4" Check will be accomplished on this aircraft prior to 88,958 hours (T.A.T) or by the end of August 2000 (whichever comes first). This is based on bridging DC-10 CPCP tasks.

5. CORROSION PREVENTION AND CONTROL PROGRAM (CPCP)

A. All CPCP tasks are now an integral part of the EWA DC-10 MSG-3 Maintenance Program. Bridging to the EWA DC-10 maintenance program was accomplished maintaining established CPCP task intervals.

B. CPCP tasks are integrated into the EWA DC-10 Maintenance Program at the recommended calendar interval. As a result of this integration, the EWA C4 Check must be accomplished on this aircraft prior to 88,958 hours (T.A.T) or by the end of August 2000 (whichever comes first).

6. RESTORATION/DISCARD TASKS

120M2401P - Air Driven Generator (ADG) Restoration
Must be accomplished prior to the end of June 2001.

190I2701P - No. 2 and No. 3 Slat Drive Cables Left and Right Wing, Discard
Must be accomplished prior to 41,792 T.A.C.

190M3201P - MLG Anti-Skid Manifolds Restoration
Must be accomplished prior to 38,492 T.A.C./May 2007.

182M5201P - Cabin Door Pneumatic Bottle Assembly Restoration
Must be accomplished prior to the end of May 2005.

Landing Gear:

Continental time limit is 30,000 flight hours. EWA time limit is 8 years or 7,500 cycles. Landing gear proration accomplished as follows:

Landing Gear restoration time was calculated as follows:

A. Right MLG - (Flight Hours) 30,000	$\frac{.757}{22,730.27 \text{ (TSO)}}$	7500 CYC	7500 CYC
		$\times .757$	- 5677.5 CYC Used
		5677.5 CYC Used	<u>1,822.5 CYC Remaining</u>

Note: This is the same for the Left MLG and the NLG.

96 Mos	96 Mos
$\times .757$	- 73 Mos
<u>72.6 Mos</u>	<u>23 Mos Remaining</u>

Right MLG Restoration
Must be accomplished prior to the end of December 2001

B. Left MLG Restoration
Must be accomplished prior to the end of December 2001

C. NLG Restoration.
Must be accomplished prior to the end of December 2001

D. EWA will accomplish main and nose landing gear restoration during the first scheduled "C" Check visit ("C4" Check).

*Item D.
added per
agreement with
Joe Abranski*

AIRCRAFT N68041 (S/N 46900)

7. PRODUCTION CONTROL ITEMS (PCIs)

A. EWA PCI work cards should be scheduled as follows:

- 18115201P - Lower Cargo Door Hinge Pin and Hinge Lobe Holes
Must be accomplished prior to 38,492 total aircraft cycles (T.A.C.).
- 18215201P - Upper Cargo Door Hinge Pin and Hinge Lobe Holes
Must be accomplished prior to 38,492 T.A.C.
- 19012702P - Left/Right Inboard and Outboard Elevator Actuator Assemblies
Must be accomplished prior to 88,958 total aircraft time (T.A.T.)
- 19017201P - Engine Combustion Liner and High Pressure Turbine, G.E.
Must be accomplished prior to 31,442 T.A.C.
- 190M3202P - Main Landing Gear Truck Beam Lube Holes - Endoscope
Must be accomplished prior to 85,108 T.A.T.

8. RECORDS SECTION

A. DC-10 A CHECK - Schedule the EWA "A1" Check on aircraft N68041 for accomplishment prior to 85,408 hours (T.A.T.) or by the end of May 2000. Schedule the following A Check visits (A2, A3, and A4) sequentially at 450 flight hours/12 calendar months between segments, whichever comes first (refer to the DC-10 Time Limits Manual).

B. EWA DC-10 C CHECK - Schedule the EWA "C4" Check on aircraft N68041 prior to 88,958 hours (T.A.T) or by the end of August 2000. Schedule the following C Check visits (C5, C6, C7, C8, etc.) sequentially at 4000 flight hours/15 months between segments (whichever comes first).

C. PCIs - Schedule and accomplish the following PCIs as indicated:

- 120M2401P - Accomplish prior to the end of June 2001 , and repeat at a 5 year interval.
- 18115201P - Accomplish prior to 38,492 T.A.C., and repeat at a 7500 cycle interval.
- 18215201P - Schedule initial compliance prior to 38,492 T.A.C, and repeat at a 7500 cycle interval.
- 182M5201P - Accomplish prior to the end of May 2005, and repeat at a 6 year interval.
- 19012701P - Accomplish prior to 41,792 T.A.C., and repeat at a 10800 cycle interval.
- 19012702P - Accomplish prior to 88,958 T.A.T., and repeat at a 4000 hour interval.
- 19017201P - Accomplish prior to 31,442 T.A.C., and repeat at a 450 cycle interval.
- 190M3201P - Accomplish prior to 38,492 T.A.C./May 2007 (whichever comes first), and repeat at a 7500 cycle/8 year (whichever comes first) interval.
- 190M3202P - Accomplish prior to 85,108 T.A.T., and repeat at a 150 hour interval.

AIRCRAFT N68041 (S/N 46900)

D. **Landing Gear** - Schedule and accomplish landing gear restoration as follows:

Right MLG - Accomplish at next "C" Check visit.

Left MLG - Accomplish at next "C" Check visit.

NLG - Accomplish at next "C" Check visit.



October 6, 1999

Mr. William Dime
FSDO - SJC FAA
1250 Aviation Ave, Suite 295
San Jose, CA. 95110 - j130

Dear Mr. Dime:

This letter is in reference to the bridging and transition of the MSG-2 Maintenance Program to the MSG-3 Maintenance Program for the newly acquired DC-10-10 Aircraft, N68041 S/N 46900, to Emery Worldwide Airlines (EWA) Aircraft Fleet.


Emery Worldwide Airlines, during the process of the cargo conversion, has added the aircraft work scope items necessary to bridge and transition from the previous operators MSG-2 Maintenance Program to Emery Worldwide Airlines MSG-3 Maintenance Program. All systems, Powerplant and Structural/Zonal task, in addition to all CPCP items, have been reviewed and accomplished as necessary to transition into EWA's Maintenance Program.

Advisory Circular number 121-1A, dated 6-26-73, was used in developing this transition/bridging document.

Please find attached the Aircraft N68041 Transition/Bridging document for your review.

Please call if you have any questions. Have a nice day.

Sincerely,


Ronald E. Moody
Manager Quality Assurance

cc: Thomas Wood
Bruce Robbins

REM/lc

AIRCRAFT N68041 (S/N 46900)

T.A.T. 84,955.53 AND T.A.C.30,991 AS OF MAY 19, 1999

1. GENERAL

Bridging/transitioning of aircraft N68041 to the approved Emery Worldwide Airlines (EWA) MSG-3 DC-10 Maintenance Program was accomplished as follows.

A. **Systems and Powerplant Tasks**

An EWA DC-10 "A4" and "C6" Check package was accomplished during the cargo conversion of aircraft N68041. This accomplished the equivalent of all System and Powerplant tasks within the "A" Check, and those System and Powerplant tasks with a 1C, 2C, 3C, and 6C interval. It should be noted that the freighter modification package requires extensive inspection and systems operational/functional testing throughout the aircraft (see attachment A).

B. **Structural/Zonal Tasks**

The DC-10 MSG-3 Structures tasks and intervals are calendar driven based on the existing DC-10 CPCP. A review of the Continental structural tasks indicated that CPCP tasks were tracked independently. An EWA "C6" package and work cards 131I5503C and 135I5503C were accomplished on aircraft N68041. This accomplishes all CPCP tasks with intervals requiring repeat inspection prior to the first scheduled "C" Check (15 months) on the EWA DC-10 maintenance program (no CPCP task interval exceeded). A "C4" Check will be the first check accomplished by EWA. This will ensure no CPCP task intervals are exceeded. All work cards of the EWA MSG-3 DC-10 maintenance program will have been accomplished on aircraft N68041 upon completion of the "C4" check, thus completing the bridging/transition effort. It should be noted that a "D" Check was accomplished on this aircraft in March of 1997 (2 years and 2 months).

2. "A" CHECK

- A. **BRIDGING** - The EWA "A4" Check (equivalent of all 4 segments of the EWA DC-10 A Check Program) was accomplished during the freighter conversion/bridging check.
- B. The EWA "A1" Check must be accomplished on this aircraft prior to 85,405 hours (T.A.T.) or by the end of May 2000 (whichever comes first).

3. "C" CHECK

- A. **PRORATION** - The Continental "C" Check was due to be accomplished on 3/28/98. This date has expired. An EWA DC-10 C Check visit must be accomplished prior to placing aircraft in service.
- B. **BRIDGING** - The EWA "C6" work card package was accomplished during the freighter conversion/bridging check. This was based on bridging DC-10 CPCP tasks and transitioning to EWA's MSG-3 DC-10 Maintenance Program.

4. "D" CHECK

- A. **PRORATION** - Proration of the "D" Check was accomplished as follows. It was determined that the Continental Check was equivalent of EWA's "C4" Check. Continental "D" Check interval is 2,190 days/25,000 hours.

72 mos	$\frac{36\%}{26 \text{ mos}}$	60 mos (EWA)	60 mos (EWA)
		x 36%	- 22 mos Used
		<u>21.6 mos Used</u>	<u>38 mos Left</u>

AIRCRAFT N68041 (S/N 46900)

B. **BRIDGING** - Based on "D" Check proration, the C4 check must be accomplished prior to July 2002. It was determined that the EWA "C4" Check will be accomplished on this aircraft prior to 88,955 hours (T.A.T) or by the end of August 2000 (whichever comes first). This is based on bridging DC-10 CPCP tasks.

5. CORROSION PREVENTION AND CONTROL PROGRAM (CPCP)

A. All CPCP tasks are now an integral part of the EWA DC-10 MSG-3 Maintenance Program. Bridging to the EWA DC-10 maintenance program was accomplished maintaining established CPCP task intervals.

B. CPCP tasks are integrated into the EWA DC-10 Maintenance Program at the recommended calendar interval. As a result of this integration, the EWA C4 Check must be accomplished on this aircraft prior to 88,955 hours (T.A.T) or by the end of August 2000 (whichever comes first).

6. RESTORATION/DISCARD TASKS

- 120M2401P - Air Driven Generator (ADG) Restoration
Must be accomplished prior to the end of June 2001.
- 190I2701P - No. 2 and No. 3 Slat Drive Cables Left and Right Wing, Discard
Must be accomplished prior to 41,036 T.A.C.
- 190M3201P - MLG Anti-Skid Manifolds Restoration
Must be accomplished prior to 38,491 T.A.C./May 2007 .
- 182M5201P - Cabin Door Pneumatic Bottle Assembly Restoration
Must be accomplished prior to the end of May 2005.

Landing Gear:

Continental time limit is 30,000 flight hours. EWA time limit is 8 years or 7,500 cycles. Landing gear proration accomplished as follows:

Landing Gear restoration time was calculated as follows:

<p>A. Right MLG - (Flight Hours) 30,000</p>	$\frac{7.57\%}{22,730.27 \text{ (TSO)}}$	$\begin{array}{r} 7500 \text{ CYC} \\ \times 75\% \\ \hline 5625 \text{ CYC Used} \end{array}$	$\begin{array}{r} 7500 \text{ CYC} \\ - 5625 \text{ CYC Used} \\ \hline 1,875 \text{ CYC Remaining} \end{array}$
<p>Note: This is the same for the Left MLG and the NLG.</p>		$\begin{array}{r} 96 \text{ Mos} \\ \times 75\% \\ \hline 72 \text{ Mos} \end{array}$	$\begin{array}{r} 96 \text{ Mos} \\ - 72 \text{ Mos} \\ \hline 24 \text{ Mos Remaining} \end{array}$

Right MLG Restoration
Must be accomplished prior to the end of December 2001

B. Left MLG Restoration
Must be accomplished prior to the end of December 2001

C. NLG Restoration.
Must be accomplished prior to the end of December 2001

7. PRODUCTION CONTROL ITEMS (PCIs)

A. EWA PCI work cards should be scheduled as follows:

- 181I5201P - Lower Cargo Door Hinge Pin and Hinge Lobe Holes
Must be accomplished prior to 38,491 total aircraft cycles (T.A.C.).

AIRCRAFT N68041 (S/N 46900)

7. PRODUCTION CONTROL ITEMS (PCIs) - continued

- 182I5201P - Upper Cargo Door Hinge Pin and Hinge Lobe Holes
Must be accomplished prior to 38,491 T.A.C.
- 190I2702P - Left/Right Inboard and Outboard Elevator Actuator Assemblies
Must be accomplished prior to 88,955 total aircraft time (T.A.T.)
- 190I7201P - Engine Combustion Liner and High Pressure Turbine, G.E.
Must be accomplished prior to 31,441 T.A.C.
- 190M3202P - Main Landing Gear Truck Beam Lube Holes - Endoscope
Must be accomplished prior to 85,105 T.A.T.

8. RECORDS SECTION

- A. **DC-10 A CHECK** - Schedule the EWA "A1" Check on aircraft N68041 for accomplishment prior to 85,405 hours (T.A.T.) or by the end of May 2000. Schedule the following A Check visits (A2, A3, and A4) sequentially at 450 flight hours/12 calendar months between segments, whichever comes first (refer to the DC-10 Time Limits Manual).
- B. **EWA DC-10 C CHECK** - Schedule the EWA "C4" Check on aircraft N68041 prior to 88,955 hours (T.A.T) or by the end of August 2000. Schedule the following C Check visits (C2, C3, C4, C5, etc.) sequentially at 4000 flight hours/15 months between segments (whichever comes first).
- C. **PCIs** - Schedule and accomplish the following PCIs as indicated:
 - 120M2401P - Accomplish prior to the end of June 2001 , and repeat at a 5 year interval.
 - 181I5201P - Accomplish prior to 38,491 T.A.C., and repeat at a 7500 cycle interval.
 - 182I5201P - Schedule initial compliance prior to 38,491 T.A.C, and repeat at a 7500 cycle interval.
 - 182M5201P - Accomplish prior to the end of May 2005, and repeat at a 6 year interval.
 - 190I2701P - Accomplish prior to 41,036 T.A.C., and repeat at a 10800 cycle interval.
 - 190I2702P - Accomplish prior to 88,955 T.A.T., and repeat at a 4000 hour interval.
 - 190I7201P - Accomplish prior to 31,441 T.A.C., and repeat at a 450 cycle interval.
 - 190M3201P - Accomplish prior to 38,491 T.A.C./May 2007 (whichever comes first), and repeat at a 7500 cycle/8 year (whichever comes first) interval.
 - 190M3202P - Accomplish prior to 85,105 T.A.T., and repeat at a 150 hour interval.
- D. **Landing Gear** - Schedule and accomplish landing gear restoration as follows:
 - Right MLG - Accomplish prior to end of December 2001.
 - Left MLG - Accomplish prior to end of December 2001.
 - NLG - Accomplish prior to end of December 2001

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.5

The Short Term Escalation Limits in the Ops Specs do not match those listed in the Maintenance Policy and Procedures Manual (Note: The team was shown where this was corrected in draft Revision 21 to the Maintenance Policy and Procedures Manual).

RRXA Response

As stated, this was corrected in the FAA accepted Revision 21 to the M.P.P., Chapter 4, page 199.

EWA does not consider this to be a finding.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

Service Check

The Service Check will be accomplished prior to aircraft departure:

- 1) On aircraft with twenty-four (24) or more hours of ground time and a higher check has not been accomplished.

AND

- 2) At any station where EWA Maintenance personnel are assigned.

B Check

The "B" Check will be accomplished prior to aircraft departure:

- 1) On aircraft in sequential segmented checks each one hundred and thirty-six (136) flight hours unless a "C" Check is accomplished.

AND

- 2) At specific stations where EWA Maintenance personnel are assigned.

Note: The "B" Check Inspections are incorporated in multiple segments as "B1", "B2", "B3", and "B4".

C Check

The C Check shall be accomplished every twenty-four calendar months.

D Check

The D Check shall be accomplished every twelve (12) calendar years. A "C" Check will always be accomplished when performing a "D" Check.

Corrosion Program

See the Inspection Program Manual Volume III for a complete detail of the Policy and Procedures for monitoring, planning, and compliance of EWA's FAA approved equivalent DC-8 Corrosion Prevention and Control Program.

SID

See the Inspection Program Manual for a complete detail of the Policy and Procedures for monitoring, planning, and compliance of the Douglas SID Program.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.6

The DC-10 series aircraft are not listed in paragraph D76 (Short Term Escalation).

RRXA Response

In accordance with the previous FAA PMI, EWA is required to operate the DC-10 aircraft for one year before this short term escalation can be used.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.7

The DC-10 series aircraft are not listed in paragraph D74 (Reliability Program).

RRXA Response

In accordance with the previous FAA PMI, EWA is required to operate the DC-10 aircraft for one year before this aircraft can be added to EWA FAA approved Reliability Program.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA5588)
RASIP Response (Airworthiness)

Finding 2.2.8

The current wet lease arrangements made available to the team do not match those in the Ops Specs.

RRXA Response

This is an EWA Operations Department finding.

EWA does not consider this to be a finding.

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Form Approved
OMB No. 3120-0002

A28. Aircraft Wet Lease Arrangements (1/11/98). The certificate holder is authorized to conduct operations with the aircraft in accordance with the wet lease agreements identified in the following table. All operations conducted under the wet lease agreements shall be conducted in accordance with the authorizations, limitations, and provisions of these operations specifications and the terms and conditions of the appropriate wet lease agreement. The certificate holder shall at all times be responsible for and maintain the operational control and airworthiness of the aircraft identified in the lease agreements. The certificate holder shall not conduct any other operations under these operations specifications with aircraft under any other wet lease agreements.

NAMES OF THE PARTIES TO THE WET LEASE AGREEMENT		AIRCRAFT MAKE/MODEL/SERIES	EXPIRATION DATE OF THIS AUTHORIZATION
LESSOR	LESSEE		
EMERY WORLDWIDE AIRLINES, INC.	AER LINGUS	DC-8-73	04/25/98
	AIR AFRIQUE	DC-8-73	04/27/98
	AIR NEW ZEALAND	DC-8-73	02/19/99
	EUROPEAN AIR TRANSPORT	DC-8-73	UNLIMITED SEE NOTE 1
	TURKISH AIRLINES	DC-8-73	07/13/98

NOTE 1: WET LEASE CONTRACT WITH EUROPEAN AIR TRANSPORT IS SUBJECT TO THE FOLLOWING LIMITATION: "WITH RESPECT TO ONLY THE WET LEASE AGREEMENT WITH EUROPEAN AIR TRANSPORT, IT IS AGREED THAT FOR THE INTRA EUROPEAN UTILIZATION OF THE WET LEASED FLEET ALL FLIGHT CREW REST PERIODS MUST BE AN UNINTERRUPTED PERIOD OF AT LEAST 8 HOURS WITHOUT ANY DUTY".

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

[Signature]
KRISTIANSEN, TERJE Principal Inspector

WP15

3. Date Approval is effective: 3/11/98

Amendment No.: ONE

4. I hereby accept and receive the Operations Specifications in this paragraph.

[Signature]
HELVIN T. GRAVES

DIRECTOR FLIGHT OPERATIONS

Date: 3/16/98

Effective Date: 3/11/98

A19-1
EMERY WORLDWIDE AIRLINES INC

CERTIFICATE NO.: RRXA5588

FAA Form 8100-8 (10-90)

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.2.9

FAA VIS does not reflect the same number of DC-8-71 F and DC-8-73F aircraft as listed in the Ops Specs.

RRXA Response

This information was the responsibility of the previous FAA PMI to maintain in the FAA VIS system.

EWA's submittal of Operations Specifications was current.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA5588)
RASIP Response (Airworthiness)

Finding 2.2.10

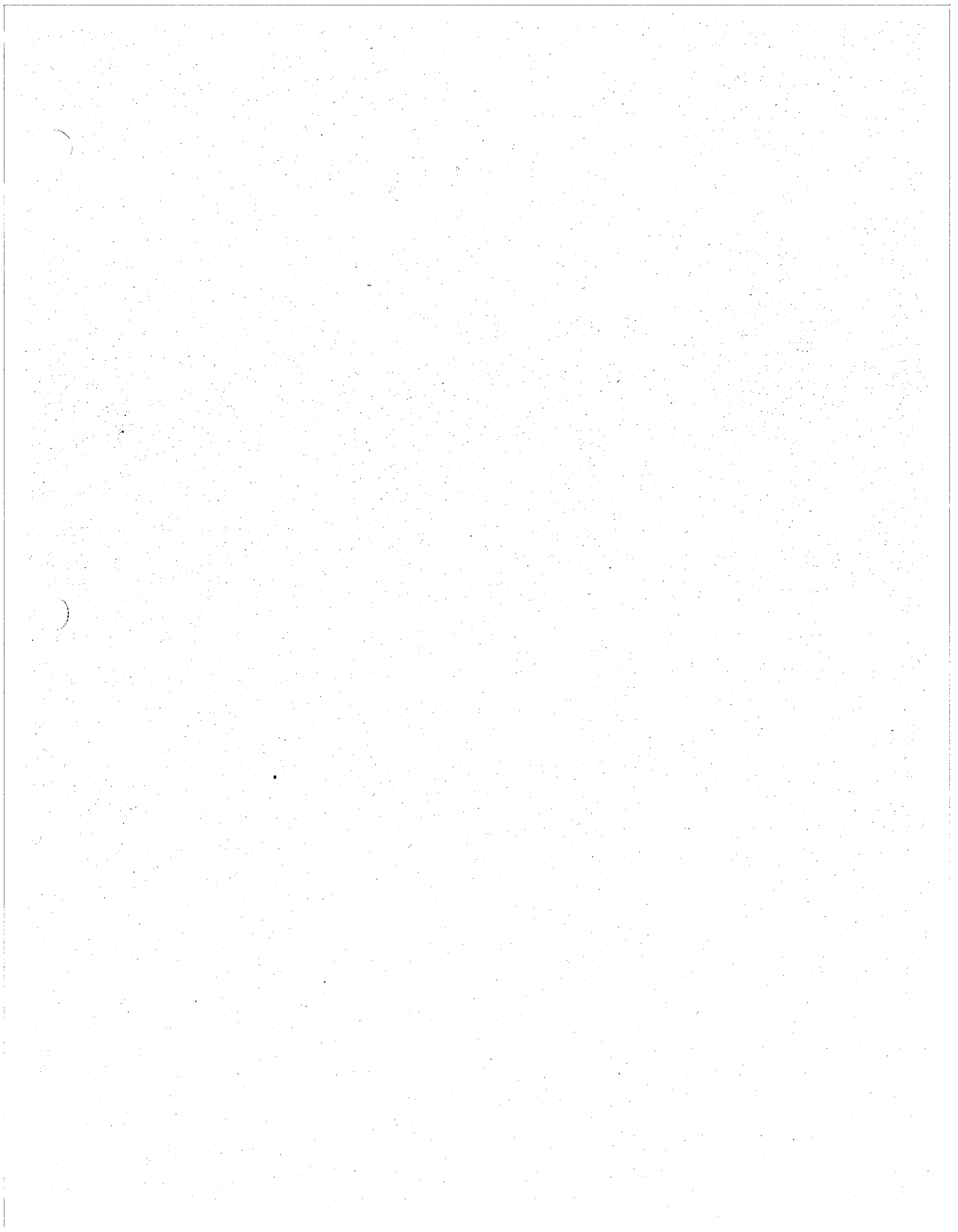
FAA Environmental VIS for Emery Worldwide Airlines at KDAY does not reflect the correct principal inspectors or that "B" Checks are performed at KDAY.

RRXA Response

This information was the responsibility of the previous FAA PMI to maintain in the FAA VIS system.

EWA's submittal of information pertaining to the Dayton "B" Check station was submitted in the EWA Line Station Listing.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.1

Unable to locate procedures in the Maintenance Policy and Procedures Manual for scheduling maintenance between heavy checks (Team was given Revision 21 prior to completion of the inspection. Correction was addressed in chapter 3, page 10, paragraph B. 1. a.).

RRXA Response

As stated, this item was addressed by Revision 21 to the M.P.P., Chapter 3, page 10.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

g. Work Priorities

Work priorities affect all elements of the maintenance activity and must be considered in all actions. Work priorities are essential to the proper and timely distribution of the Maintenance effort. Maintenance Management at all levels must be able to determine which job is to be given emphasis, so work assignments can be controlled and production effort applied to the desired projects. Work priorities are controlled by the Vice President of Technical Services.

h. Aircraft Assignment

In order to fulfill the daily flight schedule commitments, Aircraft assignments by tail (registration) number are published. The Production Planning Section publishes short and long range maintenance schedules of all required routine maintenance.

2. Procedures

a. Maintenance Scheduling:

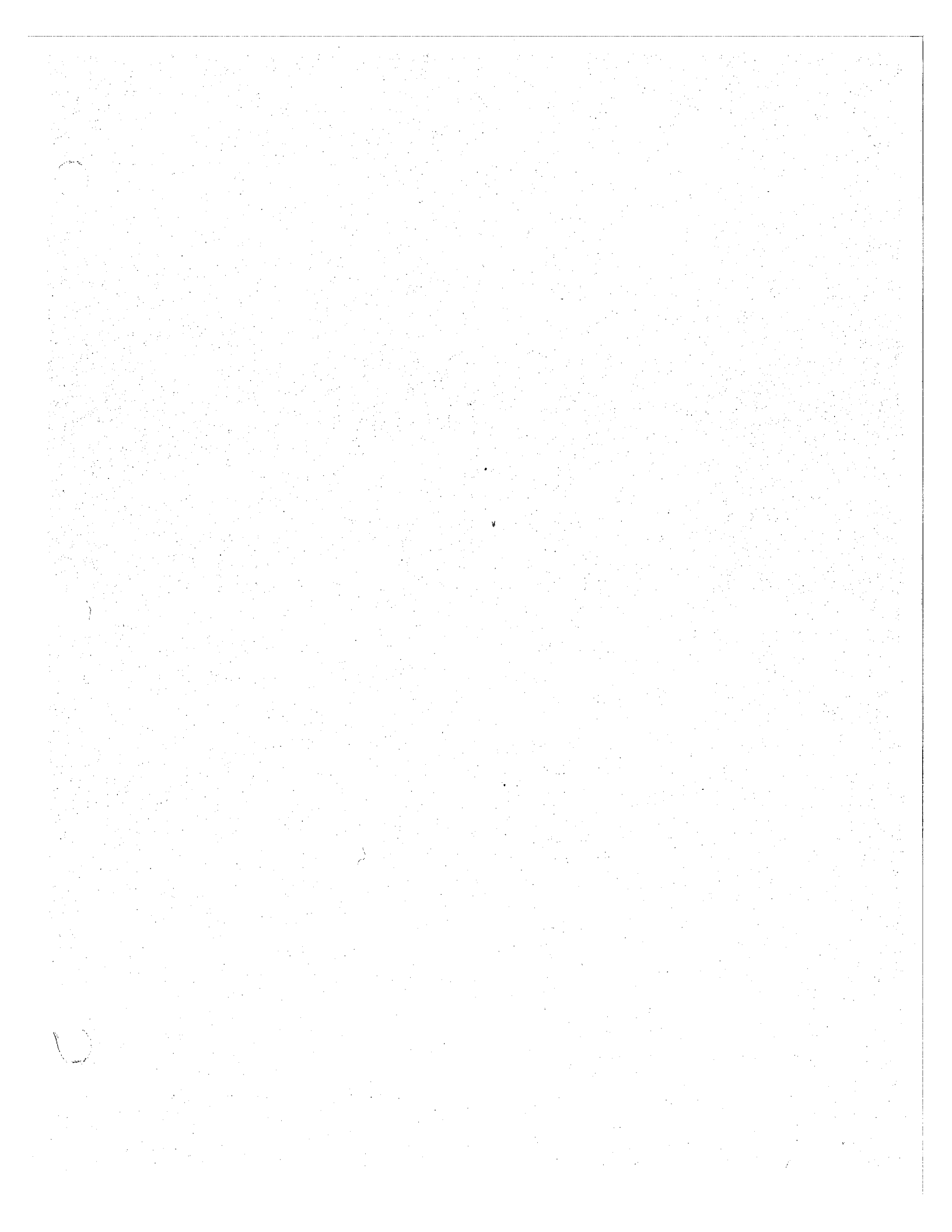
The Airframe Limit Report published by aircraft records is the data base program used by Production Control to identify all maintenance tasks which will occur at a specific interval of time, cycle, calendar or some combination of the three. The program forecasts time and cycles controlled tasks for specific aircraft based upon utilization of the aircraft for the previous 90 days of operation. The forecast identifies the projected date the task will fall due. The master maintenance schedule is comprised of a detailed 4 weeks schedule and a 12 month heavy maintenance schedule.

B. Production Planning

1. Scheduled Inspections

- a. The maintenance planner responsible for scheduling periodically reviews the time and cycle report for the fleet and develops short and long range maintenance schedules for the fleet. The short range schedule covers the next 4 weeks of operation and is updated each Wednesday. The short range schedule identifies all line and heavy maintenance routine work to be accomplished during the period with the exception of the daily aircraft service.

The long range schedule covers the period of the next 12 months of operation. The task identified are "C" Checks, "D" Checks, Landings Gear and Engine Changes these tasks represent a major cost expenditure and require long lead times for planning and material logistics. The long range schedule is updated at the end of each month.



**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.3.2

Noted numerous blue pages (temporary revisions) throughout both the Maintenance Policy and Procedures Manual (MPP) and Reliability Manual (RAMP). (Team was informed that Rev. 21 to the MPP and Rev 8 to the Reliability Manual will remove all the blue Temp. Revision pages.)

RRXA Response

In order to disseminate information in a timely manner and to keep the manuals current with up-to-date information, the M.P.P., Chapter 1, page 17, provides a "Temporary Revision Procedure".

The Reliability manual also has an approved "Temporary Revision Procedure" for the same aforementioned purpose.

All temporary revisions have been replaced with Revision 21 to the M.P.P., and accepted by the FAA CVG PMI. Additional manual reviews will be performed as required per the FAA CVG Priority List, dated April 6, 2000.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

D. Temporary Revisions

1. In order to disseminate information in a timely manner and to keep the manuals current with up-to-date information, The Director of Engineering or his designee may generate a Temporary Revision, in lieu of a general revision, for manuals that do not require FAA approval. For manuals requiring prior FAA approval Temporary Revisions will be faxed or mailed to the FAA for approval. Temporary Revisions will be recorded on Form ME055 by the individual incorporating the change.
2. Temporary Revisions will be printed on paper that is a color other than white. This will readily identify the Temporary Revision for referencing and updating of manuals.
3. Procedure for incorporating revisions in manuals:
 - a. Upon receiving a manual revision, the revision shall be read and inserted into the manual in accordance with instructions on the transmittal sheet (Form ME054).

Note: It shall be the responsibility of the Line Station Maintenance Manager and/or Supervisor to have all mechanics review all changes.

- b. Remove the Temporary Revisions or pages (if applicable) in accordance with instructions on the transmittal sheet. (Form ME054).
- c. Enter the number of the revision, date, and initial of individual in manual Temporary Revision record (FORM ME055).
- d. Sign the transmittal page and return to The Maintenance Programs and Publications Section as instructed.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE RELIABILITY PROGRAM
DOCUMENT NO. EWA-51990**

TEMPORARY REVISION RECORD

RETAIN THIS RECORD IN THE FRONT OF THE MANUAL ON
RECEIPT OF REVISIONS. INSERT REVISED PAGES IN THE
MANUAL AND ENTER DATE INSERTED AND INITIALS.

ASSIGNED TO:
DIRECTOR OF QUALITY CONTROL

LOCATION:

TEMPORARY REV#	REVISION DATE	INSERTED DATE	FILED BY	DATE REMOVED	REMOVED BY	PAGES REVISED
7a	01/02/98	04/07/98	REL			Temp. Rev. Record pg. iv, Ch. 6 pg 2
7b	05/19/99	6-22-99	JmW			Temp Rev. Record pg. IV, Ch. 2 pg 2, Ch. 3 pgs 1, 2, 3, 5, 6, CH 4 pgs 8,9, CH. 8 pg 2

MEO55 (Rev. 1 5/31/95)

May 19, 1999
Temporary Revision 7b

Revision List
Page iv

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both primary and secondary data collection techniques. The primary data was gathered through direct observation and interviews with key personnel. Secondary data was obtained from internal company reports and industry publications.

The third section details the results of the data analysis. It shows a clear upward trend in sales over the period studied, which is attributed to several factors, including increased marketing efforts and improved product quality. The analysis also identifies areas where costs can be reduced without compromising the quality of the product.

Finally, the document concludes with a series of recommendations for future actions. These include continuing to invest in research and development to stay ahead of the competition, as well as maintaining a strong focus on customer service and satisfaction. The author believes that these strategies will lead to long-term success and growth for the organization.

EMERY WORLDWIDE AIRLINES (RRXA658B)
RASIP Response (Airworthiness)

Finding 2.3.3

The "A" Check inspection for the DC-8 fleet was deleted approximately one year ago. "A" Checks are still mentioned in several places in the Inspection Procedures Manual (Vol III, Chapter 2, page 3).

RRXA Response

The reference to the "A" Check was removed by Revision 21 to the IPM, Volume III.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES
MANUAL REVISION SUBMITTAL -- FORM ME059

To: Mr. Harold Camden

The attached manual revision is submitted for your review and acceptance or approval as required. We request that you review the subject revision at your earliest opportunity and return completed form to Emery Worldwide Airlines within ten (10) working days after date of submission. Should you have questions or comments concerning this revision, please do not hesitate to contact this office.

Manual: Inspection Program Manual (IPM) Volume III

Revision Number: 21

Revision Date: April 2, 1999

Purpose of Revision:

Revise IPM Volume III to include DC-10 information and CPCP level determination flow chart. Refer to Revision Highlights for additional information on the "Purpose of Revision".

Submitted by: Jim Feisley

Date: 02/29/00

FAA

Accepted

Approved

Not-Accepted

Disapproved

Signature: [Signature]

Date: 1-7-00

Grounds for disapproval:

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.4

The Maintenance Policy and Procedures Manual, Chapter 4, pages 100 and 101, appear to disagree with Chapter 6, page 14, regarding how Airworthiness Directives will be recorded and tracked. The actual system in use agrees with Chapter 6.

RRXA Response

The M.P.P., Revision 21, submitted to the FAA team, references the accurate control procedures regarding how Airworthiness Directives will be recorded and tracked.

Chapter 4, page 98 and 99

Chapter 6, page 13,14, and 20-23

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

IX. AIRWORTHINESS DIRECTIVE COMPLIANCE POLICY AND PROCEDURES FAR 39

A. Policy

Airworthiness Directives will be reviewed by the Engineering and Quality Control Departments to determine the applicability of the AD to company equipment and the action to be taken for compliance. Quality Assurance and Engineering will initiate necessary action by providing specific instructions to Maintenance Records, by notifying the Maintenance Department of immediate action requirements, and if the procurement of parts is involved, coordinate with Purchasing. If modification of parts or equipment is involved, Engineering will issue a Engineering Order (EO), as necessary, to comply with the directives.

EMERY WORLDWIDE AIRLINES will not operate a product to which an airworthiness directive applies, except in accordance with the requirements of that airworthiness directive.

B. Procedure

1. All AD notes applicable to company aircraft and equipment will be listed on a master AD list.
2. Maintenance Records will prepare individual aircraft listings for each Airworthiness Directive applicable to the type equipment operated by the Company and add each to the Aircraft AD listing. Necessary paper work to comply with the AD will be prepared and issued.
3. The Maintenance and Inspection Departments or contract agency will comply with instructions from the Quality Control Department for compliance with immediate action AD's and with instructions from Maintenance Records as entered on the Discrepancy Sheets.
4. The mechanic or inspector complying with the specific instructions prepared by Quality Control shall make a statement in the form of the example below when signing-off an AD.

EX: AD 73-01-01 Amendment 2-265 Paragraph C.1, complied with in accordance with DACO S/B 27-22 (or EMERY WORLDWIDE AIRLINES EO number) paragraphs 1-3 by eddy current inspection. No defects noted.

Note: The certificated individual signing-off the AD **MUST ALWAYS** state whether defects were noted or not and the method of compliance!

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

5. Upon compliance with the AD, if it is a one time only inspection, the proper information will be entered in the AD Compliance List. If the AD requires repetitive inspection, the AD compliance information will continue to be maintained on the AD Compliance List, and the AD will be entered on the EMERY WORLDWIDE AIRLINES Aircraft Maintenance Forecast as well. The forecast will insure proper monitoring of the next due date for repetitive inspection.

Repetitive AD's with an inspection interval compatible with existing check periods may be incorporated into the appropriate check package (A, B, C, or D check) by the Quality Control Department. The AD number will be referenced in the summary of tasks completed within the inspection.

6. Quality Assurance will review all completed ADs for completeness. Terminated ADs will be filed in the applicable aircraft Terminated AD Manual. Repetitive ADs will be filed in the aircraft records repetitive file.
7. See Chapter 3, "Maintenance Control Work Request Form Procedure" for additional procedure on log page entries when performing A.D.'s.
8. See Chapter 6, "ADs and Time Control Policy and Procedure" for additional procedure control.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

II. AIRCRAFT RECORDS RETENTION POLICY AND PROCEDURES FAR 121.380 and 121.380a

A. Policy

All records of maintenance, preventive maintenance, alterations, repairs, Airworthiness Directive compliance and flight and maintenance log books will be retained as set forth herein.

B. Procedure

EMERY WORLDWIDE AIRLINES will make all required maintenance records, to be kept by the Aircraft Records Section, available for inspection by the FAA or an authorized representative of the NTSB. Making available does not necessarily constitute performing research functions. Any research requested will be directed to the Director of Quality Control or his designee.

1. Aircraft Maintenance Logs, Airworthiness Release Records, DMI-MEL Records/Non-Routines.

The Aircraft Maintenance Log (log page), and any other documentation that supports an Airworthiness Release, including DMI/MEL records, will be retained for a one (1) year period. If the Log Page/Non-Routine contains the sole sign-off for an AD, it will be retained permanently if the AD is terminated or until re-complied with if the AD is repetitive.

If after twenty (20) days, following the Aircraft Maintenance Log page date, the original "white" Aircraft Maintenance Log page has not been received by Aircraft Records and all reasonable efforts have been expended to retrieve it, then the Aircraft Maintenance Log page "pink" carbonless reproduction (NCR), will be authenticated by Quality Control and be retained by Aircraft Records as an official substitute for the original "white" Aircraft Maintenance Log page.

2. Component/Part Tags (maintenance release)

a. Hard Time Component/Part Tags for new/overhaul/hydrostatic test will be retained until next overhaul/hydrostatic test or the component/part is disposed of.

b. Non hard time rotatable Component/Part Tags will be retained until the component/part is superseded (removed and replaced) or unit is disposed of.

3. Master Log, Airframe Limit Report, AD Compliance Record, and Major Alteration Listing

The EMERY WORLDWIDE AIRLINES reports listed under this heading, meet the requirements of FAR 121.380a (2)(i) through (vii) (SEE NEXT PAGE FOR FURTHER CLARIFICATION REGARDING AD'S).

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

4. Airworthiness Directive Compliance

There are two (2) documents pertaining to AD's: the repetitive inspection documents and the terminated AD Records. The repetitive inspection documents will be retained until the inspection is re-complied with. The terminated AD Records showing the current status of the AD, including the method of compliance, date of compliance, and who performed the work will be permanently retained and transferred with the aircraft at the time it is sold or the termination of the lease.

5. Overhaul Records for Hard Time Components/Parts

The records of the last complete overhaul of each airframe, engine, component/part, and appliance shall be retained until the work is superseded by work of equivalent scope and detail, or the aircraft, engine or component/part is no longer in EMERY WORLDWIDE AIRLINES Inventory.

Note: Components/parts repaired and continued time will require record retention until complete overhaul is performed.

6. Teardown and Repair Reports

The component/part teardown and/or repair reports from vendors, will be reviewed for continuing analysis and surveillance data and kept on file for a period of one (1) year, or until overhauled, or the component/part is no longer in EMERY WORLDWIDE AIRLINES inventory.

7. Vendor/Repair Station/Shop Work Orders for hard time components/parts will be retained until the next overhaul of the component/part.

8. Inspections

There are two (2) documents pertaining to aircraft inspections: the actual sign-off document and the inspection record (EMERY WORLDWIDE AIRLINES Airframe Limit Report). The actual sign-off document may be discarded upon re-compliance of the inspection, the inspection is superseded by a higher inspection, or one (1) year has elapsed after the work was performed. The sign-off document includes, but is not limited to: Routine Inspection Cards (including SID related inspections), Routine Check Cards (Service, A, B, C, D, etc.), Non-Scheduled Inspections (overweight landing, etc.).

The Inspection Record (EWA Airframe Limit Report) contains the information required by FAR 121.380 (a)(2)(v) as referenced in this section.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

IV. ADs AND TIME CONTROL POLICY AND PROCEDURE

FAR 121.380

A. Policy

A complete Time Control File System for all accessories and components, as required by the Operations Specifications shown in the Maintenance Operations Specification Manual is kept by Aircraft Records. An EMERY WORLDWIDE AIRLINES Part Change Tag (Serviceable Tags) or contract air carrier's Serviceable Tag must be kept on file for each of these items current on the aircraft.

1. In addition, files are maintained on some emergency equipment items that cannot be readily maintained by the inspection requirements of the various aircraft service forms. Serviceable tags are not required for these items as the file alone controls the inspection of the item in accordance with the Operations Specifications. An EMERY WORLDWIDE AIRLINES emergency equipment tag is used on these items where applicable.
2. All other emergency equipment items have inspection requirements in the aircraft services that adequately control the time limitations of the Operations Specifications. An EMERY WORLDWIDE AIRLINES emergency equipment tag is used on all of this equipment.

B. Procedure

1. Aircraft Records will provide on a monthly basis, an "Aircraft Maintenance Inspection Forecast."

The forecast consists of:

- a. Inspection Program
- b. Repetitive Airworthiness Directives
 - (1) Airframe
 - (2) Power Plant
- c. Time Controlled Components
- d. JT3D/CFM 56 Engine Limiter Forecast

It is the responsibility of Production Planning to inform the Maintenance and Inspection Departments when the aircraft and/or Power Plant and their respective accessories and/or components are due for either inspection, time removal, AD note compliance, aircraft weighing, etc.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

2. Prior to each major service, all applicable records will be checked to see which special checks, services, time changes, etc., must be complied with prior to the next regularly scheduled major service. These items are recorded on the Aircraft Maintenance Inspection Forecast (see page 10, this chapter).

When the completed paperwork returns to the Aircraft Records Section that shows satisfactory compliance of the required time change, inspection, etc., proper entries will be made to the applicable file and the paperwork properly filed. Quality Control will perform audits of all paperwork received, prior to filing in the aircraft records.

3. EMERY WORLDWIDE AIRLINES current method of maintaining the a) total time in service of the airframe, b) the current status of life-limited parts of each airframe, engine and appliance, c) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis, d) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained, and e) the current status of applicable Airworthiness Directives, including the method of compliance is by automated means.

The following reports either in combination or stand-alone will provide the audit trails back to original paperwork or vendor references necessary to maintain the information required by a Continuing Analysis and Surveillance program as well as the requirements of FAR 121.380 as stated in the previous paragraphs.

Emery Worldwide Airlines Aircraft Maintenance Inspection

ATA Chapter
Nomenclature
Part number or Inspection Identifier/AD number (for repetitive AD's)
Serial Number
Position
Inspection Interval
Aircraft Time at installation
Due date
Time Remaining
Days remaining
Time since Overhaul
Due Date forecast on current utilization

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

Part List

Date of installation
ATA chapter
Part number
Nomenclature
Serial number on
Serial number off
Pos
Vendor

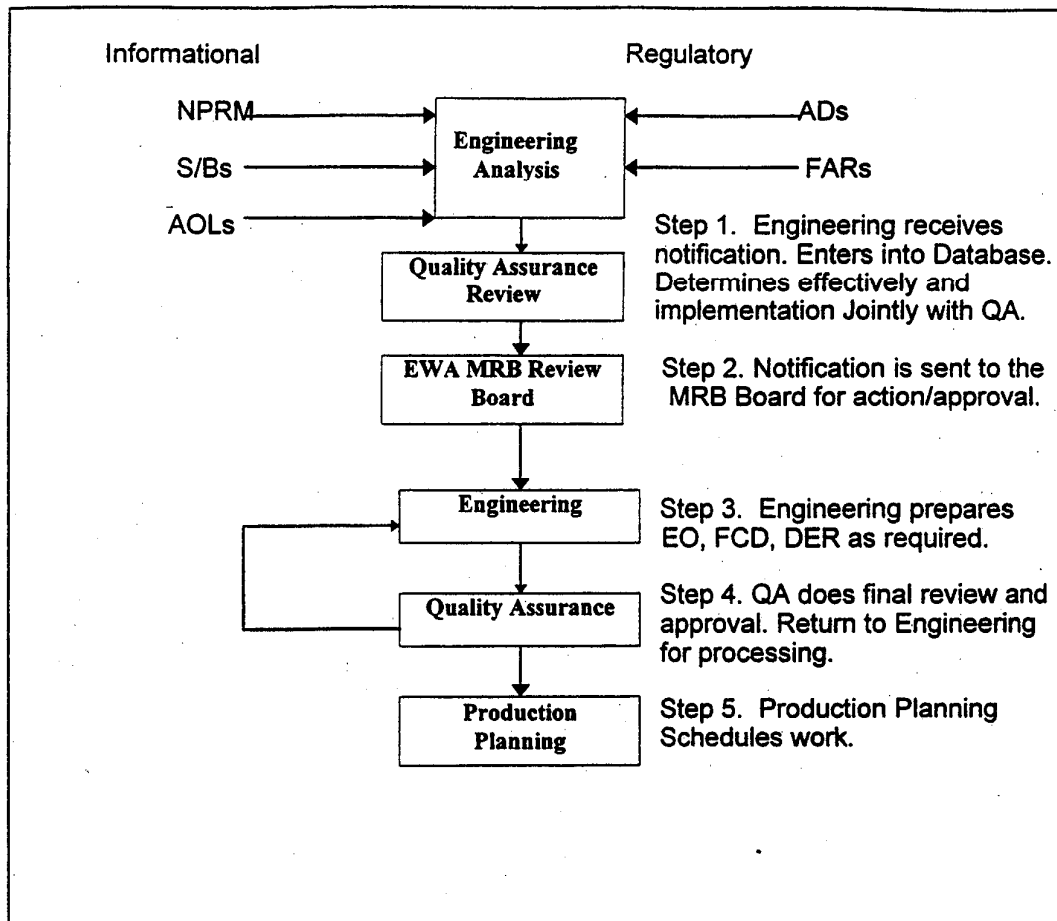
AD Compliance Record

Aircraft or engine
AD number and amendment number
Description of AD
Method of compliance
Date of compliance
Name of individual/repair agency performing compliance work

4. The Engineering Department and the Manager of Quality Assurance will research and review all newly released ADs, Alert Service Bulletins, and other mandatory documents for their applicabilities to the EWA operated aircraft and power plants and to integrate same into the maintenance program by EO or other designated M.P.P. procedure. All applicable revisions, additions or deletions to the maintenance program will be transmitted to the Manager of Aircraft Records and Manager of Production Planning by means of "Maintenance Review Transmittal Sheet (MEO78)".

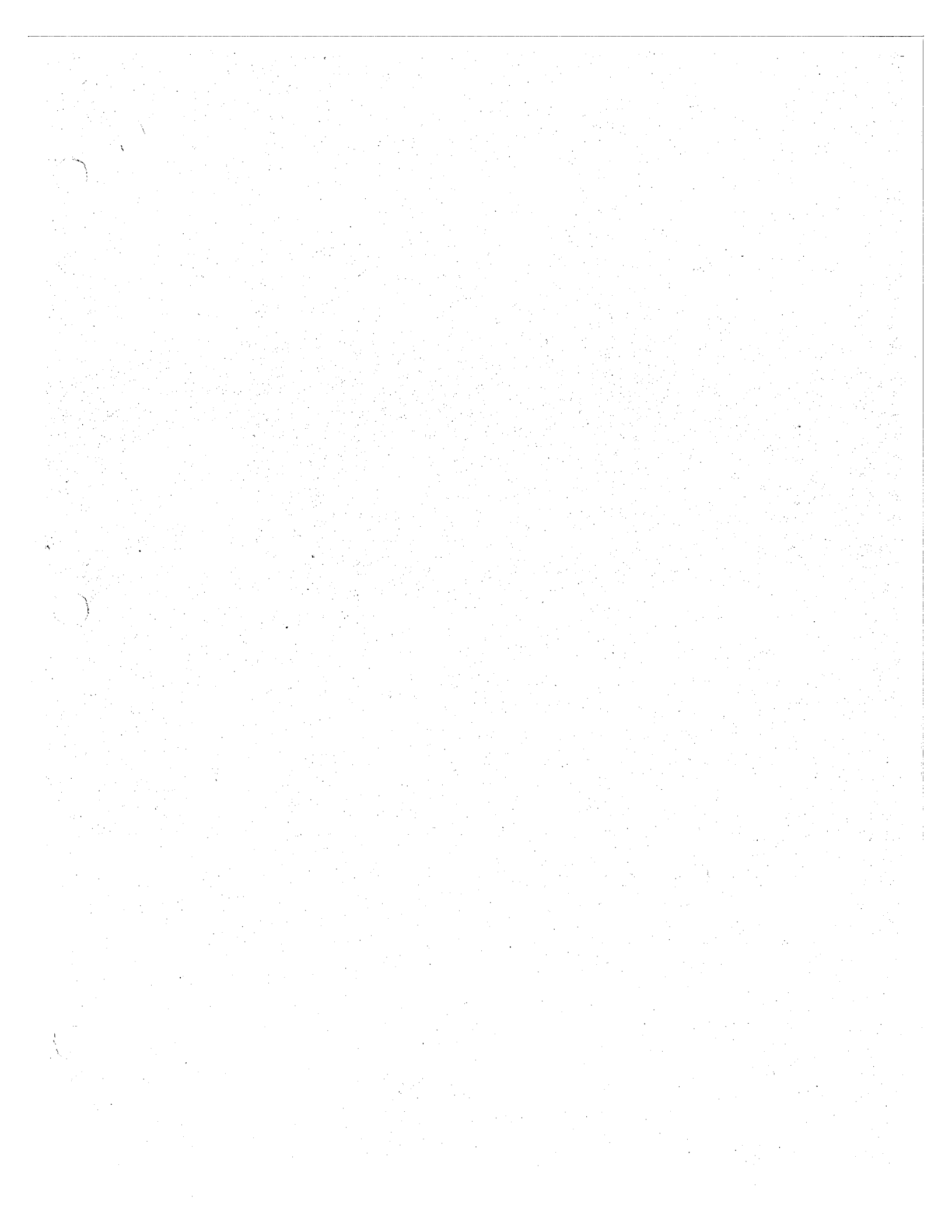
This procedure is shown by a flow chart to reflect the process steps that involve several sections of the Technical Services Department.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL



C. Airframe Limit Report Open Status Procedure

1. The Aircraft Record Section will maintain a monthly fleet Airframe Limit Report open status. All updates to the Maintenance Transaction File will be noted on the report by a pen and ink change.
2. At the end of each month, a designated records person will check the pen and ink changes against the hard copy file paperwork/log pages to verify the task performed, date, hours, cycles etc.
3. At the completion of the Records file verification, the reports will be forwarded to Quality Control. A Quality Control Inspector will perform a sample audit of the updates. At the completion of this audit, the reports will be discarded.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.5

The Maintenance Policy and Procedures Manual, Chapter 5, page 4, item 1, makes reference to "GMM" training. There is no "GMM"; reference should read "Maintenance Policy and Procedures Manual".

RRXA Response

This was changed in Revision 21 to the M.P.P., Chapter 5, page 4.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

D. Types of Training

The need for training/qualification generally originates from four sources:

- Hiring new personnel.
- Acquiring new and/or changing existing equipment.
- Implementing new procedures or inspection techniques.
- Returning to or requalifying in a job.

To satisfy the needs for training various types of training are used. Types of training used by EWA include, but are not limited to:

- Indoctrination Training
- Initial Training
- Recurrent Training
- Special Training
- On-the-Job Training
- Quality Control OJT
- Field Training

These types of training consist of varied subject matter, covering a multitude of topics and may be presented in a formal and/or on-the-job training format.

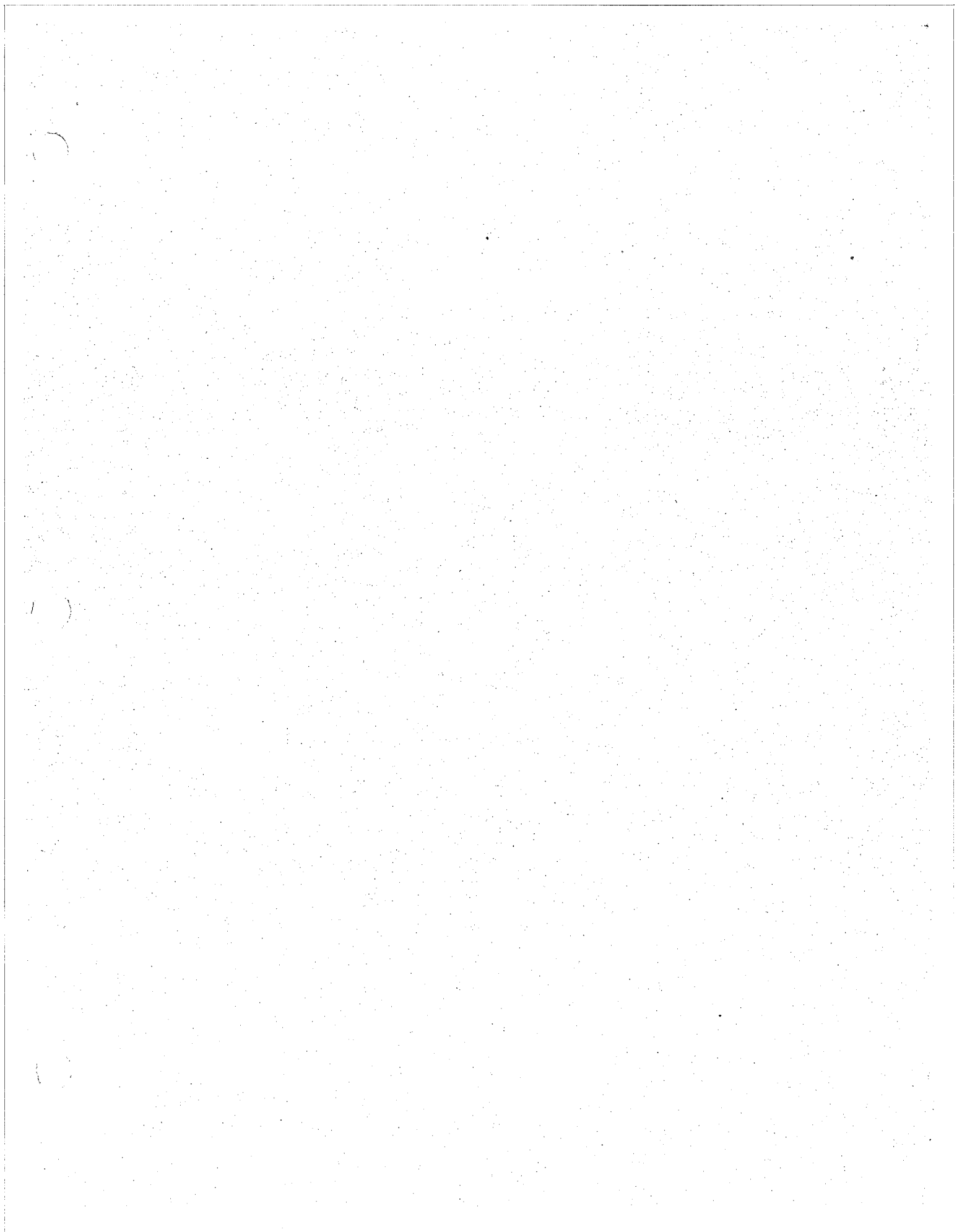
1. Indoctrination Training

This training is designed primarily for new employees. Indoctrination training content may vary depending on the individual's position, but in all cases will cover policies and procedures as stated in the EWA Maintenance Policy and Procedure Manual. It will be performed for all new hired mechanics at the next scheduled class, or as scheduled by his/her immediate supervisor. All new hired mechanics will work under the direct supervision of his/her supervisor until this class has been taken. At a minimum, Indoctrination Training will consist of four hours of instruction covering the following material.

- Maintenance Policy & Procedures Manual
- Logbook Familiarization
- Forms and Tags Introduction
- RII Procedures Familiarization
- Airworthiness Release Duties

2. Initial Training

Initial training shall consist primarily of systems introduction on the type of aircraft operated by EWA. Requirements for this training are based on an employee's prior experience on the type of aircraft operated by EWA. This experience must be verifiable in the form of previous training records and/or certificates. Employees with prior experience may only require



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.6

Unable to locate where copies of one-time R11 authorizations are kept on file (Reference: Maintenance Policy and Procedures Manual, Chapter 4, page 121).

RRXA Response

The Director/Manager of Quality Control maintains files of one-time Authorizations. A copy is also sent to Maintenance Training and filed in the mechanics training records. EWA has revised this procedure to specifically reflect who keeps the file.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

E. Delegated Inspection (RII) Authority

1. General

This section outlines the method used to delegate inspection authority and the requirements for receiving this authorization.

2. Policy

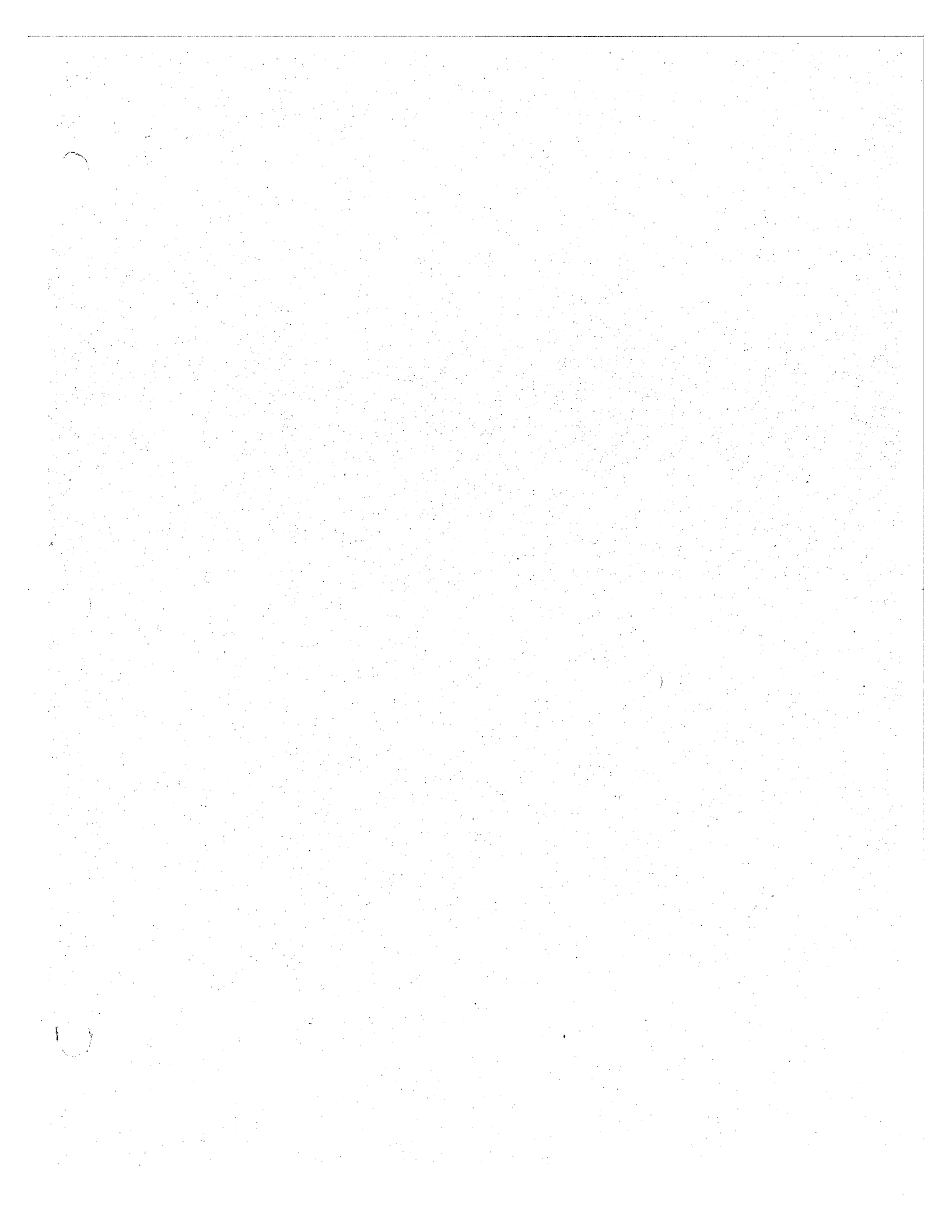
- a. The Director of Quality Control or his designee may delegate the authority to personnel other than designated Inspectors to inspect and accept work performed on aircraft, power plants, and components. Persons so delegated may only perform RII inspection functions within the scope of their FAA certificates and normally assigned duties.
- b. Employees of other U.S. certificated airlines or Repair Stations who are approved by their own company to perform RIIs on a given type aircraft, in accordance with FAR 21, may also perform required inspection items as defined in this chapter for EWA on the same type aircraft provided they are certified, trained, qualified, and authorized to perform the specific job. In addition, they must follow the procedures in the approved EWA manuals pertinent to the work performed.
- c. All RIIs must be inspected by an authorized individual. If a Line Maintenance Station does not have personnel qualified to accept RIIs, arrangement to have a qualified person inspect the work must be made before releasing the aircraft for service.

3. Procedures

- a. The Director of Quality Control or his designee may delegate the authority for accepting work requiring inspections (including RIIs) to properly trained and qualified personnel. This authority is valid only when qualified inspection personnel are not available.
- b. When required inspection is needed outside EWA Maintenance Stations, the required inspection items will be inspected by a RII trained and qualified A&P mechanic, who did not perform the maintenance.

A one-time authorization may be given when the Director of Quality Control or his designee determines that the A&P mechanic is trained and qualified. This authorization will be transmitted by wire/fax to the designated individual.

- c. A copy of the one-time authorization will be kept on file, by the Manager of Quality Control, with the approved RII listings. This record will be available for inspection by FAA Inspectors and EWA Supervisory Personnel upon request.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.7

The Inspection Procedures Manual, Volume 11, Chapter 1, states that personnel reviewing "C" Check packages will initial in column I that the card was reviewed. This was not accomplished in the "C" Check package for N961R.

RRXA Response

The referenced finding was not confirmed during our review with the FAA CVG Principal Inspectors. However, as a proactive step to improve this process, EWA Quality Assurance Manager provided additional recurrent training to the Inspection Representatives.

All Quality Control/Quality Assurance Inspection Representatives have reviewed the EWA IPM Volume I, Chapter 1, Volume II, Chapter 2, Volume III, Chapter 2 and Volume IV, Chapter 1 for procedures for control and handling of EWA B, C, and D Checks, which also include procedures for stamping and routing of work packages. (See attached Training Form examples)(See finding 2.5.2)

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.8

On the "C" Inspection Package reviewed, there is no traceability between "C" Check Non-Routines and the Routine card that generated the Non-Routine

RRXA Response

EWA's inspection program does not require the stated traceability between "C" Check Non-Routines and the Routine card that generated the Non-Routine. The Non-Routines are, however, maintained by zone location that does provide "C" Check zonal traceability.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.3.9

The Inspection Procedures Manual, Volume 1, Chapter 1, page 3, item 6; wording of this paragraph appears to allow maintenance personnel (Maintenance Representatives) to "N/A" inspection items with no prior approval or authorization from Quality Control.

RRXA Response

The on-site heavy maintenance representative, who is designated by Quality Control, can deem an inspection step or instruction as "Not Applicable". These circumstances are all coordinated through Quality Control.

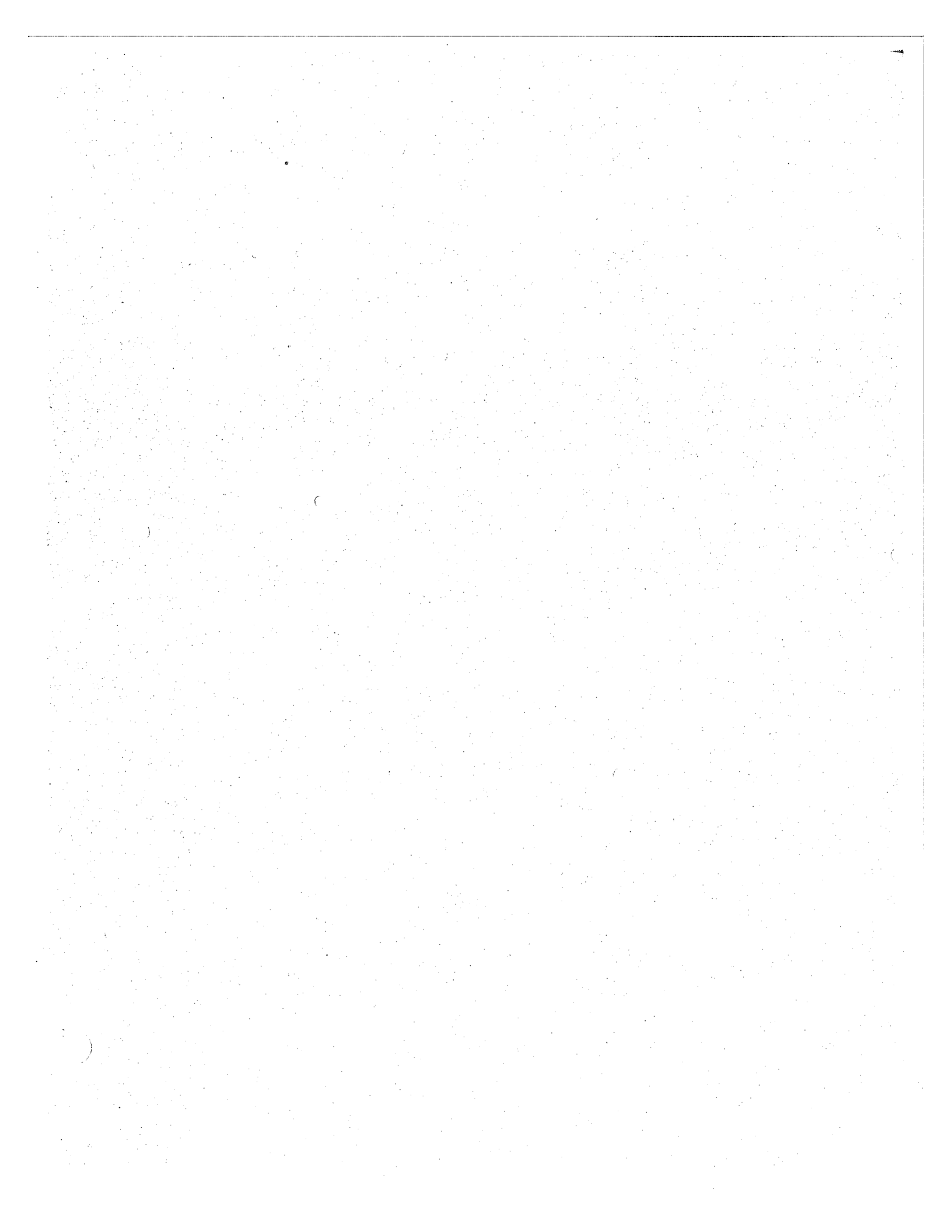
EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

Example: In reference to the sample card below, if a "B-1" Check is being performed on one of the 70 series aircraft, then items 3 and 4 are not applicable to this aircraft. In this case, the blocks adjacent to the respective items should be marked "N/A" and employee number entered next to the block by the mechanic as shown below.

EMERY WORLDWIDE AIRLINES	REV. DATE 08/30/98	REV. NO. Original	PAGE NO. 3 OF 4	INSPEC. CK B-1	CARD NO. 8008
DC-8			ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF MECHANIC ONLY	
2)	Inspect cargo compartment door (FWD/AFT) components (i.e. seals, latches, rollers, spools, attach brackets, hooks, and support fittings) for damage, corrosion, and general condition.			2)	12348
3)	Inspect interior of AFT accessory compartment through panel 645 for general condition, signs of fluid leakage, corrosion, and security of installed components.			3)	N/A
4)	Inspect AFT accessory compartment door for damage, corrosion, binding, condition, and security.			4)	N/A

6. For "C" and "D" Checks, no inspection step or instruction will be arbitrarily marked "Not Applicable" (N/A). With proper justification and documentation, only the Director of Quality Control, Manager of Quality Control or a delegated Quality Control Inspection Representative/Maintenance Representative can deem an inspection step or instruction as "Not Applicable."
7. During a heavy maintenance visit, if a Maintenance Authorization/ Fleet Campaign Directive requires a log book entry, the on-site EWA Maintenance Representative/Designated Inspector may N/A the log book entry step.
8. Each space required to have a signature must contain employee number. Signatures running across two or more spaces is not acceptable. Arrows or same as signs ("") are not acceptable.
9. All discrepancies found during a check or inspection shall be documented on a Discrepancy Sheet. See Chapter 3 of the Maintenance Policy & Procedures Manual for discrepancy recording procedures.
10. Upon completion of the routine maintenance checks and inspections as well as the unscheduled inspections, a log book entry will be made in accordance with Chapter 3 of the Maintenance Policy & Procedures Manual.
11. If an unscheduled inspection is complied with, a log book entry is required in the "Corrective Action" column as in the following example: "Lightening Strike Inspection complied with, no defects noted."



EMERY WORLDWIDE AIRLINES (RRXA5588)
RASIP Response (Airworthiness)

Finding 2.3.10

The 121 Conformity Checklist, used by Emery, has no provisions for sign-offs other than the one at the end of the checklist. This does not allow accountability for any of the personnel accomplishing the various listed tasks contained on the list.

RRXA Response

EWA's SPO14 Conformity Checklist is an FAA approved procedure incorporated in EWA's Inspection Program Manual. The sign-offs represent that all tasks have been performed. EWA has improved this procedure by the incorporation of the new Aircraft Acquisition Checklist, and FAA data package.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES AIRCRAFT	REV. DATE 01/04/99	REV. NO. 3	PAGE NO. 1 OF 21	INSPEC. CK SPECIAL	CARD NO. SPO14
	CONFORMITY INSPECTION DC-8, DC-10		ACFT. NO.	STATION	DATE
INSTRUCTION				<u>SIGN-OFF</u> INSPECTOR	

A. General:

The EWA Technical Services Department will perform an aircraft record audit and incorporate the required information into the EWA Maintenance Program per FAR 121.380. Quality Control will audit all records for compliance to EWA's programs and applicable FAR's.

A conformity inspection will be performed on all aircraft being added to Emery Worldwide Airlines (EWA) Operation Specification. An EWA Quality Control Department Representative or his designee will perform this inspection. All discrepancies found during this inspection will be recorded and forwarded to Maintenance for disposition.

Upon completion, the person who performed the inspection will make a log book entry as follows:

1. Discrepancy block entry: EWA Conformity Inspection due.
2. Corrective Action block entry: Complied with EWA Conformity Inspection per EWA Inspection Check Card No. SPO14.

Upon completion of this form, the Director of Quality Control or his designee will forward it to EWA's FAA Principal Maintenance Inspector. Upon his review/approval the applicable Maintenance Operations Specifications will be revised and forwarded to the Director of Quality Control.

B. Aircraft Addition Procedure:

1. The Senior Director of Technical Services will notify the Technical Services Directors of the aircraft addition with the pertinent applicable information.
2. The Technical Service Directors will coordinate all tasks as required to place the aircraft on the EWA Operations Specifications.
3. The Director of Quality Control in concert with the Director of Operations will submit a formal letter to the FAA Principal Maintenance Inspector and Principal Operations Inspector providing notification to include the implementation procedures to comply with EWA/FAA requirements of FAR compliance and conformity.

Key Compliance Points:

Aircraft/Engine Record Review
Maintenance Program Inclusion
Aircraft Conformity Inspection
Training
Manual Revisions/Distribution

4. The Technical Services Directors will be responsible for the aircraft record auditing and EWA maintenance program inclusion process.
5. The Technical Services Auditing Team made up of Production Planning/Quality Control will completely audit the records of the aircraft under review. These audits will include the following:

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INSTRUCTION				SIGN-OFF INSPECTOR	

a. Airworthiness Directive Summary

AIRFRAME

ENGINE

APPLIANCES

REQUIREMENT:

An AD Summary will be acceptable if signed and dated by the authorized company representative. Summary must show AD number, date/hour/cycle of accomplishment, method of accomplishment and if non-terminating when next due.

b. Federal Aviation Regulation Summary

The following regulatory compliance checklist is applicable, but not limited to. The Technical Services Department will address compliance of these 121 FAR during aircraft conformity inspection for fleet additions. Quality Control will audit and verify compliance of all regulations and applicability to EWA's Maintenance Program.

Acceptable sign-off's for maintenance record entries will comply with FAR 43.9 which will reflect when and method of accomplishment. Obtain copies of FAA form 337's and 8110's which pertain to compliance action.

Federal Aviation Regulations Part 121 Listing

1. Subpart H - Aircraft Requirements

- §121.151 - Applicability
- §121.153 - Aircraft Requirements - General

No Air Carrier may operate an aircraft unless that aircraft:

- >U.S registered Civil Aircraft
- >Current Airworthiness Certificate
- >Airworthy Condition, including identification and equipment
- >Approved Weight and Balance System
- >Foreign Registered Aircraft
 - >Foreign Airworthiness Certificate
 - >U.S. Type Certificate
 - >Conformity
 - >Condition for Safe Operation
 - >Noise Requirements
 - >Fuel Venting/Engine Emission
 - >Operated by U.S. Certificated Airmen
 - >Lease/Charter Agreement Filed

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2. Subpart J - Special Airworthiness Requirements

- §121.211 - Applicability
- §121.215 through §121.283 - Applicability
- §121.289 - Landing Gear Aural Warning Device

3. Subpart K - Instruments and Equipment Requirements

- §121.301 - Applicability
- §121.303 - Airplane Instruments and Equipment
- §121.305 - Flight and Navigational Equipment
 - Third Attitude Indicator
- §121.309 - Emergency Equipment
 - Inspected Regularly
 - Readily Accessible
 - Clearly Identified and Marked
 - Marking of Containers/Compartments
 - Date of Last Inspection (Due Dates do not meet this requirement)
 - Fire Extinguishers Required
 - Suitable
 - Flight Deck (1 ea.)
 - Each Class E Cargo Compartment (1)
 - Each Galley (1), as applicable.
 - Passenger Compartment (2-8), as applicable
 - 2 Halon (1211) or equivalent, as applicable
 - First Aid Equipment (App. A), as applicable.
 - Crash Ax
 - Megaphone, as applicable
- §121.311 - Seats, Safety Belts and Shoulder Harnesses
 - Flight Crew, all Flight Deck positions
- §121.312 - Materials for Compartment Interiors
 - §25.853 requirements for Flight Crew seats, as applicable
- §121.313 - Miscellaneous Equipment
- §121.314 - Cargo and Baggage Compartments
- §121.315 - Cockpit Check Procedure
- §121.316 - Fuel Tanks
- §121.319 - Crewmember Interphone System
 - Between flight and ground personnel, as applicable.

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INSTRUCTION				SIGN-OFF INSPECTOR	

- §121.323 - Instruments and Equipment for Operation at Night
No person may operate an airplane at night unless it is equipped with the following instruments and equipment, in addition to those required by §121.305 through §121.321:
 - >Position Lights
 - >An anti-collision light
 - >Two Landing Lights
 - >Instrument lights for Instruments and Switches
 - >An Airspeed-indicating system with heated pitot tube or equivalent
 - >A sensitive altimeter
- §121.325 - Instruments and Equipment for Operations under IFR or Over-the-Top
 - >An Airspeed-indicating system with heated pitot tube or equivalent
 - >A sensitive altimeter
 - >Instrument lights for Instruments and Switches
- §121.329 - Supplemental Oxygen for Sustenance: Turbine Engine Powered Airplanes
- §121.333 - Supplemental Oxygen for Emergency Descent and for First Aid: Turbine-Engine-Powered Airplanes with Pressurized Cabins
- §121.335 - Equipment Standards
 - >Equipment must comply with §121.329 and §121.333
- §121.337 - Protective Breathing Equipment
- § 121.339 - Emergency Equipment for Extended Overwater Operations
- §121.340 - Emergency Flotation Means
- §121.341 - Equipment for Operations in Icing Conditions

c. Hard Time Controlled Component Summary

A summary of hard time components is acceptable which are controlled by hour/cycle/calendar under the EWA Maintenance Program. This summary should show when that component was installed and condition of component at installation. It is preferred to have an acceptable parts tag for each component at the time of installation.

d. Certificate Copies

CERTIFICATE OF AIRWORTHINESS
AIRCRAFT REGISTRATION
EXPORT CERTIFICATE OF AIRWORTHINESS
COMPASS CARD

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- e. **Equipment List**
Summary of all equipment currently installed on the aircraft.
- f. **Weight and Balance**
Photocopy of the most current Weight and Balance Report.
- g. **Supplemental Type Certificates**
Summary of all STC's currently active on the aircraft along with accomplishment paperwork. Include as applicable any FAA form 337 created to document an STC accomplishment. Should also include a list of all Aircraft Flight Manual Supplements which are required by incorporated STC's.
- h. **Aging Aircraft AD's**
Summary of current status of Aging Aircraft Program Service Bulletins.
- i. **CPCP Program**
Summary which describes status of CPCP program. Should include a copy of approval for program use by the appropriate regulatory authority.
- j. **Engineering Orders Performed**
Summary of all Engineering orders accomplished on the Airframe, Engines, and Appliances if available.
- k. **SSID AD-PSE (Principal Structural Elements)**
Summary of all PSE's accomplished on the airframe which includes date/hour/cycle and method of accomplishment.
- l. **Engine Reports**
Summary of life limited components and all Service Bulletins/AD's performed.
- m. **Major Repairs**
 - (1) Records of all major repairs.
 - (2) Evaluation of each major repair
- n. **Current Listing of All Service Bulletins Performed**
Summary of all aircraft/component service bulletins if available.

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6. Aircraft Conformity Inspection - Quality Control

- a. Day and Place of completion of aircraft conformity inspection.

Note: Quality Control will contact PMI to see if the FAA intends to observe conformity inspection.

- b. Completed EWA's conformity inspection form sent to Director of Quality Control and then forwarded to FAA PMI for Ops. Spec. changes.

7. Maintenance Program Inclusion:

- a. Review previous Air Carrier's "Operation Specification - Aircraft Maintenance", containing O'haul time limits if available.
- b. Review maintenance record entries for last "C" or "D" Check, bridge (Compare) to EWA's program.
- c. Review the previous Air Carrier's Maintenance Program to determine if it is a FAA approved program. With this information perform a bridging or direct inclusion process as required.
- d. Document(s) from Previous Air Carrier concerning hard-time airframe, powerplant, and appliances.
- (1) Approved O'haul times.
- (2) Time since O'haul.
- e. Review hard-time items from the Previous Air Carrier, if applicable.
- f. Prepare an EWA bridging letter to reflect the process of inclusion.

8. Training - Maintenance:

The Maintenance Training Section will perform the following tasks and provide this information to the Director Quality Control or his designee. Training differences material will be submitted to the FAA PMI for review/acceptance.

- a. Update listing of all EWA Maintenance Personnel, including additional personnel, if applicable.
- b. Publish training dates for EWA's familiarization classes for the new personnel, if applicable.
- c. Publish training date for differences training in the area of differences, if applicable.
- d. Provide the Director of Quality Control a listing of Maintenance Personnel to attend the training, if applicable.

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9. Manual Revisions - Maintenance:

The Quality Assurance Section of Quality Control will be responsible for receipt and distribution of the applicable aircraft manuals, to include required revisions of existing manuals. A copy of the new manual listing will be forwarded to the FAA PMI.

a. Submittal dates and listings of the manuals requiring revision.

- (1) Maintenance Manual (M.M.)
- (2) Illustrated Parts Catalog (IPC)
- (3) Wiring Diagram (Hook-up/Equip. List)

b. Listing of appropriate manuals to be distributed to:

- (1) EWA Maintenance Control
- (2) EWA Line Stations
- (3) Heavy Maintenance Vendors

C. Inspection Instructions:

1. Insert observations in "comments" column adjacent to check list item.
2. Document discrepancies on a non-routine form and forward to maintenance.
3. Use attached Additional Sheet for additional comments, identify by writing "see attached sheet" in comment section.
4. Inspector will sign-off items individually, if more than one inspector performs separate tasks on each page. If one inspector performs all the tasks on a single page then a single sign-off at the bottom of the page is acceptable.
5. Any item that is not applicable will be identified and signed-off as such.

Aircraft Information:

Manufacturer: _____ Type: _____ Aircraft S/N: _____

Act. Registration No.: _____ TAT: _____ TAC: _____

Inspection Performed by: _____ Employee No.(s) _____

Inspection Performed at: _____

Date: _____

I certify all required items of conformity and applicable Federal Regulations have been complied with per EWA's Continuous Airworthiness Maintenance Program.

Director of Quality Control: _____

Date: _____

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WALK-AROUND CHECKLIST

COCKPIT

Comments

- Airworthiness Certificate (Original FAA Form 8100-2) _____
- Registration (Original AC Form 3050-3) _____
- Radio License (EWA Fleet License) _____
- Compass Correction Card _____
- General Condition _____
- Seats, Seat Belts, Arm Rests, (Fire Blocking OBS Seats, Quantity, Condition, Operation) _____
- Windshields and Windows (Delam, Cracking, Condition) _____
- Instruments and Panels (Condition) _____
- Cockpit and Panel Lights _____
- Quick Donning O₂ Masks and Hangar (Quantity, Condition) _____
- Smoke Goggles (ensure O₂ Masks and Goggles are matched sets and meet TSO C99 requirements) _____
- Co-pilots side panel has an Emergency Knock-out Panel _____
- Placards
 - Selcal _____
 - "N" number _____
 - Light Panels _____
 - Speed Charts _____
 - Deactivated Systems _____
- Gear Pins _____
- List of Deactivated Systems _____

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INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Required Emergency Equipment

- Life Vests (Quantity), Emer. Equip. Tag Installed
- Crash Axe
- Halon Fire Extinguishers (One ea. Cockpit, One ea. Courier), Emer. Equip. Tag Installed
- PBE (sealed) within 3' of Cockpit Fire Extinguisher, Emer. Equip. Tag Installed
- First Aid Kit (sealed), Emer. Equip. Tag Installed
- ELT (over-water trips), Emer. Equip. Tag Installed
- Main O₂ Bottle, Emer. Equip. Tag Installed
- Courier O₂ Bottles or PSUs, Emer. Equip. Tag Installed

Required Maintenance Manuals

- The Aircraft Maintenance Manual # & Rev. #
- Fueling Manual # & Rev. #
- Inspection Program Manual # & Rev. #
- M.P.P. Manual # & Rev. #
- MEL/CDL Manual # & Rev. #
- Weight and Balance Manual # & Rev. #
- Maintenance Tapes (as applicable)

Courier Compartment

- General Condition
- Seat and Belts (Condition, Fire Blocking)
- Floor Non-Skid Material (Condition)
- Egress Rope/Escape Slide (Condition, Which Installed)
- Lavatory (Condition, Type)
- Waste Receptacle, No Smoking Placard
- Main Entry Doors
 - Lt. Door (Condition, Op., Elec. and Manual)
 - Rt. Door (Condition, Op., Elec. and Manual)

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INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Courier Compartment (continued)

- Aircraft Manufacture Data Plate (Location): _____
- Galley (Condition, Installation) _____

Main Deck Cargo Compartment

- 9G Barrier Net/Bulkhead (Condition, Which Installed) _____
- Cargo Door Control Panel (Condition, Operation) _____
- Electrically _____
- Manually _____
- Lighting (Condition) _____
- Smoke Detectors (Condition, Number) _____
- General Condition _____
- Sill Guards (Condition) _____
- Floor Panels, Seat Tracks, (Condition, Non-skid Material, Damage) _____
- Ball Mat (Condition) _____
- Pallets Locks, Side Restraints, Roller Trays (Condition, Damage) _____
- Pallet Position and Weight Placarding _____
- Cargo Door and Threshold (Condition) _____
- Sidewalls and Ceilings Panel, Overhead Ducting (Condition, Fire Blocking) _____

Exterior Lighting

- Wing Position and Navigation Lights (Operation, Strobe, Fixed) _____
- Ground Flood Lights (Operation) _____
- Runway Turnoff Lights (Operation) _____
- Landing Lights (Retractable, Fixed, Operation) _____
- Anti-collision Lights (Upper and Lower, Operation) _____
- Tail Position Lights (Fixed, Strobe, Operation) _____
- Taxi Lights (Operation) _____
- Wing Illumination Lights (Operation) _____

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES AIRCRAFT	REV. DATE 01/04/99	REV. NO. 3	PAGE NO. 11 OF 21	INSPEC. CK SPECIAL	CARD NO. SPO14
	CONFORMITY INSPECTION DC-8, DC-10		ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Forward Fuselage (Wing L.E. Forward)

- Radome (Condition) _____
- Evidence of Fluid Leaks _____
- Previous Repairs (Condition, Filler Repairs) Sta. Loc. _____
- Nose Wheel Well (Condition, Light Operation, Corrosion, Damage) _____
- Cargo Door Hyd. Pump (Cond. Open) _____
- NLG (Condition, Strut Leakage, Damage) _____
- Record NLG Serial Number off of Data Plate _____
- Fuselage Skin (Condition, Corrosion, Dents, Damage) Sta. Loc. _____
- Indication of Hard Landings _____
- Antennas (Condition) _____
- Access Doors/Panels (Condition, Faired) _____
- Cabin Windows (Crazing) _____
- Window Plugs (Condition) _____
- Fillet Fairing (Condition, Delamination) _____
- Pitot Tubes (Condition) _____
- Lavatory Dump Panel Ram Air Inlet and Exhaust (Condition) _____
- Pitot Tubes, Temp. Sensors (Cond.) _____
- Static Ports _____
- LT. Side _____
- RT. Side _____
- Pressurization Outflow Valve (Cond. Ops) _____
- Pressure Relief Valves RT. Side (Cond.) _____

Forward E & E Compartment

- Access Door (Cond. Op., Latching) _____
- Equip. Installed (Cond. and Security) _____
- General Cond. _____
- Lighting _____
- Cleanliness _____

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

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INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Air Cond. Compartments LT. and RT.

- LT. Fwd.
Access Door (Cond., Op. Latching) _____
General Cond. (Lighting, Any Evidence of Leaks) _____
- LT. Aft.
Access Door (Cond., Op. Latching) _____
General Cond. (Lighting, Any Evidence of Leaks) _____
- RT.
Access Door (Cond., Op. Latching) _____
General Cond. (Lighting, Any Evidence of Leaks) _____

Required Placarding For Forward Fuselage

- Alternate Static Ports (Left, Right Condition) _____
- Normal and Auxiliary Static Port (Left, Right Condition) _____
- Emergency Exits (Left, Right; Non-operative Placard Installed) _____
- Forward Entrance Door (Left, Right, Condition) _____
- Captain's and First Officer's Sliding Window Emergency Access and Instructions (Which Installed) _____
- Main Cargo Door Latched Indicators (Condition) _____
- Towbar Angle Limits (Installed) _____
- Nose Gear Visual Down Latch Indicator (Scotch CAL Strips on Over Center Link, Installed) _____
- Nose Strut Servicing Instruction (Installed) _____
- Accumulator Pre-charge Limits (Installed) _____
- Nose Gear Door Aircraft Registration Number (Installed) _____
- Green Oxygen Thermal Discharge Indicator (Installed) _____
- Airflow Sensor Caution _____

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

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AIRCRAFT	CONFORMITY INSPECTION DC-8, DC-10		ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Left Wing (Flaps Down)

- Evidence of Fluid Leaks
- Previous Repairs (Condition) Sta. Loc.
- Flaps, Flap Wells, Rear Spar Area, Tracks, and Attaching Hardware (Condition)
- Spoilers/Speed Brakes (Condition)
- L.E. Slots (Condition)
- L.E. Slats (Condition)
- Ailerons and Tabs (Condition)
- INBD
- OUTBD
- Wing Tip, Nav Lights and Lens (Condition)
- Static Wicks (Condition, Number Installed)
- Upper and Lower Surfaces and Fasteners (Condition, and Corrosion)
- General Condition
- Required Placards
- Refueling Panel (Condition)

Center Wing

- Evidence of Fluid Leaks
- Evidence of Damage, Sta. Loc.
- Previous Repairs (Condition), Sta. Loc.
- Access Panels and Doors (Condition)

Main Wheel Wells (Left and Right)

- MLG and Installed Components (Condition, Strut Leakage, Evidence of Damage)
- Record L/H and R/H MLG Serial Numbers off of Data Plate
- L/H
- R/H
- Gear Doors, (Condition, Seals, Delamination)

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

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	CONFORMITY INSPECTION DC-8, DC-10		ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Main Wheel Wells (Left and Right) (continued)

- Gear Doors Open Handle (Operation and Condition)
- Brakes and Tires (Leaks, Wear, Evidence of Damage)
- Plumbing and Wiring (Condition)
- Exposed Structure (Condition)
- Exposed Cables (Conditions)
- Previous Repairs (Conditions), Sta. Loc.
- Evidence of Fluid Leaks
- Installed Components (Condition, Security)
- Installation of Protective Nets (Condition)
- General Appearance
- Accumulators (Condition, Security)
- Required Placarding (Installed)
- Hydraulic Aux. Pump Installation

AFT Fuselage

- Evidence of Fluid Leaks
- Previous Repairs (Condition, Filler Repairs)
- Fuselage Skin (Condition, Corrosion, Dents, Damage)
- Indication of Hard Landings
- Antennas (Condition)
- Access Doors/Panels (Condition, Faired)
- APU Inlet
- APU Exhaust
- Cabin Windows (Crazed)
- Window Plugs (Condition)
- Fillet Fairing (Condition, Delamination)
- General Condition
- APU General Condition, Placard
- Aft Cargo Door, (Oper. Security)

**EMERY WORLDWIDE AIRLINES
INSPECTION PROGRAM MANUAL - VOLUME I**

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	AIRCRAFT CONFORMITY INSPECTION DC-8, DC-10		ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

AFT Fuselage (continued)

- Required Placarding
- Operated by EWA Left Side (Installed)
- Rear Entry Doors (Condition, Oper.)
- Out Flow Valve (Condition)
- Engine Fire Bottle Blowout Disk (Right Side)
- Number 2 Engine and APU Fire Bottle Blowout Disk

Empennage

- Evidence of Fluid Leaks
- Previous Repairs (Condition, Filler Repairs) Sta. Loc.
- Evidence of Damage
- Horizontal Stabilizer (Condition, Dents) Sta. Loc.
- Vertical Stabilizer (Condition, Dents) Sta. Loc.
- Flight Control Surfaces (Condition)
- General Condition
- HF Isolation Strip (Condition)
- Tail Skid (Condition)
- Elevator, Tabs (Condition)
- Rudder, Tab (Condition)
- Static Wicks (Condition, Number Installed)

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

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	CONFORMITY INSPECTION		ACFT. NO.	STATION	DATE
	DC-8, DC-10				
INSTRUCTION				SIGN-OFF INSPECTOR	

Walk-Around Checklist (Continued)

Comments

Right Wing (Flaps Down)

- Evidence of Fluid Leaks
- Previous Repairs (Condition)
- Flaps, Flap Wells, Rear Spar Area Tracks, and Attaching Hardware (Condition)
- Spoilers/Speed Brakes (Condition)
- L.E. Slots (Condition)
- L.E. Slats (Condition)
- Ailerons, Tabs (Condition)
- INBD
- OUTBD
- Wing Tip, Nav. Lights, and Lens (Condition)
- Static Wicks (Condition, Number Installed)
- Upper and Lower Surfaces and Fasteners (Condition, Corrosion)
- Upper and Lower Wing Fairing
- General Condition
- Required Placards
- Fuel Servicing Panel General Condition
- Op. of Controls

A B C D

Lower Cargo Compartments

- Door Operation
- Door Seals (Condition)
- Lighting
- Nets and Stanchions (Condition)
- Previous Repairs (Condition, Sta. Loc.)
- Required Placarding
- Floors, Sidewalls and Ceiling

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

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INSTRUCTION				SIGN-OFF INSPECTOR	

	A	B	C	D	
<u>Lower Cargo Compartments</u>					
• Fire Blockings (Condition)	_____	_____	_____	_____	
• General Condition of Compartments	_____	_____	_____	_____	
<u>Accessory Compartments</u>					
	(DC-8) (DC-10)	Fwd Fwd E&E	A/C Mid E&E	Mid Aft Equip	Aft Aft Assy
• Pressure and Fluid Leaks	_____	_____	_____	_____	
• Cleanliness	_____	_____	_____	_____	
• Lighting (Operation)	_____	_____	_____	_____	
• Verify Components (If Installed) & Security	_____	_____	_____	_____	
• Plumbing and Wiring (Condition)	_____	_____	_____	_____	
• Interior Structure (Condition, Corrosion)	_____	_____	_____	_____	
• Door, Door Seals, and Operation	_____	_____	_____	_____	
• Floors, Sidewalls and Ceiling	_____	_____	_____	_____	
• General Condition of Compartment	_____	_____	_____	_____	
<u>Engines</u>					
	1	2	3	4	
• General Condition	_____	_____	_____	_____	
• Cowling (Security, Condition, Latching)	_____	_____	_____	_____	
• Pylons, Pylon Access Doors (Condition, Faired)	_____	_____	_____	_____	
• Accessories	_____	_____	_____	_____	
• Fluid Leaks	_____	_____	_____	_____	
• Plumbing and Wiring (Condition, Safety)	_____	_____	_____	_____	
• Inlet and Exhaust for Foreign Objects	_____	_____	_____	_____	
• Thrust Reverser (Condition)	_____	_____	_____	_____	
• Record Engine Serial Number and Type Off of Data Plate	_____	_____	_____	_____	

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INSTRUCTION				SIGN-OFF INSPECTOR	

Accomplish APU Run Check IAW DC 10 MM 49-00 Page 501 Thru 514

- Record APU
Model # _____
- S/N # _____
- Record (No Load) O.A.T. _____
- Battery Voltage _____
- APU Start Time (Sec.) _____
- APU Start EGT _____
- APU Generator Frequency _____
- Record (Loaded) APU EGT with one AC Sys. on MAX Elec.
Draw on Generator. _____
- Record Discrepancies on Non Routine. _____

Inspect & Verify Time Limited Components

1. D.F.D.R. Batt. - Overhaul Period = Mercury 24 months/Lithium 6 yrs.
P/N _____ EWA Emergency Equipment Tag
S/N _____ Due Date _____
2. C.V.R. Batt. - Overhaul Period = Mercury 24 months/Lithium 6 yrs.
P/N _____ EWA Emergency Equipment Tag
S/N _____ Due Date _____
3. Halon fire extinguishers - Overhaul Period - 12 yrs.
Cockpit P/N _____ EWA Emergency Equipment Tag
S/N _____ Due Date _____
Galley/ P/N _____ EWA Emergency Equipment Tag
Courier S/N _____ Due Date _____

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

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INSTRUCTION				SIGN-OFF INSPECTOR	

4. E.L.T. - Overhaul Period = 24 months

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

5. P.B.E. - Overhaul Period = 10 yrs.

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

6. Life Raft(s) (if installed) - Overhaul Period = 36 months
Emergency Slides

Note: Minimum 2 each for overwater flights only.

1. P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

2. P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

7. Life Vests - Overhaul Period = 36 months

Cockpit

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

P/N _____ EWA Emergency Equipment Tag

S/N _____ Due Date _____

**EMERY WORLDWIDE AIRLINES
INSPECTION PROGRAM MANUAL - VOLUME I**

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INSTRUCTION				SIGN-OFF INSPECTOR	

P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____
 P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____

8. Oxygen Cylinders

Loc. _____ P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____
 Loc. _____ P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____
 Loc. _____ P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____
 Loc. _____ P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____
 Loc. _____ P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____

9. Emergency air brake bottle - Hydrostatic period = 36 months.

P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____

10. Transponders = Recertify per FAR 43 - App F.

#1 P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____
 #2 P/N _____ EWA Emergency Equipment Tag
 S/N _____ Due Date _____

**EMERY WORLDWIDE AIRLINES
INSPECTION PROGRAM MANUAL - VOLUME I**

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	CONFORMITY INSPECTION DC-8, DC-10		ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF INSPECTOR	
ADDITIONAL COMMENTS					



MEMORANDUM

TO: Quality Control/Assurance
Engineering Directors/Managers

FROM: Thomas M. Wood, Director Quality Control *TMW*

SUBJECT: Aircraft Certification FAA Records Package

DATE: March 14, 2000

From this date forward, all aircraft certification processes will be completed by the use of the new "Aircraft Acquisition Checklist", the "Conformity Inspection DC-8/DC-10 SPO14", and the attached FAA "Conformity Inspection Checklist Aircraft Records Package".

It is the joint responsibility of the Quality Control and Engineering Departments to research and make these records available to Aircraft Records.

The Aircraft Records Section will compile the FAA aircraft records package and provide to them prior to the aircraft to be placed on the Operations Specifications.

This aircraft record package will be maintained by our FAA Principal Maintenance Inspector for their file.

attachment

cc: Rene' Visscher
Harold Camden

TMW/lc



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office
4240 Airport Road
Cincinnati, OH 45226

March 2, 2000

Mr. Tom Wood
Director of Quality Control
Emery Worldwide Airlines
One Emery Plaza
Dayton International Airport
Vandalla, Ohio 45377

Dear Mr. Wood,

SUBJECT: Aircraft Records Package Request (Revised)

On February 18, you received a letter containing a request for an Aircraft Records Package and Records Review Utilizing a Conformity Inspection Checklist. This checklist has had minor changes incorporated and the new checklist is enclosed.

This 3-page checklist will be used by the inspectors that will be conducting the records review on all aircraft added to the Emery Worldwide Airlines Certificate. This Records Package will be received from Emery Worldwide and kept on file here at the FSDO Office for future reference. This checklist has been dated March 2, 2000 and will be used in conduction with the following:

1. The Conformity Inspection as outlined in the Emery Worldwide Airlines Inspection Program Manual, Vol. 1, (Conformity Inspection DC-8, DC-10).
2. Any Non-Routine and Routine maintenance records of any type directly relevant to the aircraft being added to the certificate.

This Records Package will be needed for the DC-10 aircraft now currently undergoing modification at Aero Navoli's facility in Naples, France. Please disregard the previous Aircraft Records Package Request dated February 18, 2000.

If you have any further questions as to the information requested above, please call any of the inspectors or myself at [REDACTED].

Sincerely Yours,

Jim Franklin
Assistant Principal Maintenance Inspector

Conformity Inspection Check List and Table of Contents

Section 1

Certificates

- Copy of Certificate of Airworthiness
- Copy of Aircraft Registration
- Copy of Radio License
- Copy of Compass card
- Copy of EWA Conformity Inspection DC-8, DC-10

Section 2

Aircraft Data

Aircraft ID

- Aircraft Make:
- Aircraft Model:
- Aircraft Serial Number:
- Aircraft Fuselage Number:
- Date of Manufacturer:
- Aircraft Registration Number:
- Registration Date:
- Airworthiness Certification Date:

Airframe Times

As of Date:

- Aircraft Total Hours:
- Aircraft Total Cycles:
- Last "C" Check Date:
- Hours since last "C" Check:
- Last "D" Check Date:
- Hours since last "D" Check:
- Bridging Doc. For maintenance inclusion /calculations

Engine Status

As of Date:

cluding (Model #, Serial #, Total Hours, Total Cycles, Installation Dates)

Position

Engine # 1	Copy of data sheet	<input type="checkbox"/>
Engine # 2	Copy of data sheet	<input type="checkbox"/>
Engine # 3	Copy of data sheet	<input type="checkbox"/>
Engine # 4	Copy of data sheet	<input type="checkbox"/>

Section 3 Engine Life Limited Status Sheet:

Position

Engine # 1	Copy of Life Limited Status Sheet	<input type="checkbox"/>
Engine # 2	Copy of Life Limited Status Sheet	<input type="checkbox"/>
Engine # 3	Copy of Life Limited Status Sheet	<input type="checkbox"/>
Engine # 4	Copy of Life Limited Status Sheet	<input type="checkbox"/>

Section 4 Hard time control items:

Listing of all time limited items and when due

Weight & Balance Data & Equipment List

Copy of current weight & balance
Listing of currently installed equipment include (Item, P/N, Model #, Description,)

Section 6 Engine AD Compliance Status Sheet:

Complete list of engine ADs with method of compliance
List of recurring ADs including (AD Number, Method of Compliance, Frequency, Accomplished date, Due date)

Section 7 Airframe & Appliance Airworthiness Directive Compliance List

Complete ADs list with method of compliance

List of recurring Ads including (AD Number, Method of Compliance, Frequency, Accomplished date, Due
ite)
Current listing of all Service Bulletins Airframe, engines, and appliances

Section 8 Airframe STC's/8110-3's/337's.

Supplemental Type Certificates (STC)
8110-3
337

Section 9 Aging aircraft

Summary of AD's on aging aircraft
Summary of CPCP Program
Summary of SSID AD-PSE

Section 10 FAA Regs, Training and Manuals

Copy of EO updating training
Copy of EO updating maintenance manuals
Statement of compliance with conformity inspection per EWA inspection
Program Manual Volume 1

EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

I. GENERAL

The EWA Technical Services Department will complete the Aircraft Acquisition Checklist and incorporate the required information into the EWA Maintenance Program per FAR 121.380. The Aircraft Acquisition Checklist will be used to develop the proposed workscope for the indicated aircraft.

Upon completion of this Aircraft Acquisition Checklist, Technical Services Managers or their designee will review and sign the completed checklist. The completed and signed Aircraft Acquisition Checklist will then be attached to the proposed workscope for the Technical Services Directors review and approval.

The EWA Conformity Inspection (SP014) will be performed on all aircraft prior to being added to Emery Worldwide Airlines (EWA) Operation Specification. An EWA Quality Control Department Representative or his designee will perform this inspection.

**EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist**

Aircraft # _____

II. ENGINEERING

A. Engineering Orders, Fleet Campaign Directives and Maintenance Authorizations to be accomplished.

NOTE: Must be accomplished with Engineering and Operations.

- 1. Obtain current MERIT EO, FCD and MA listing.
- 2. List of all Engineering Orders, FCD's and MA's to be accomplished on the Airframe, Engines, and Appliances.
- 3. Attach MERIT EO, FCD and MA list to this page.

EO # FCD# MA#	Description	Documentation Available

Review completed: (Engineering) _____ _____
Signature Date

Review completed: (Operations) _____ _____
Signature Date

**EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist**

Aircraft # _____

D. STC's/E.O.'s

1. List previously accomplished STC's/E.O.'s
2. Verify STC/E.O. information has been incorporated into aircraft wiring diagrams, IPC, Maintenance Manuals as applicable.

STC/E.O. Number	Information Incorporated Into (List Manuals)
Loading System	

Review and list completed: _____ Signature _____ Date _____

**EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist**

Aircraft # _____

E. Aircraft Reliability Review

1. Review the past 90 days of aircraft log pages for the purpose to determine any repeat of chronic system problems.
2. List the past 90 days of Parts/Removed/Replaced.
 Note: Parts Removal/Replacement history to be accomplished with Material Section.
3. Attach the previous Air Carrier Engine Condition Monitoring Program for installed engines.

Determine Repeat/Chronic System Problems

List Parts Removed/Replaced			
Nomenclature	Manufacturer	P/N	S/N

Review Completed: (Reliability) _____ Signature _____ Date

Review Completed: (Material) _____ Signature _____ Date

EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

Aircraft # _____

F. Aircraft Photographic Record

1. Aircraft Flight Compartment Photos
 - a. Take digital photos of entire aircraft flight compartment.
 - b. Take digital photos of all electronic bays.
 - c. Attach photos to this document.
2. Provide a copy of the photos to Operations.

**Photos taken and attached
information provided:**

Signature

Date

EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

Aircraft # _____

G. Part Numbers and Serial Numbers

1. Determine part number and serial number for the following components:
2. Use "N/A" if component not installed.

COMPONENT	MAKE	P/N	S/N
Windshear Computer			
Cockpit Voice Recorder (CVR)			
Ground Proximity Warning System (GPWS)			
Transponders			
No. 1			
No. 2			
Digital Flight Data Recorder			

Review and list completed:

_____ Signature

_____ Date

**EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist**

Aircraft # _____

III. MAINTENANCE PROGRAMS AND PUBLICATIONS

A. Maintenance Program Bridging, General:

1. Review previous Air Carrier's "Operation Specification - Aircraft Maintenance", containing Overhaul time limits if available.
2. Review maintenance record entries for last "C" or "D" Check.
3. Review the previous Air Carrier's Maintenance Program to determine if it is a FAA approved program. With this information determine process of bridging. (AC 121-1A)

Process to be used: Direct Inclusion Pro-ration

Notes: _____

**EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist**

Aircraft # _____

D. CPCP Program Bridging

Provide a summary which describes status of CPCP program.

Corrosion Inspection Task	Date Last Completed	Interval	Task Due Inspection

Review/bridging completed: _____ **Signature** _____ **Date**

EMERY WORLDWIDE AIRLINES

Aircraft Acquisition Checklist

Aircraft # _____

V. QUALITY ASSURANCE/QUALITY CONTROL

A. Federal Aviation Regulation Summary

1. The Technical Services Department will address compliance of the following 121 FARs during Aircraft Addition Checklist completion and Conformity Inspection for fleet additions. Quality Control will audit and verify compliance of all regulations and applicability to EWA's Maintenance Program.

Acceptable sign-off's for maintenance record entries will comply with FAR 43.9 which will reflect when and method of accomplishment. Obtain copies of FAA form 337's and 8110's which pertain to compliance action.

2. Federal Aviation Regulations Part 121 Listing

a. Subpart H - Aircraft Requirements

- §121.151 - Applicability
- §121.153 - Aircraft Requirements - General

No Air Carrier may operate an aircraft unless that aircraft:

- U.S registered Civil Aircraft
- Current Airworthiness Certificate
- Airworthy Condition, including identification and equipment
- Approved Weight and Balance System
- Foreign Registered Aircraft
 - Foreign Airworthiness Certificate
 - U.S. Type Certificate
 - Conformity
 - Condition for Safe Operation
 - Noise Requirements
 - Fuel Venting/Engine Emission
 - Operated by U.S. Certificated Airmen
 - Lease/Charter Agreement Filed

b. Subpart J - Special Airworthiness Requirements

- §121.211 - Applicability
- §121.215 through §121.283 - Applicability
- §121.289 - Landing Gear Aural Warning Device

EMERY WORLDWIDE AIRLINES

Aircraft Acquisition Checklist

Aircraft # _____

c. Subpart K - Instruments and Equipment Requirements

- §121.301 - Applicability
- §121.303 - Airplane Instruments and Equipment
- §121.305 - Flight and Navigational Equipment
 - Third Attitude Indicator
- §121.309 - Emergency Equipment
 - Inspected Regularly
 - Readily Accessible
 - Clearly Identified and Marked
 - Marking of Containers/Compartments
 - Date of Last Inspection (Due Dates do not meet this requirement)
 - Fire Extinguishers Required
 - Suitable
 - Flight Deck (1 ea.)
 - Each Class E Cargo Compartment (1)
 - Each Galley (1), as applicable.
 - Passenger Compartment (2-8), as applicable
 - 2 Halon (1211) or equivalent, as applicable
 - First Aid Equipment (App. A), as applicable.
 - Crash Ax
 - Megaphone, as applicable
- §121.311 - Seats, Safety Belts and Shoulder Harnesses
 - Flight Crew, all Flight Deck positions
- §121.312 - Materials for Compartment Interiors
 - §25.853 requirements for Flight Crew seats, as applicable
- §121.313 - Miscellaneous Equipment
- §121.314 - Cargo and Baggage Compartments
- §121.315 - Cockpit Check Procedure
- §121.316 - Fuel Tanks
- §121.319 - Crewmember Interphone System
 - Between flight and ground personnel, as applicable.
- §121.323 - Instruments and Equipment for Operation at Night

No person may operate an airplane at night unless it is equipped with the following instruments and equipment, in addition to those required by §121.305 through §121.321:

- Position Lights
- An anti-collision light
- Two Landing Lights
- Instrument lights for Instruments and Switches
- An Airspeed-indicating system with heated pitot tube or equivalent
- A sensitive altimeter

EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

Aircraft # _____

- §121.325 - Instruments and Equipment for Operations under IFR or Over-the-Top
 - An Airspeed-indicating system with heated pitot tube or equivalent
 - A sensitive altimeter
 - Instrument lights for Instruments and Switches
- §121.329 - Supplemental Oxygen for Sustenance: Turbine Engine Powered Airplanes
- §121.333 - Supplemental Oxygen for Emergency Descent and for First Aid: Turbine-Engine-Powered Airplanes with Pressurized Cabins
- §121.335 - Equipment Standards
 - Equipment must comply with §121.329 and §121.333
- §121.337 - Protective Breathing Equipment
- §121.339 - Emergency Equipment for Extended Overwater Operations
- §121.340 - Emergency Flotation Means
- §121.341 - Equipment for Operations in Icing Conditions

Notes: _____

Review completed and summary attached: _____
Signature Date

EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

Aircraft # _____

B. Certificate Copies

- CERTIFICATE OF AIRWORTHINESS
- AIRCRAFT REGISTRATION
- EXPORT CERTIFICATE OF AIRWORTHINESS
- COMPASS CARD (Date on card _____)
- RADIO LICENSE

Notes: _____

Review completed and summary attached: _____ **Signature** _____ **Date** _____

**EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist**

Aircraft # _____

C. Equipment List

Summary of all equipment currently installed on the aircraft.

Notes: _____

Review completed and summary attached: _____
Signature Date

D. Weight and Balance

Photocopy of the most current Weight and Balance Report.

Notes: _____

Review completed and summary attached: _____
Signature Date

EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

Aircraft # _____

VI. RECORDS

Airworthiness Directive Summary

AIRFRAME

ENGINE

APPLIANCES

REQUIREMENT:

An AD Summary will be acceptable if signed and dated by the previous operator's authorized company representative. Summary must show AD number, date/hour/cycle of accomplishment, method of accomplishment and if non-terminating when next due.

Notes: _____

Review completed and summary attached: _____
Signature Date

1
CJI

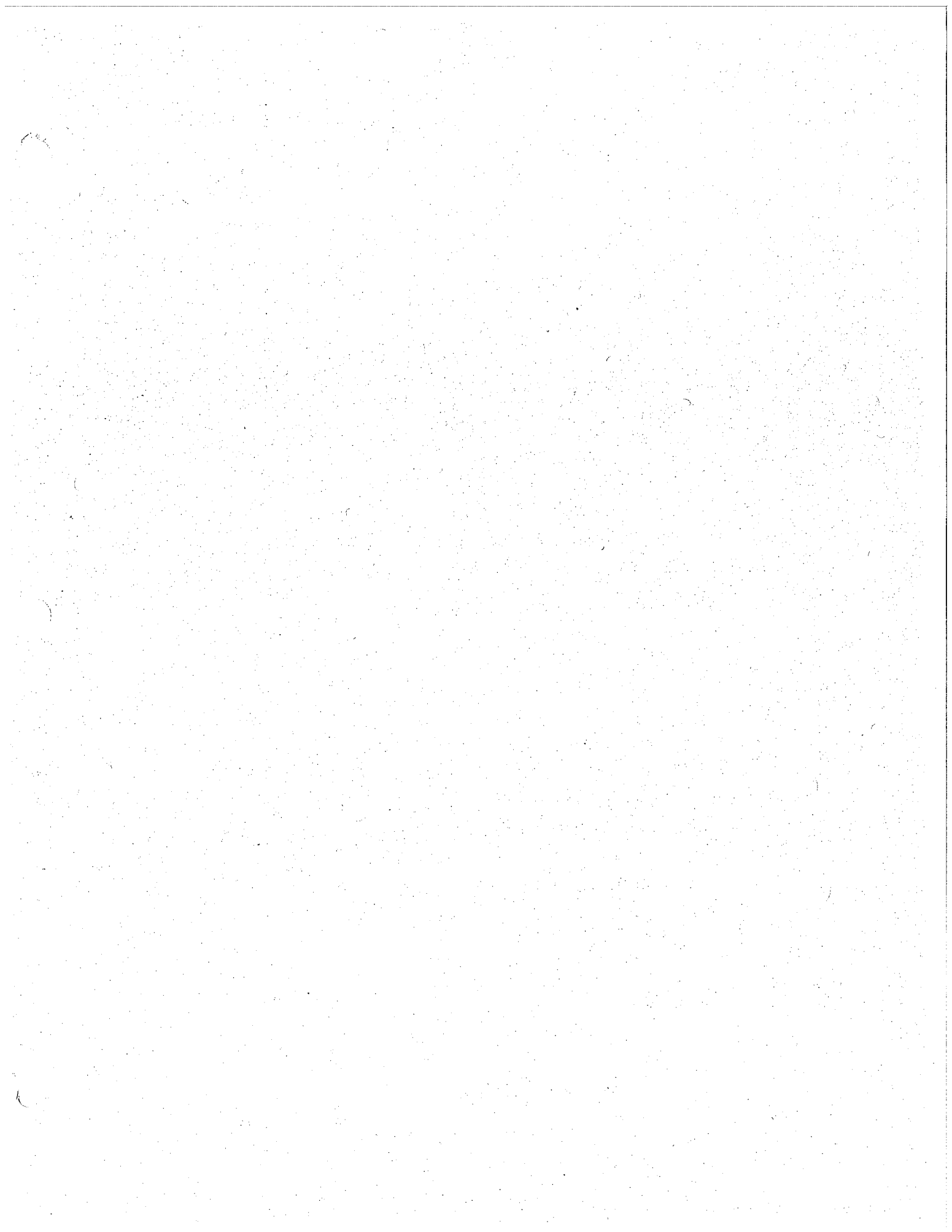
EMERY WORLDWIDE AIRLINES
Aircraft Acquisition Checklist

Aircraft # _____

VII. AIRCRAFT ACQUISITION CHECKLIST REVIEW AND ACCEPTANCE.

Each Technical Service Manager will review the Aircraft Acquisition Checklist as applicable to their respective section. Upon acceptance of the reviewed checklist, each manager will sign and date below. This signature indicates acceptance of the Aircraft Acquisition checklist as applicable to each manager's section responsibilities.

Manager of Quality Assurance	Date
Manager of Quality Control	Date
Manager of Records	Date
Manager of Programs and Publications	Date
Engineering Representative	Date
Operations	Date
Manager of Reliability	Date
Manager of Critical Materials and Procurement	Date
Manager of Materials Control	Date
Manager of Production Control	Date
Manager of Line Maintenance	Date



**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.3.11

The Maintenance Policy and Procedures Manual appears to be mostly policy, very little procedure.

RRXA Response

EWA's M.P.P. was developed in 1990 and has received over nine significant FAA/DOD inspections over the past ten (10) years. During these NASIP, RASIP, and DOD inspections, no significant findings were noted regarding EWA's Policy and Procedures. The manual has been revised 21 times in the past ten (10) years, averaging 2 times a year. All pages of the manual have been revised more than one time.

The M.P.P format is established by a policy statement and procedures that follow. The policy statement is very brief. However, it contains, in most cases, the applicable Federal Aviation Regulation that the procedure is written to support (see attachment of examples).

In reviewing page by page (655 pages) of the entire M.P.P., the policy section primarily contains only one paragraph for each applicable section, therefore representing (approximately 31 pages) very little policy and most procedures. EWA's M.P.P. represents over 95% regulatory/company procedures.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

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FAR to Chapter Cross Reference Index

FAR	Title	Chapter	Section
39	Airworthiness Directive	4	IX.
43	Maintenance, Preventive Maintenance Rebuilding and Alteration	1	I.
43.7(e)	Persons Authorized to Perform Maintenance, Preventive Maintenance, Rebuilding, and Alterations	3	VIII.
43.9	Content, Form, and Disposition of Maintenance, Preventive Maintenance, Rebuilding, and Alteration Records (except inspections per- formed in accordance with Part 91, Part 123, Part 125, para. 135.411(a) (1), and para. 135.419 of this chapter.	3 3	IX. VII.
43.12	Falsification, Reproduction, or Alteration of Maintenance Records	3 6	VII. I.
43.13	Performance Rules (General)	1 4	I. I.
43.13(c)	Performance Rules (General)	1	I.
43.16	Airworthiness Limitations	1	I.
43 Appendix A	Major Alterations, Major Repairs, and Preventative Maintenance	4	XIII.
65	Certification, Airmen other than Flight Crewmembers	4	I.
65 subpart D	Mechanics Eligibility, Ratings, Knowledge Requirements, Experience Requirements, Skill, etc.	3	I.
65.81	General Privileges and Limitations	5	II.
91.203	Civil Aircraft: Certifications Required	4	XXVII.
91.407	Operation After Maintenance, Preventive Maintenance, Rebuilding, or Alteration	4	XX.
91.611	Authorization for Ferry Flights with One Engine Inoperative	4	XVIII.

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MAINTENANCE POLICY & PROCEDURE MANUAL**

FAR to Chapter Cross Reference Index

FAR	Title	Chapter	Section
119.37	Contents of An Air Carrier Certificate or Operating Certificate	4	XXI.
119.49	Contents of Operations Specification	4	XXI.
119.59	Conducting Tests and Inspections	3 4	II. I.
119.65	Management Personnel Required	2	I. & II.
119.65(a)	Management Personnel Required	4	I
119.67	Management Personnel Qualifications	2	I. & II.
121.105	Servicing and Maintenance Facilities	2	V.
121.123	Servicing and Maintenance Facilities	2	V.
121.133	Preparation - Manual Requirements	1	I.
121.135	Contents - Manual Requirements	1 2 4	I. IV. VIII.
121.343	Flight Recorders	3	XXIV.
121.359	Cockpit Voice Recorders	3	XXV.
121.365	Maintenance, Preventive Maintenance, and Alteration Organization	4 4	I. III.
121.367	Maintenance, Preventive Maintenance and Alterations Programs	1 3 3 4	I. II. III. III.
121.369	Manual Requirements	1 4 4	I. I. XI.
121.369(a)	Vendor/Contract Maintenance Agencies	4	IV.
121.369(b)(9)	Manual Requirements for Shift Change or Work Interruptions.	3	X.
121.371	Required Inspection Personnel	4	XI.

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FAR to Chapter Cross Reference Index

FAR	Title	Chapter	Section
121.373	Continuing Analysis and Surveillance	4 4	II. III.
121.375	Maintenance and Preventive Maintenance Training Program	5	I.
121.377	Maintenance and Preventive Maintenance Personnel Duty Time Limitations	3	V.
121.379(b)	Authority to Perform and Approve Maintenance, Preventive Maintenance, and Alterations	4	XIII.
121.380	Maintenance Recording Requirements	6 6 6	II. III. IV.
121.380a	Transfer of Maintenance Records	6	II.
121.703	Mechanical Reliability Reports	4	X.
121.705	Mechanical Interruption Summary Report	4	X.
121.707	Alteration and Repair Reports	4	XIII.
121.709	Airworthiness Release or Aircraft Log Entry	3	VIII.
145.2	Vendor/Contract Maintenance Agency	4	IV.
145.57	Vendor/Contract Maintenance Agency	4	IV.
173.34	CFR Title 49, Hydrostatic Tests	3	XII.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

I. TECHNICAL SERVICES ORGANIZATION

FAR 119.65 & 119.67

A. Policy

This chapter provides the duties and responsibilities for the key personnel in the Technical Services Organization and is not intended to reflect each person's duties and responsibilities in the respective departments/sections. Each department head is responsible to maintain these descriptions.

The EMERY WORLDWIDE AIRLINES' Technical Services Organization is comprised of five major departments which include the necessary branches to accomplish the requirements of the Continuous Airworthiness Maintenance Program approved by the FAA. The Technical Services Organizational Chart is contained on the next page.

B. Technical Services Organizational Chart

The Technical Services Organization functions under the management control of Directors who are directly responsible to the Vice President of Technical Services for the overall efficient management of the organization.

The Director of Maintenance requirement under 119.65(a) and 119.67 is divided equally (as applicable) between the Director of Line Maintenance and Director of Heavy Maintenance. The detailed responsibilities of the Technical Services Organization in achieving its objectives in the Continuous Airworthiness Maintenance Program is contained in this manual.

The Airline Safety Department is contained in this section in compliance with FAR 119.65. This department reports directly to the President and Chief Operating Officer. Operating policies and procedures for this department are contained in the EWA Safety Manual.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

MAINTENANCE POLICY AND PROCEDURES

I. MAINTENANCE DEPARTMENT RESPONSIBILITIES

A. General

The Vice President of Technical Services is the head of the Maintenance Organization. The Organizational Chart in Chapter 2 shows all the Maintenance Departments that come under the Maintenance Organization. An individual with any of the aforementioned titles will be subject to all of the policy and procedures as called out in Chapter 2 of this manual and specific job descriptions therein. For the sake of brevity, the title "mechanic" will be used to refer to all the aforementioned titles.

B. Policy

FAR 65 Subpart D and FAR 43

1. It is the policy of EMERY WORLDWIDE AIRLINES to insure that all maintenance is performed with the highest standards and in accordance with the FARs, the EMERY WORLDWIDE AIRLINES Maintenance Policy and Procedure Manual, and all Manufacturers Maintenance and/or Overhaul Manual.
2. Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).
3. The restrictions listed in FAR 65.81(a) apply to all EMERY WORLDWIDE AIRLINES mechanics and Contract Agency mechanics. "A certificated mechanic may perform or supervise the maintenance, preventive maintenance, or alteration of an aircraft or appliance, or a part thereof, for which he is rated (but excluding major repairs to, and major alterations of, propellers, and any repair to, or alteration of, instruments). However, he may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily performed the work concerned at an earlier date. If he has not performed the work at an earlier date, he may show his ability to do it by performing it to the satisfaction of the Administrator or under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation".
4. A certificated mechanic may not exercise the privileges of his/her certificate and rating unless he/she understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned, in accordance with FAR 65-81(b).

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MAINTENANCE POLICY & PROCEDURES MANUAL**

5. In accordance with FAR 65-83 a certificated mechanic may not exercise the privileges of his/her certificate and rating unless, within the preceding 24 months.
- a. The Administrator has found that he is able to do that work; or
 - b. He/she has, for at least 6 months:
 - (1) Served as a mechanic under current certificate and rating;
 - (2) Technically supervised other mechanics;
 - (3) Supervised, in an executive capacity, the maintenance or alteration of aircraft; or
 - (4) Been engaged in any combination of paragraph b.(1), (2), or (3) of this section

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

QUALITY CONTROL

I. QUALITY CONTROL DEPARTMENT, ORGANIZATION/ RESPONSIBILITIES FAR's 121.365, 121.369, 65, 43.13, 119.65(a), 119.59

A. Department Responsibilities

The Quality Control Department is under the management of the Director of Quality Control and will consist of certificated Airframe and Power Plant (A&P) mechanics to provide for the quality control functions and responsibilities detailed in this chapter and those other functions as may from time to time be assigned.

The Director of Quality Control and the Quality Control Department are directly responsible to the Vice President of Technical Services for the overall management of the program detailed herein.

The Director of Quality Control serves the company as Chief Inspector in accordance with FAR 119.65(a) and is a direct liaison with the FAA, to ensure the proper handling and communication with the FAA. Reference Chapter 3, section II, FAA Spot/Ramp Inspection procedures for further information.

B. Department Policy:

1. It is the policy of EMERY WORLDWIDE AIRLINES to insure that all maintenance is performed with high standards and in accordance with the FARs, the EMERY WORLDWIDE AIRLINES Maintenance Manual, and any manufacturer's maintenance and/or overhaul manual. It is the Quality Control Department's responsibility, through the use of inspectors and RII inspectors, to enforce these standards.
2. Each person maintaining or altering, or performing preventive maintenance shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).
3. FAR 65 sub-part D applies to all EMERY WORLDWIDE AIRLINES mechanics, A & P certificated flight engineers and contract agency mechanics. A mechanic may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily performed the work concerned at an earlier date. If he has not performed that work at an earlier date, he may show his ability to do it by performing it to the satisfaction of the Administrator or under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned.

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4. A certificated mechanic may not exercise the privileges of his certificate and rating unless he understands the current instructions of the manufacturer, and the maintenance manuals, for the specific operation concerned.
5. The separation of the Maintenance Department and the Quality Control Department shall be strictly maintained. Inspectors, including RIIs, shall not perform any type or form of maintenance or preventive maintenance related to any aspect of a task for which they will also be signing as an inspector.

C. Specific Duties and Responsibilities, Inspectors

1. Policy

The Inspectors perform the following functions under the direct management control of the Manager of Quality Control. The inspectors general function is to:

- a. Provide the expertise and skills for EMERY WORLDWIDE AIRLINES' aircraft, engines, components/parts, and appliances in order to inspect and ensure that each are in a continuous state of airworthiness.
- b. Represent the Manager of Quality Control within the Maintenance organization in all matters, procedures and policies detailed in Chapter 2.

2. Inspectors Specific Duties and Responsibilities

The specific duties and responsibilities of the Inspection branch and the assigned inspectors are detailed below:

- a. Provide inspection function for those maintenance tasks designated Required Inspection Items (RII) in the EMERY WORLDWIDE AIRLINES Inspection Manual and the Maintenance Manual in order to ensure that the workmanship, material condition, etc., meets the standards and limits set forth in the company's Maintenance Manuals and/or Inspection forms as well as the FARs.
- b. Ensure compliance with company policy and FARs in regards to Airworthiness Release of Aircraft and Required Inspection Item Buy Back Policy.
- c. Adhere to the fundamental concept of Quality Control, which is:

"The prevention of the occurrence of defects. This concept embraces all events from the start of the maintenance operation to its completion and is the responsibility of all maintenance personnel. The achievement of quality control depends on prevention, knowledge and special skills."

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

XI. REQUIRED INSPECTION ITEMS AND BUY BACK POLICY FAR 121.369 121.371

A. Definitions

Required inspection items are defined as those maintenance operations which, if improperly performed, could be critical to the safe flight and operation of the aircraft. Required Inspection items (RII) will be entered on the Aircraft Maintenance Log Page. All Required Inspection Items require an Airworthiness Release. The following definitions will be utilized as indicated for the operations requiring RII:

- */1. Major Repair/Alteration Only (Refer to Classification and Documentation of FAA Approval for Repair and Alterations).
- */2. When a passenger cabin seat and/or when an oxygen generator is replaced, the oxygen generator must be inspected as a separate Required Inspection item. Hoses must be connected and yellow safety cap removed.

NOTE: Oxygen generators are not to be shipped by air freight.

- */3. When replacing or reinstalling an automatically deployed slide/raft assembly ensure that the firing lanyard is attached to the manual firing lanyard.

When replacing or reinstalling a non-automatically deployed slide/raft assembly ensure that the firing lanyard is attached to the pull handle.

- */4. If an evacuation slide cover disengages and allows the slide to drop to the floor of the aircraft or jetway, the reinstallation of the slide and cover will not require an RII, or accomplishment of note */3 provided a visual check of the slide assembly is accomplished and no damage is found. A slide assembly that falls to the ground outside of the aircraft will require inspection and possible replacement by maintenance and inspection by an RII qualified technician.
- */5. RII is not required for the adjustment of the fuel control ground idle trim, however, adjustment of the part power stop during engine trim-runs requires an RII.
- */6. The RII only applies to conditions where ground damage has occurred; work stands, ground vehicle/equipment, etc.

Mandatory inspections are required prior to further flight after events producing high pylon loads have occurred (Ref.: AD 80-11-05R1, see section 05-15-13 of the DC10 maintenance manual for the inspection requirements). If any questions exist, contact Maintenance Control prior to releasing the aircraft to service.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL
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B. Detailed Listing of Required Inspection Items for DC-8 & DC-10 Aircraft

1. The following are designated "Required Inspection Items" and they will be inspected and signed for by an authorized Inspector other than the person accomplishing the Maintenance, Repair, Operation or Alteration.
2. Wherever and whenever the manufacturer or other recognized industry authority recommends, requires or specifies "INSP", "Inspector", or "Inspection", such as on Service Bulletins.

OPERATIONS REQUIRING RII

AREA OR SYSTEM AFFECTED

(1) Doors	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Passenger/Emergency/ Service	X	*/1	*/1	X	X
(b) Lower and Upper cargo Door latching mechanisms, latch hooks and stop fitting	X	*/1	X	X	X
(2) Cabin Interior	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Evacuation slides systems	X	*/1	*/1	*/3	*/3 & */4
(b) Jump Seats	X	*/1	*/1	*/2	X
(c) Oxygen Generator	X	X	X	X	X
(d) Cockpit Seats	X	*/1	*/1	X	X
(3) Fire Protection	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Engine, APU and Cargo Compartment Fire Extinguishing Bottles				X	X
(4) Flight Controls (Not to include Auto-Pilot Components)	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Primary control surface ailerons, elevators, rudders and their actuators (Hyd) and control/Bus Cables, Lift Damper on Spoiler, flight spoiler and mixer.	X	*/1	*/1	X	X

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	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
Including the following components:					
Control Yoke				X	X
Rudder Control Assemblies			X	X	
Aileron load feel mechanism and aileron trim tab jackscrew assembly				X	X
Rudder power cylinder assembly.				X	X
Aileron power to manual reversion mechanism aileron power cylinder assembly.				X	X
Longitudinal trim jackscrew assembly and/or longitudinal trim gear box and examine			X		X
Longitudinal trim drive sprocket assembly.			X		X
Horizontal stabilizer hydraulic drive brake, valve and motor.				X	X
Bell Crank Arms Mechanism/Flight Control surfaces requiring rigging.				X	X
Control Boost Assemblies				X	X
Flap Cylinder				X	X
Flap Control Valves				X	X
Flap Link Support Fitting				X	X
Spoiler Cylinders				X	X
Spoiler Control valves				X	X
(b) Control, Balance and Trim Tabs and associated actuators/cables.	X	*/1	*/1	X	X
(c) Horizontal stabilizer, jackscrew actuator and gear box.	X	*/1	*/1	X	X
(d) Trailing edge flaps, midflaps, Slat/Flap Control Surfaces.	X	*/1	*/1	X	X
(e) Leading edge Flaps, slats and slat cables, Krueger Flap Control	X	*/1	*/1	X	X

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(5) Fuel System	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Integral Fuel Tanks		*/1		X	X
(b) Fuel Dump Valve				X	X
(c) Fuel Dump Spout				X	X
(6) Auxiliary Power Unit (APU)	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) APU Installation	X			X	X
(7) Landing Gear System	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Nose, main, and centerline landing gear assemblies.	X	*/1	*/1	X	X
Including the following components:					
Strut, Oleo				X	X
Bogie Trim Cylinder				X	X
Retract Cylinder				X	X
Control and Sequence/Selector Valves				X	X
Main Gear Doors				X	X
Nose Gear Doors				X	X
Main landing gear bogie beam.			X	X	
Uplock/Downlock bungee main and nose landing gear Actuators			X	X	
(b) Nose, main and centerline landing gear actuating cylinders and lock actuators	X	*/1		X	X

Note: DC10 Main Gear Actuators do not require gear retraction.

(c) Truck beam assembly		*/1	*/1	X	X
(d) Nose, main, and centerline landing gear emergency extension system	X	*/1	*/1	X	X
(e) Nose and centerline landing gear drag brace assembly		*/1	*/1	X	X

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	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(f) Main landing gear side strut assembly		*/1	*/1	X	X
(g) Nose and centerline landing gear drag brace rod assembly lock linkage	X	*/1	*/1	X	X
(h) Landing gear retraction (all)	X			X	X
(8) Power Plant					
	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Engine Assembly (including QEC build-up)	X	*/1	*/1	X	X
(b) Repairs or replacement, (e.g., Fan Section, Fan Blade Dress Out for F.O.D. Gearbox replacement, start lever, thrust lever cables and quadrant linkage)	X	*/1		X	X
(c) Pump - Fuel Engine Driven (including NASH)	X			X	X
(d) Control - Fuel (FCU/EEC/MEC)	*/5			X	X
(e) VSV/VBV System	X	*/1		X	X
(f) Fuel Nozzle				X	X
(g) Gearbox's (ALL)		*/1		X	X
(h) Pylon/strut		*/1	*/1	X	X
(i) First Stage (C1) Disk				X	X
(j) Second Stage (C2) Disk				X	X
(k) Hot Section		X		X	X

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(9) Avionics and Hydraulics	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Wiring (repairs after extensive damage) Inspect for proper routing and securing only		*/1			
(b) Pitot static system leak check		X	X	X	X

Note: Where Dual Pitot Static Systems are employed and work is performed or units changed on a single system, such that only one system is disturbed, no RII Inspections are required. **This does not preclude any maintenance manual requirements for Pitot-Static Leak Check.** If however, both systems are disturbed, an appropriate RII Inspection must be made before the aircraft can be dispatched.

(c) Hydraulic Reservoir				X	X
(d) Hydraulic Manifold				X	X
(e) Servo Mechanism where primary cables are disturbed				X	X

(10) Structures	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Primary structure components and their attachments, including fasteners.		*/1	*/1	X	X
Examples: Major repairs to fuselage frames, skin, pylon, spar web, wing skin. Replacement of stabilizers, wing bottle bolts, stabilizer attach bolts.					
(b) RVSM critical areas	X	X	X	X	X
(c) DC10 No. 1/3 Wing Pylon, Nose, Fan & Core Cows		*/6		*/6	

(11) Misc	<u>Rig/Adj</u>	<u>Repair</u>	<u>Alter</u>	<u>Replace</u>	<u>Reinstall</u>
(a) Upon completion of aircraft weighing					
(b) Temporary replacement of all rigid hydraulic tubing with flexible hose		X		X	X
(c) Windshields				X	X

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

MAINTENANCE TRAINING

I. MAINTENANCE TRAINING PROGRAM

FAR 121.375

A. Policy

The complexity of aircraft and equipment owned and operated by EMERY WORLDWIDE AIRLINES (EWA) makes maintenance training essential to the Continued Airworthiness Maintenance Program. It must be planned and executed toward the end result of full and effective utilization of personnel in producing a quality product that meets the objectives and goals of our departments and company.

Training constantly exists in the interchange of ideas and information between individuals. It is the responsibility of each supervisor to foster and encourage this exchange of information even though it is not recorded as formal or on-the-job training.

The Maintenance Training Section of the Quality Control Department will schedule training sessions when new or not previously utilized equipment is added to EWA. This will include ground support equipment.

The Training Section will schedule training sessions when new or not previously utilized procedures are introduced to EWA personnel.

The Training Section will develop an on-going recurrent training syllabus, manuals, and other applicable training material, based on input from Quality Control, the Maintenance Department, the Engineering Department, the Continuing Analysis and Surveillance Program, manufacturers, like carriers, and other input from the industry. The Training Department will then schedule the recurrent training sessions at intervals, based on the aforementioned feedback.

B. Responsibility

The Director of Quality Control has the overall responsibility of coordinating and/or conducting training within the Maintenance Organization of the company. The Manager of Maintenance Training shall conduct training in the following manner:

1. Plan, develop and carry out training programs concerning both new and presently owned and operated aircraft in order to provide for and attain the goals as set-forth in this chapter. To accomplish this, the Maintenance Training Section of the Quality Control Department shall:
 - a. Prepare training syllabuses for the aircraft and equipment that will ensure thorough training of personnel in the various aircraft systems, powerplants, etc.
 - b. Prepare lesson guides for each lecture comprising of a particular syllabus including as a part of these lesson guides the necessary visual aids and required reading for trainee mechanics.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

MAINTENANCE FORMS AND RECORDS

I. MAINTENANCE FORMS AND RECORDS POLICY AND PROCEDURES FAR 43.12

A. Policy

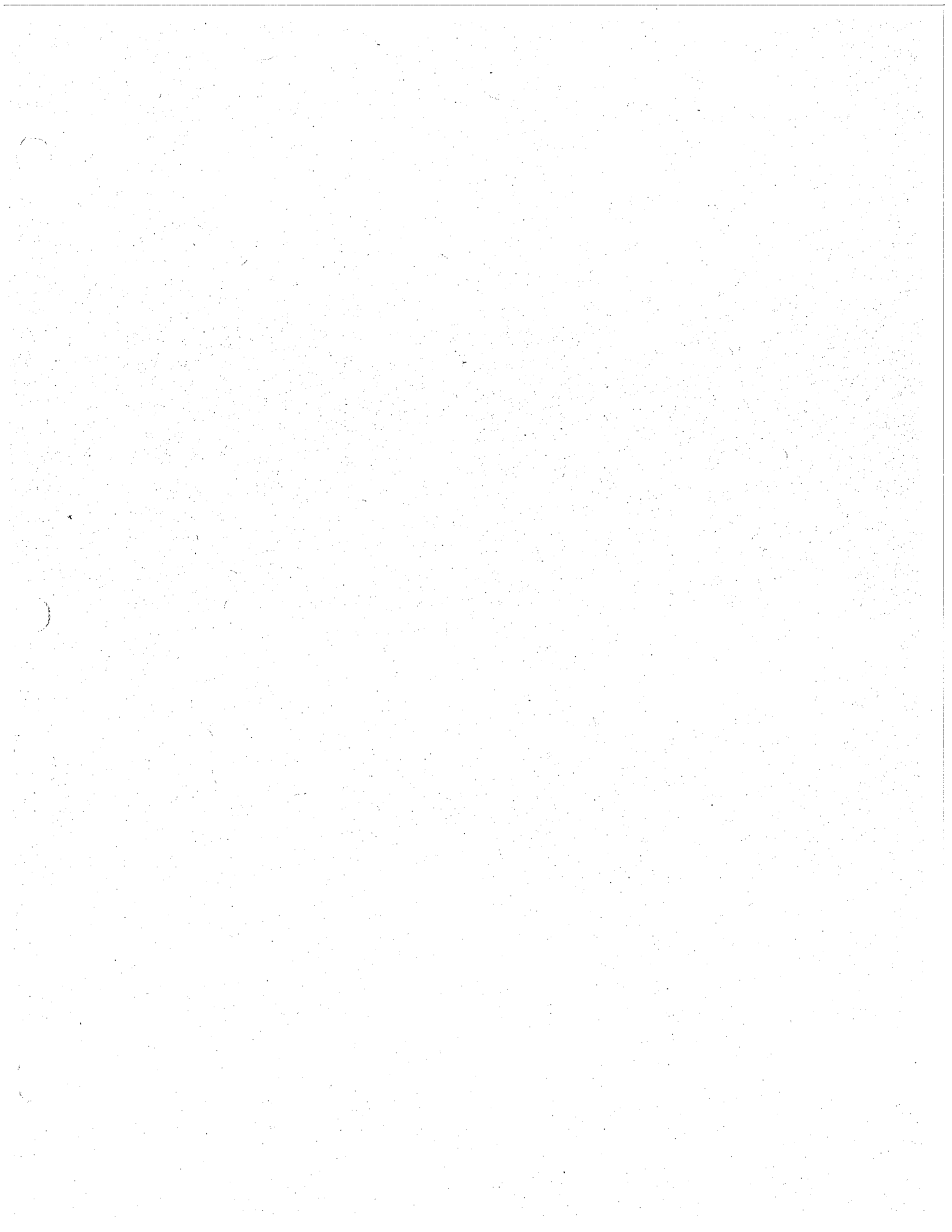
1. The basic requirements of maintaining aircraft and equipment for scheduled carrier operation includes complete and proper execution of forms and records covering all inspection periods and services.
2. EMERY WORLDWIDE AIRLINES conducts a continuous type of check and inspection service, details of which can be found in the Inspection Program Manual and the applicable aircraft maintenance manuals. The forms found in those sections and in this manual will be utilized for the recording of the services.
3. The maintenance/inspection forms and records are established by authority of the Quality Control and Engineering Departments.
4. Forecasting and general information or status reports and records may have times rounded to the nearest hour. Thirty (30) minutes or greater will be rounded to the next highest hour.

B. General Procedures

1. It will be the responsibility of the Quality Control, Records Section, Production Planning, or Maintenance Control to determine the type of service required and to prepare and route the necessary forms and records to the departments performing the work operations prior to the commencement of a service on an aircraft.

In the case of maintenance performed by an outside contractor, the following procedures will be followed:

- a. The Manager of Maintenance Control, or his designee, will advise the contract agency as to the type of service required prior to each aircraft input.
- b. It will be the responsibility of the Maintenance Representative to see that the necessary work has been done in accordance with Chapter 3 and 4 of this manual, and the applicable portion of the Inspection Program Manual, and that all paper work including signing of Aircraft Maintenance Log, has been completed properly. The Pilot-in-Command is responsible if no Maintenance Representative is available.
- c. Contract agencies will forward to Quality Control and Records Department the original of all service forms and records which are employed in conjunction with mechanical work operations accomplished.



**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.4.1

Emery's Maintenance Policy and Procedures Manual states that indoctrination training will consist of instruction covering General Maintenance Manual overview. Emery does not use a General Maintenance Manual. Emery uses a Maintenance Policy and Procedures Manual.

RRXA Response

This was revised in Revision 21 of the M.P.P., Chapter 5, page 4.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

D. Types of Training

The need for training/qualification generally originates from four sources:

- Hiring new personnel.
- Acquiring new and/or changing existing equipment.
- Implementing new procedures or inspection techniques.
- Returning to or requalifying in a job.

To satisfy the needs for training various types of training are used. Types of training used by EWA include, but are not limited to:

- Indoctrination Training
- Initial Training
- Recurrent Training
- Special Training
- On-the-Job Training
- Quality Control OJT
- Field Training

These types of training consist of varied subject matter, covering a multitude of topics and may be presented in a formal and/or on-the-job training format.

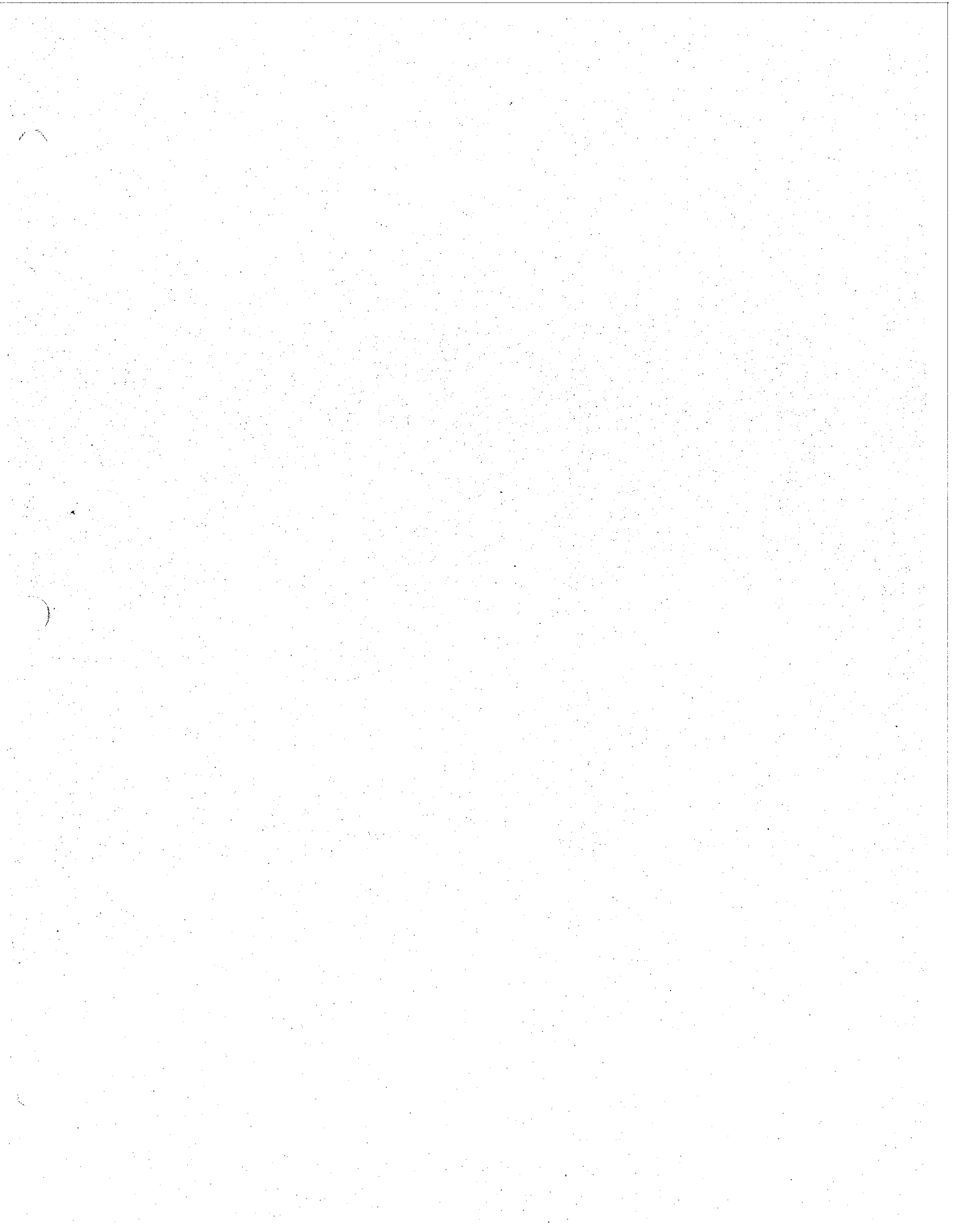
1. Indoctrination Training

This training is designed primarily for new employees. Indoctrination training content may vary depending on the individual's position, but in all cases will cover policies and procedures as stated in the EWA Maintenance Policy and Procedure Manual. It will be performed for all new hired mechanics at the next scheduled class, or as scheduled by his/her immediate supervisor. All new hired mechanics will work under the direct supervision of his/her supervisor until this class has been taken. At a minimum, Indoctrination Training will consist of four hours of instruction covering the following material.

- Maintenance Policy & Procedures Manual
- Logbook Familiarization
- Forms and Tags Introduction
- RII Procedures Familiarization
- Airworthiness Release Duties

2. Initial Training

Initial training shall consist primarily of systems introduction on the type of aircraft operated by EWA. Requirements for this training are based on an employee's prior experience on the type of aircraft operated by EWA. This experience must be verifiable in the form of previous training records and/or certificates. Employees with prior experience may only require



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.4.2

The Maintenance Policy and Procedures Manual, Chapter 5, page 12, does not include DC-10 training in the formal training syllabus.

RRXA Response

This was revised in Revision 21 of the M.P.P., Chapter 5, page 14.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

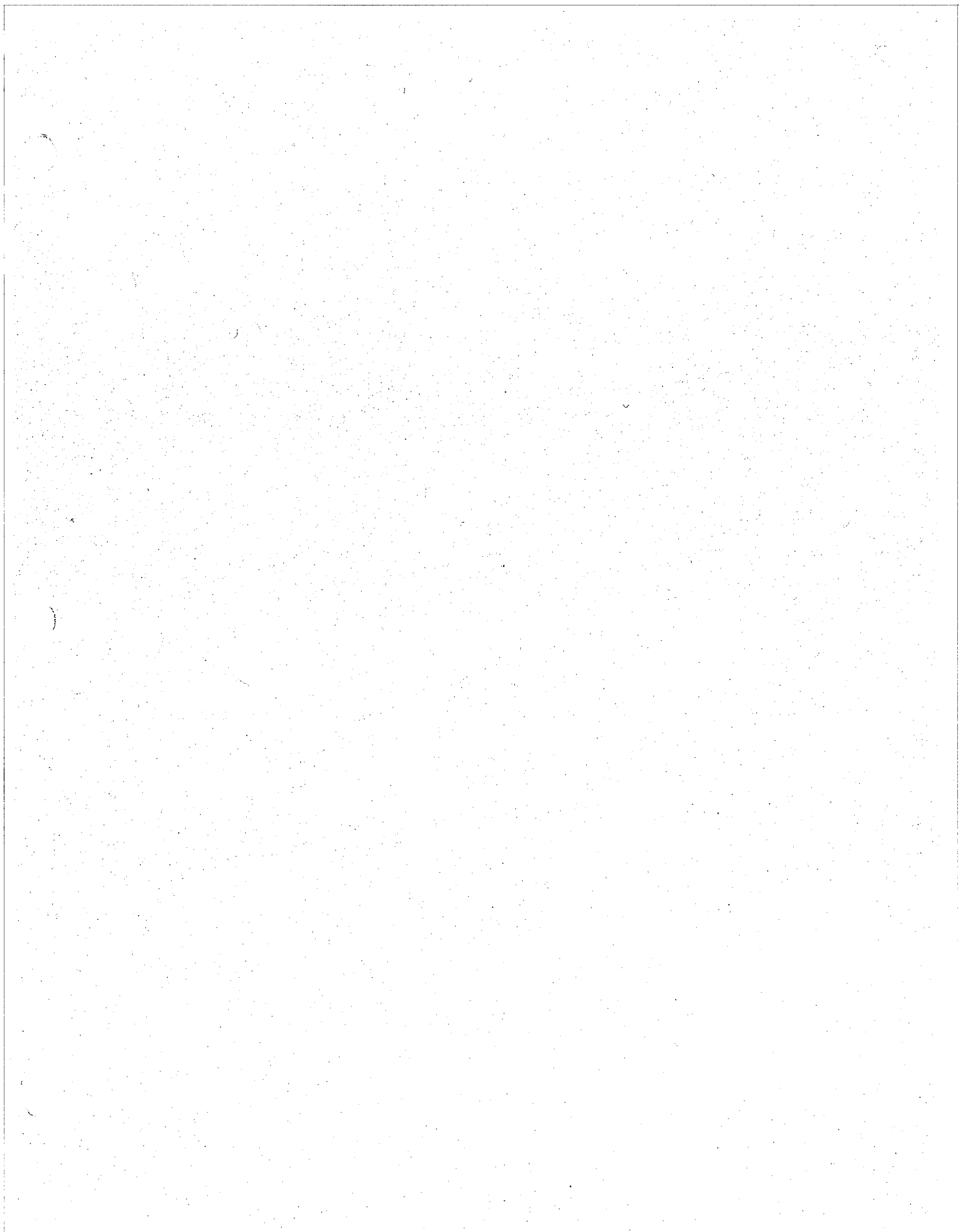
FORMAL MAINTENANCE TRAINING SYLLABUSES

Detailed outline of courses.

- A. **Company Basic Indoc/Intro (40 HRS)**
 - 1. Basic Indoctrination
 - a. EWA Policies and Procedures
 - b. Maintenance Policy and Procedures
 - c. Time Limits Manual
 - d. Aircraft Maintenance Manual
 - e. Inspection Program Manual (Volume One and Four)
 - f. Forms
 - 2. Introduction
 - a. Tapes and IPC Effectivity
 - b. Servicing
 - c. Basic ATA Chapters
 - d. Component Location
- B. **Systems (40 HRS) (For each aircraft type)**
 - 1. Systems
 - a. Air Conditioning/Pressurization
 - b. Electrical
 - c. Equipment Furnishing
 - d. Fire Detection
 - e. Flight Controls
 - f. Fuel
 - g. Hydraulics
 - h. Ice/Rain Protection
 - i. Landing Gear
 - j. Oxygen
 - k. Pneumatics
 - l. Doors
 - m. Windows
 - n. Power Plant
 - o. Component - Location
 - p. Auxiliary Power Unit (APU)

Note: All systems operations, troubleshooting, and maintenance will be covered in detail.

- C. **PRATT & WHITNEY JT3D (40 HRS)**
 - 1. Basic Operations
 - a. Engine Indicating
 - b. Bleed System



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.4.3

The Maintenance Policy and Procedures Manual, Chapter 5, page 22, does not include DC-10 on the ME001 Form.

RRXA Response

This was revised in Revision 21 of the M.P.P., Chapter 5, page 28.

EWA does not consider this to be a finding.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

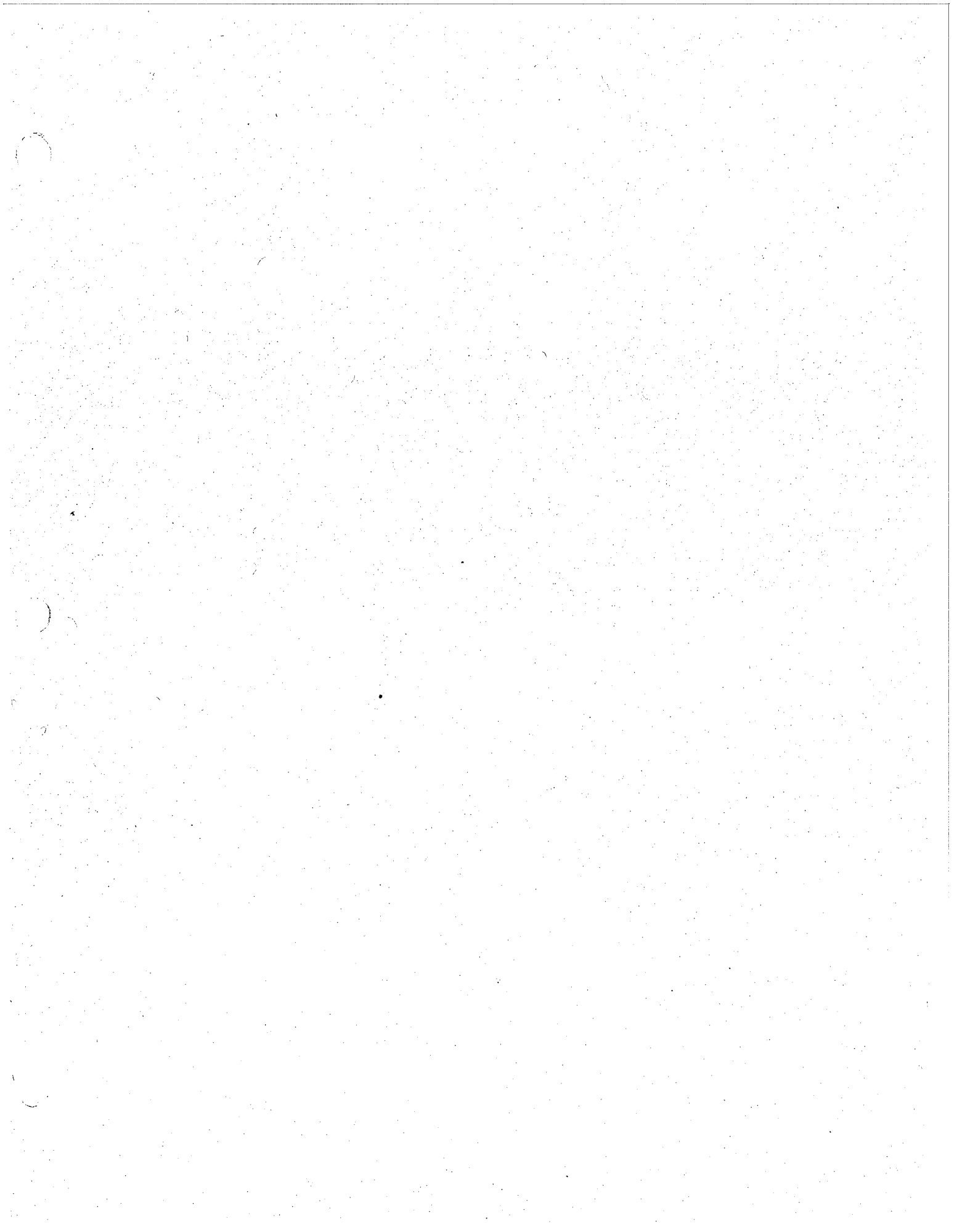
FORMAL TRAINING RECORD -- FORM MEO01 (Page 2)

EMERY WORLDWIDE AIRLINES MAINTENANCE TRAINING

FORMAL TRAINING RECORD SUMMARY

Name:	Position:	Empl No:	Status:
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<u>SUBJECT</u>	<u>DATE</u>	<u>HRS</u>	<u>REC1</u>	<u>HRS</u>	<u>REC2</u>	<u>HRS</u>
AP/LRN						
FLIGHT GUIDANCE SYSTEM						
BASIC INDOC						
BAS IND/DC-8 INTRO						
BAS IND/DC-10 INTRO						
BORESCOPE JT3D						
BORESCOPE CFM56						
BORESCOPE CF6						
CFM56 GEN FAM						
CFM56 LINE MX						
CF6 GEN FAM						
CF6 LINE MX						
DC-8 AVIONICS/ELECT SYS						
DC-10 AVIONICS/ELECT SYS						
DC-10 GEN FAM						
DC-8 GEN FAM						
DC-10 SYSTEMS						
DC-8 SYSTEMS						
HAZMAT						
JT3D ENGINE						
JT3D LINE MX						
RIGGING DC-10						
RIGGING DC-8						
RUN-UP DC-8						
RUN-UP DC-10						
RUN-UP/TAXI DC-8						
RUN-UP/TAXI DC-10						



**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.4.4

No formal training syllabuses noted in the Maintenance Policy and Procedures Manual or elsewhere for maintenance personnel who are given RII authorization and who do not have prior RII Authorization from other Carriers, or for Airworthiness release (AWR).

RRXA Response

EWA's M.P.P., Chapter 5, provides specific training requirements and training syllabus for RII authorization personnel. Please reference the following sections of Chapter 5.

Page 4, Item D.1 - Indoctrination Training
 D.2 - Initial Training

Page 6&7, b. RII Function

Page 14,15&16 Formal Maintenance Training Syllabus

EWA does not consider this to be a finding.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

D. Types of Training

The need for training/qualification generally originates from four sources:

- Hiring new personnel.
- Acquiring new and/or changing existing equipment.
- Implementing new procedures or inspection techniques.
- Returning to or requalifying in a job.

To satisfy the needs for training various types of training are used. Types of training used by EWA include, but are not limited to:

- Indoctrination Training
- Initial Training
- Recurrent Training
- Special Training
- On-the-Job Training
- Quality Control OJT
- Field Training

These types of training consist of varied subject matter, covering a multitude of topics and may be presented in a formal and/or on-the-job training format.

1. Indoctrination Training

This training is designed primarily for new employees. Indoctrination training content may vary depending on the individual's position, but in all cases will cover policies and procedures as stated in the EWA Maintenance Policy and Procedure Manual. It will be performed for all new hired mechanics at the next scheduled class, or as scheduled by his/her immediate supervisor. All new hired mechanics will work under the direct supervision of his/her supervisor until this class has been taken. At a minimum, Indoctrination Training will consist of four hours of instruction covering the following material.

- Maintenance Policy & Procedures Manual
- Logbook Familiarization
- Forms and Tags Introduction
- RII Procedures Familiarization
- Airworthiness Release Duties

2. Initial Training

Initial training shall consist primarily of systems introduction on the type of aircraft operated by EWA. Requirements for this training are based on an employee's prior experience on the type of aircraft operated by EWA. This experience must be verifiable in the form of previous training records and/or certificates. Employees with prior experience may only require

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

difference and/or recurrent training, whereas, extensive training will be required for new hires who have no prior EWA type aircraft experience. The Director of Quality Control or his designee is responsible for evaluating and crediting previous training.

A new hire with no prior experience or type aircraft operated by EWA will receive a minimum of 40 hours of aircraft specific systems training in each type of aircraft operated by EWA. This training will be given as soon as practicable following the employee's probation, or sooner, if requested by the Director of Quality Control. Initial training may be presented in a formal or combination of formal and on-the-job training format.

3. Recurrent Training

This training is used to ensure that deficiencies discovered through reliability, analysis and/or surveillance are corrected. Additionally, this type of training will be used to review, reinforce and upgrade training given in indoctrination, initial, and special types of training. Duration and content of this training is based on needs, requests or requirements. Recurrent training may be presented in either formal or on-the-job training format or a combination of both.

Maintenance Service Letters (MSLs) will be used to perform recurrent training for all Mechanics, Flight Engineers and RII authorized personnel based on procedure changes and new equipment updates.

Maintenance Training Study Guides will be used to provide recurrent training and familiarization training for all mechanics, RII Authorized personnel, Mx. Controllers, etc.

4. Special Training

Special training is used to address specific requirements and/or procedures necessary to accomplish authorization or certification in a critical task. EWA has identified the following as critical tasks:

- Airworthiness Release
- RII Functions
- Aircraft Run-up and Taxi
- "Dangerous Goods" Training

Requirements and frequency of special training for critical tasks stated are addressed under "Critical Tasks" in this section.

Critical tasks represent maintenance and related tasks that will be performed by properly authorized and/or certified personnel. Certification and/or authorization may be granted after evidence of training and other requirements have been met.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

Final approval of personnel to perform any or all of these critical tasks rests with the Director of Quality Control or his designee. Documentation of authorization and/or certifications will be filed in the recipient's training record.

Authorizations will be granted for the duration of a person's employment with EWA unless suspended or revoked by the Director of Quality Control. Certification for Run-up/Taxi shall be valid for two years unless earlier suspended or revoked, and will expire on the last day of the month of previous certification. Recurrent training for the other three critical tasks will be whenever there is a procedural change or new equipment is received. Operating currentness is required and will be documented on an EWA OJT Form MEO19.

Specific requirements for critical tasks authorization certification and training are as follows:

a. **Airworthiness Release**

A maintenance release or return to service authorization following any scheduled maintenance may be granted to individuals who:

- (1) Meet the requirements as stated on the Authority Notification Form.
- (2) Acknowledge receipt of training and understand and accept the duties and responsibilities associated with this authorization.
- (3) Are approved by the Director of Quality Control or his designee, as authorized to perform Airworthiness Release.

b. RII Functions

The purpose of RII procedures is to identify those items which might create a hazardous condition, and to provide qualified personnel that will assure proper completion of work. To qualify for RII Authorization, an employee must comply with the following:

- (1) Meet the requirements as stated on the Authority Notification Form.
- (2) Acknowledge receipt of training and understanding and acceptance of duties and responsibilities associated with RII Authorization.
- (3) Be approved by the Director of Quality Control, Manager of Quality Control, or a delegated Quality Control Inspection Representative as authorized to perform RII functions.

(4) Minimum RII Training Qualification

**EMERY WORLDWIDE AIRLINES
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- (a) Basic Indoctrination.
- (b) Aircraft System or Familiarization Course.
- (c) Powerplant Course.
- (d) System Rigging Course

Note: In lieu of the above formal training for Powerplant and System Rigging Courses, the RII applicant must have documented OJT in ATA chapters 27, 28, 32, and 71 through 82 for the type aircraft and powerplant installed. Refer to the course syllabus outlined in this section for specific areas and/or components that OJT will be required.

Note: Previous training courses and other types of training completed for other carriers will be considered when evaluating the applicants experience and credit given for this training is at the discretion of the Director of Quality Control, Manager of Quality Control, or a delegated Quality Control Inspection Representative.

Must be employed at EWA as an active mechanic for at least 1 year and/or show proof of previous RII authorization from other carriers operating the same type aircraft.

NOTE: For authorized Heavy Maintenance Facilities, contractors can perform RII functions, as long as they meet EWA training requirements and are authorized.

c. Aircraft Run-up and Taxi

(1) Initial Run-up Certification

Prior to initial aircraft run-up certification, an employee must satisfy the following requirements:

- Be a properly certificated A & P mechanic.
- Successfully complete a minimum of 40 hours formal and/or a combination of formal and OJT systems training on type aircraft for which certification is sought.

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FORMAL MAINTENANCE TRAINING SYLLABUSES

Detailed outline of courses.

A. Company Basic Indoc/Intro (40 HRS)

1. Basic Indoctrination
 - a. EWA Policies and Procedures
 - b. Maintenance Policy and Procedures
 - c. Time Limits Manual
 - d. Aircraft Maintenance Manual
 - e. Inspection Program Manual (Volume One and Four)
 - f. Forms
2. Introduction
 - a. Tapes and IPC Effectivity
 - b. Servicing
 - c. Basic ATA Chapters
 - d. Component Location

B. Systems (40 HRS) (For each aircraft type)

1. Systems
 - a. Air Conditioning/Pressurization
 - b. Electrical
 - c. Equipment Furnishing
 - d. Fire Detection
 - e. Flight Controls
 - f. Fuel
 - g. Hydraulics
 - h. Ice/Rain Protection
 - i. Landing Gear
 - j. Oxygen
 - k. Pneumatics
 - l. Doors
 - m. Windows
 - n. Power Plant
 - o. Component - Location
 - p. Auxiliary Power Unit (APU)

Note: All systems operations, troubleshooting, and maintenance will be covered in detail.

C. PRATT & WHITNEY JT3D (40 HRS) †

1. Basic Operations
 - a. Engine Indicating
 - b. Bleed System

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- c. Pneumatics
- d. Thrust Reversers
- e. Fuel Control
- f. Ignition
- g. Component Location

2. Rigging

- a. Fuel Control
- b. Thrust Reverser
- c. "T" Handle
- d. Throttle

NOTE: All systems operations, troubleshooting, and maintenance will be covered in detail.

D. CFM-56 (40 HRS)

1. Basic Operations

- a. Engine Indicating
- b. Bleed Systems
- c. Pneumatics
- d. Thrust Reversers
- e. Fuel Control
- f. Ignition
- g. VB/VSV
- h. PMC/MEC
- i. Component Location

2. Rigging

- a. MEC
- b. VB/VSV
- c. Thrust Reverser

NOTE: All systems operations, troubleshooting, and maintenance will be covered in detail.

E. [REDACTED]

1. Basic Operations

- a. Engine Indicating
- b. Bleed Systems
- c. Pneumatics
- d. Thrust Reversers
- e. Fuel Control
- f. Ignition
- g. VSV
- h. MEC
- i. Component Location

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2. Rigging
 - a. MEC
 - b. VSV
 - c. Thrust Reverser

NOTE: All systems operations, troubleshooting, and maintenance will be covered in detail.

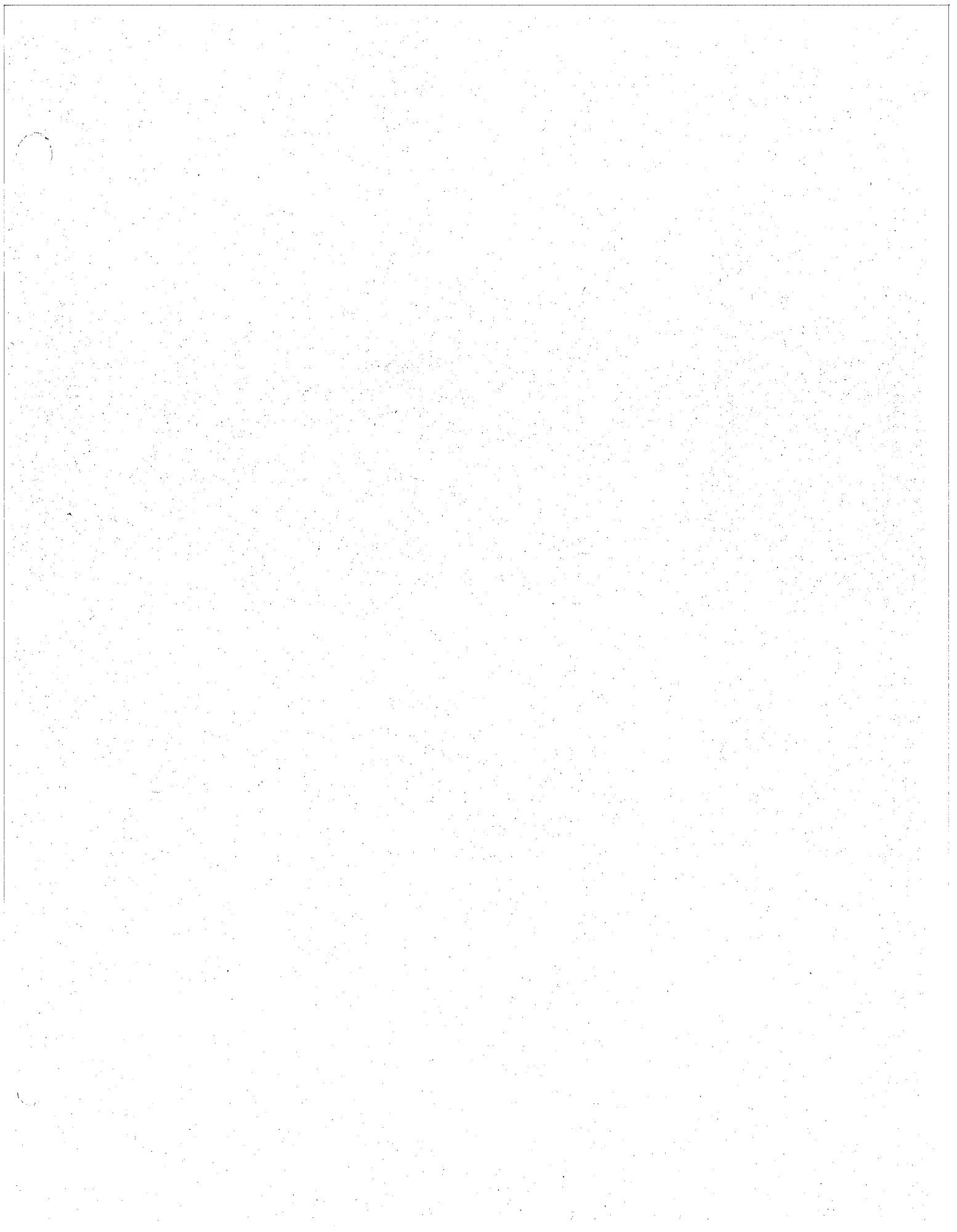
F. Aircraft Systems Rigging (40 HRS) (For each Aircraft Type)

1. Component and Cable Assy Locations
 - a. Access plate location.
 - b. Drum and cable run location.
 - c. Proper tension and tension charts.
 - d. Component Location.
2. Rigging Procedures
 - a. 21 - Air Conditioning-Pressurization manual control
 - b. 25 - Equipment and furnishings - slide/raft
 - c. 27 - Flight controls - rudder- aileron, elevator, spoilers, flaps
 - d. 28 - Fuel - fuel lever controls and dump systems
 - e. 32- Landing gear - nose steering - ground spoilers
3. Cable Assembly Build Up and Inspection
 - a. Proper swedging equipment and use of swedging equip.
 - b. Proper selection of what type cable and size.
 - c. Proper procedures for manufacturing and installation of cable assembly.

NOTE: All systems operations, troubleshooting, and maintenance will be covered in detail.

G. Avionics/Electrical Class (40 HRS) (For Each Aircraft Type)

1. Auto Pilot
 - a. Component location
 - b. Basic system operation
2. Communication
 - a. VHF, HF and Selcal
 - b. Component location
 - c. Basic system operation
3. Electrical System



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.4.5

Training Record files are not current. Most of the files on maintenance personnel have not been updated to reflect current training status and numerous tasks such as Maintenance Service Letters, Engine Run, Taxi, etc.

RRXA Response

As the Manager of Maintenance Training, I disagree with the finding that Training Record Files are not current. They are, in fact, current according to the Training Certificates that the Maintenance Training Section has received, documenting accomplishment of the training.

Once the Maintenance Training Section receives any form of training report, such as M.S.L. Training Acknowledgement Form (MEO103), On-The-Job Training Certificate (MEO19), Classroom Training Certificate (MEO02) or Attendance Record (MEO89), this training is updated in our computer data base, annotated and filed in the individual's training records usually within five working days. Depending on the Training Records that were reviewed, the individual's file may appear not to be current. There could be several reasons to reflect this, such as a new employee, an individual that has not received the training for one reason or another, or in the case of MSL Training, the individual has not returned a signed MSL Training Acknowledgement Form.

Many of these Training Records are audited monthly by the Manager of Quality Control to insure the status and completeness of individual training records. From this, a by name listing of Training Record deficiencies is forwarded to all maintenance station managers and supervisors for their attention in resolving any deficiencies.

The attached letter sent to Harold Camden, November 8, 1999, provides a brief history of FAA Training Awards, Maintenance Program Achievements, FAA Inspection/Enforcement History and FAA/SPOT RAMP Inspection Results.

The AMT Training Award program was submitted again for the year 1999. A significant number of mechanics will receive FAA AMT awards, as well as, EWA will receive the "Diamond Certificate of Excellence Award" for its outstanding recognition for providing training.

The EWA Maintenance Training Section has scheduled over 2,032 formal classroom hours for the year 2000. This is not to mention the formal on-the-job training provided to the EWA Line Stations, and Aircraft Loading Manual Training (formal training schedule attached). A copy of the 2000 Maintenance Training Catalog is attached that reflects the training provided.

EWA does not consider this to be a finding.



November 8, 1999

Harold Camden
[REDACTED]

Dear Mr. Camden:

I have put together a summary of EWA's Technical Services Department FAA Enforcement history based on our meeting November 4, 1999. As I stated in our meeting, EWA is very proud of our outstanding FAA Enforcement History record over the past then (10) years of promoting and achieving FAR compliance.

This letter will provide you a brief history of FAA Training Awards, Maintenance Program Achievements, FAA Inspection/Enforcement History, and the FAA/SPOT RAMP Inspection Results.

It is only through the effective roll of the Emery Worldwide Airlines Team, that we have and continue the successful operation as a FAR 121 All Cargo Air Carrier. Therefore this performance review is directly based on the contributions and success of the employees, in deserving,





I. FAA Training Awards - EWA Accomplishment Overview

Emery Worldwide Airlines (EWA) has received for four consecutive years, the Federal Aviation Administration (FAA) Technical Awards presented to the EWA Mechanics, Technical Service Management, Senior Director Technical Services, and Vice President and General Manager. A chronological history of the awards received to date is presented for your review.

1994 FAA AWARDS

The awards received during a ceremony on May 11, 1994 were as follows:

1. Mechanical Technical Awards

133 mechanics were presented these awards which represented 42% of the EWA mechanics.

This 42% or 133 mechanics actually represent 96% of EWA's full-time mechanics.

2. Organizational Awards

The highest award, the Diamond Certificate of Excellence was presented to Emery Worldwide Airlines.

3. Master Mechanic Award

This prestigious aviation career accomplishment was presented to Mr. Roy Deeming. The requirement of selection for this award is fifty (50) years of serving as a certificate airframe and powerplant mechanic.

1995 FAA AWARDS

1. Mechanical Technical Awards

EWA employed 304 technicians/mechanics. Out of these, 228 or 775% have received awards. This was a 33% increase in training EWA personnel from the previous year.

This 75% or 228 mechanics actually represent 60% of EWA's full-time mechanics.

2. Organizational Awards

For the second consecutive year, required training percentage achieved by EWA surpasses the requirement stated in the Advisory Circular. The Diamond Certificate of Excellence requires 25% of eligible employees to be trained. Therefore in view of the great achievement of training rendered to its employees, EWA qualified itself to receive again the Diamond Certificate of Excellence.

1996 FAA AWARDS

1. Mechanical Technical Awards

EWA employment 320 technicians/mechanics. Out of these, 264 or 83% received awards. This is a 14% increase in training EWA personnel from the previous year.

2. Organizational Awards

For the third consecutive year, the required training percentage achieved by EWA surpassed the requirement stated in the FAA Advisory Circular. Therefore, in view of the great achievement of training rendered to its employees, EWA qualified and received the Diamond Certificate of Excellence Award.

1997 FAA AWARDS

1. Mechanical Technical Awards

EWA employed 338 technicians/mechanics. Out of these, 181 or 54% received awards. This is a 49% decrease in training EWA personnel from the previous year. This decrease reflects the previously accomplished extensive training provided in the previous seven years.

2. Organizational Awards

For the Fourth consecutive year, the required training percentage achieved by EWA surpassed the requirements stated in the FAA Advisory Circular. Therefore, in view of the great achievement of training rendered to its employees, EWA qualified for and received again the Diamond Certificate of Excellence Award.

AWARDS SUMMARY:

This training is a direct contribution to the continued success of EWA. We have experienced for the past nine years an average of 98% Mechanical Dispatch Reliability performance, a standard desired by many Air Carriers. EWA employees are being submitted for the calendar year 1999, to continue EWA's participation in this program.

These FAA awards exemplify EWA's professional approach to lead its employees to produce the highest level of safety possible and the most cost effective process to provide the customer the best product.

II. EWA's Maintenance Program Continues to Produce Successful Results

EWA's Continuous Airworthiness Maintenance Program (CAMP) is managed by the Maintenance Reliability Program (MRP), that outlines the means of continually monitoring the mechanical and operational performance of the entire aircraft, including the airframes, powerplants, appliances and components. The program functions under the approving authority of Operations Specification D-74.

The EWA MRP provides a means of implementing improvements to its CAMP with the objective for achieving maximum levels in safety, performance, and reliability of the EWA fleet of aircraft. This program enables EWA to manage and control its own maintenance program by providing approved and acceptable means for adjusting maintenance/inspections intervals, component overhaul limits and changing primary maintenance processes and/or tasks.

EWA's Maintenance Program is tested by other means than its Mechanical Dispatch Reliability that has maintained 98% average over the past nine years. EWA has gone through several very in-depth FAA/DOD/Outside Firms inspections over the past nine (9) years. The successful results of these inspections continued to reveal EWA's ratings to be higher than the Industry performance of the 121 Air Carriers and average to excellent ratings from the Department of Defense (DOD).

In 1992, EWA went through a very in-depth FAA NASIP Inspection to which EWA rated 64% higher than the Industry performance of the 121 Air Carriers. EWA received honorable recognition for this achievement from the San Jose FAA Certificating Holding Office Manager.

In 1995, EWA received a specific FAA inspection that was administered by FAA Washington, DC to be accomplished on all 121 Air Carriers in 1995. This inspection was titled a Regional Aviation Safety Inspection Program (RASIP). This inspection lasted ten days and covered the Operations/Maintenance Departments. On June 22, 1985, the FAA RASIP team provided EWA Senior Management a debrief of their findings. The team reported that their inspection did not reveal any major discrepancies and overall EWA was above average in performance.

In 1997, EWA received a comprehensive Internal Evaluation performed by the SH&E International Air Transport Consultancy. This evaluation was performed based on the FAA NASIP items to ensure EWA has adequate systems and controls in place to support the growth of the airline. A report was provided to EWA Senior Management from the SH&E team that reflected an excellent rating of the Technical Services Organization. Their report specifically reflected that all aspect of the necessary systems and controls were in place and performing excellent ratings.

In 1999, EWA received a specific FAA inspection that was administered by the FAA Western Pacific Regional Office. This inspection was titled a Regional Aviation Safety Inspection Program (RASIP). This inspection lasted five (5) days and covered the Operations/Maintenance Departments. The special emphasis of the inspection was cargo handling. On March 15, 1999, the FAA RASIP team provided EWA Senior Management a debrief of their findings. The team reported a total of twenty-one (21) findings. The SJC FAA FSDO issued four (4) letters of investigations based on the subject findings. EWA responded to all findings on April 30, 1999.

EWA Technical Services Department has gone through four Department of Defense (DOD) inspections in the past nine years. We received average to excellent ratings on all inspections.

EWA's Maintenance Program success is a direct result of true team effort promoting synergy.

III. FAA Inspection/Enforcement History

Another indicator for EWA's performance is reflected by the low number of FAA Enforcement Actions received. The following data provides an analytical summary of this performance.

EWA MAINTENANCE PERFORMANCE BASED ON FAA SAFETY INSPECTION/ENFORCEMENT HISTORY

<u>YEAR</u>	<u># ADMIN ENFORCEMENT'S</u>	<u>FAA NPTRS</u>	<u>FLEET SIZE</u>	<u>FLT HOURS</u>	<u>CYCLES</u>	<u>PILOT REPORTS</u>
1990	4	Ref. Total	7	11,070	4,732	3,679
1991	3	Ref. Total	20	28,095	12,565	10,512
1992	3	Ref. Total	29	40,606	20,559	17,196
1993	2	Ref. Total	29	42,473	20,718	15,442
1994	1	Ref. Total	37	52,465	23,704	16,667
1995	2	Ref. Total	37	55,178	25,169	16,280
1996	1	Ref. Total	39	57,994	23,960	15,284
1997	0	Ref. Total	43	62,405	28,127	15,760
1998	1	Ref. Total	43	68,140	32,561	22,061
*1999	0	Ref. Total	41	50,851	25,828	18,472
Totals	17	5,493		469,277	217,923	150,354

* As of the end of October 1999

EWA PERFORMANCE FACTORS SUMMARY - 1/90 THROUGH 10/99

- EWA's FAA Administrative Enforcement's are minor in numbers as represented during 1990 thru October 1999. During this approaching ten (10) year period of Air Carrier Operations, EWA Technical Department experienced the following:

FAA Administrative Enforcement's compared to # of Safety Inspections = .3%

FAA Administrative Enforcement's compared to # of Flight Hours = .004%

FAA Administrative Enforcement's compared to # of Flight Cycles = .008%

FAA Administrative Enforcement's compared to # of Pilot Reports = .01%

- EWA increased its fleet size by 22% in 1994 and decreased its number of PIREP's per flight hour by 5%.
- EWA increased its fleet size by 6% in 1996 and decreased its number of PIREP's per flight hour by 3%.
- EWA increased its fleet size by 10% in 1997 and decreased its number of PIREP's per flight hour by 10%.
- EWA increased its flight hours by 9% in 1998 and decreased its number of PIREP's per flight by 25%.

ENFORCEMENT ACTION SUMMARY:

EWA Technical Services has received a total of seventeen (17) FAA Administrative Enforcement Actions, to which three (3) were civil penalties (totaling \$74K) in the past ten (10) years. The three civil penalties were:

1. \$50K, Pilot static check, violation of 43.13(a)
2. \$15K, Cargo line tape, no FAR violations
3. \$ 9K, Missing cargo light covers, violation of 121.153(a)(2) and 43.13(a)

EWA has operated an average of thirty-two (32) aircraft a year during this ten (10) year period. A total of 469,277 flight hours and 217,923 cycles has been operated during this period. EWA's enforcement record compared to total flight hours equates to .008% and cycles to .004%.

EWA Technical Services received twenty-two (22) Letters of Investigation from October 1998 to date from the SJC FSDO. Three (3) were closed with no action and five (5) were consolidated into one (1). To date, EWA Technical Services has fourteen (14) open LOI's.

IV. FAA/SPOT RAMP Inspection Results 1998

EWA incorporated an airline industry standard "FAA Spot/Ramp Inspection Procedures" into our Maintenance Policy and Procedure Manual (MPP) in 1995.

The purpose of this program was to enhance EWA's Continuing Analysis and Surveillance System (FAR 121.373) for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the program covering other maintenance, preventative maintenance, and alterations and for the correction of any deficiency in those programs.

It also provides direct support to FAR 119.59 to assure that EWA properly handles FAA Inspector contracts, and expedites the handling of any FAA request for information.

In 1998, 78 FAA Station Inspections of the EWA's 43 line stations were reported. A total of 173 minor findings was noted and corrected. This number of findings reflected 70% of the inspections resulted in an average of 2 write-ups per visit, and 30% no findings.

This audit performance continues to reflect EWA's compliance of FAA regulations and company policies and procedures.

I trust this information will assist you in being introduced to EWA. We as a company look forward to the support of you and your staff.

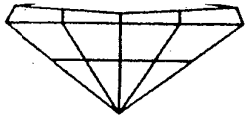
Sincerely,



Thomas M. Wood
Director Quality Control

cc: Rene' Visscher
Technical Service Directors
Quality Control Managers

TMW/lc



U.S. Department
of Transportation
Federal Aviation
Administration

Certificate of Excellence

"Diamond Award"

presented to

EMERY WORLDWIDE AIRLINES INC.

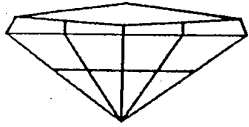
*For Actively Participating in the FAA Aviation Technician
Training Program.*



Director, Flight Standards Service

FEBRUARY 20, 1997

Date



U.S. Department
of Transportation
Federal Aviation
Administration

Certificate of Excellence

"Diamond Award"

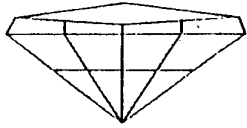
presented to

EMERY WORLDWIDE AIRLINES, INC.

*For Actively Participating in the FAA Aviation Technician
Training Program.*


Director, Flight Standards Service

MARCH 21, 1996
Date



U.S. Department
of Transportation
Federal Aviation
Administration

Certificate of Excellence

"Diamond Award"

presented to

EMERY WORLDWIDE AIRLINES

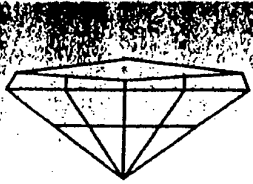
*For Actively Participating in the FAA Aviation Technician
Training Program.*



Director, Flight Standards Service

10/30/94

Date



U.S. Department
of Transportation
Federal Aviation
Administration

Certificate of Excellence "Diamond Award"

presented to

EMERY WORLDWIDE AIRLINES

*For Actively Participating in the FAA Aviation Technician
Training Program.*

Director, Flight Standards Service

SEPT. 30, 1993

Date

February 23, 2000

Mr. Roger Olson
Flight Standards District Office
3939 International Gateway
Second Floor
Columbus, OH 43219

Dear Sir,

Emery Worldwide Airlines (EWA) is proud to participate in the FAA's Aviation Maintenance Technician (AMT) Awards Program, AC 65-25B. As a Part 121 operator of DC-8 and DC-10 aircraft, EWA employs 380 aircraft mechanics and repair technicians throughout the world.

During 1999, EWA conducted 45 training classes for our aircraft mechanics and technicians at our maintenance training facility. These courses covered EWA's Policies and Procedures, DC-8 and DC-10 Systems, Avionic/Autopilot Systems, JT3D, CF6-6 and CFM-56 engines, engine run-up and taxi course, DC-8 Aircraft Rigging and boroscope training.

EWA submits the attached lists of aircraft mechanics for your consideration in the Phase I - Bronze (2 individuals), Phase III - Gold (46 individuals) and Phase IV - Ruby Awards (51 individuals). Documentation of all training received by these individuals is on file at EWA's Maintenance Training Facility.

Also, Emery Worldwide Airlines requests consideration for the Diamond Certificate of Excellence Award. This is based on 380 aircraft mechanics employed and submittal of 99 aircraft mechanics/technicians for the AMT Awards Program.

Thank you for your consideration of our AMT Awards Program submission.

Sincerely,

Gary H. Plaster
Manager of Maintenance Training
Emery Worldwide Airlines

EMERY WORLDWIDE AIRLINES

FAA AVIATION MAINTENANCE TECHNICAN AWARDS PROGRAM

RUBY AWARDS

NAME	A & P CERTIFICATE	EMPLOYEE NUMBER
Frank E. Bailey		03147
Clay A. Bass		04503
David C. Bledsoe		06803
Gregory G. Brewer		43717
Ricky J. Bridges		08528
Wayne L. Buckingham		09980
Larry K. Campbell		11578
Thomas A. Coleman Jr.		14788
Kenneth W. Cooper		15569
David D. Coulter		40840
Jessie R. Cunningham		02496
David A. Decamp, Jr.		03070
Randolph J. Eloi		04951
Ramiro H. Espinosa		02600
Brian D. Everhart		02498
Scott C. Farron		23653
Juan D. Flores		25031
Patrick F. Fredrick		25956
Joseph R. Griganavicius		29803
James D. Hanley		41573
Robert K. Hartley		32465
Kurt D. Kozlowski		45082
Francis A. Lewis		48860
Daniel E. Litman		49422
Timothy R. Lockwood		49581
Michael R. Mireles		57167
Michael C. Mitchell		57326
Shawn A. Myers		03058
Sael N. Nmair		07913
John R. Norton		61467
Steve E. Nye		61525
Robert A. Pay, Jr.		63633
Kelley J. Perkey		64051

Alan D. Rennie	69242
Barry S. Richards	69927
Robert A. Ritten	05210
James A. Rowe, II	72439
David W. Saia	72842
Michael J. Sear	75066
James R. Sebald	75093
Dennis C. Seifert	75068
William H. Shelton II	75847
William N. Simdorn	76752
Michael A. Smith	02535
Richard F. Taylor	81892
Austin D. Teel	81971
James E. Walter II	86327
John B. Watson	86746
Darren R. Weller	88042
Charles B. Whittington	88250
Robert J. Winpisnger	89936

EMERY WORLDWIDE AIRLINES

FAA AVIATION MAINTENANCE TECHNICAN AWARDS PROGRAM

GOLD AWARDS

NAME	A & P CERTIFICATE	EMPLOYEE NUMBER
Daniel Aguilar		20930
Tracey G. Alexander		00400
Anthony L. Baskoff		04521
Clair A. Bearer, Jr.		04693
Eric W. Blanton		20925
Scott L. Campbell		11686
Richard J. Carnow		12065
Simon J. Chandler		12775
James T. Coors		15574
Timothy A. Copley		15639
Michael P. Corrigan		15827
Gary D. Cowell		16119
Joe M. Garcia Jr		27220
Leo B. Gilyot, Jr.		28423
Donald A. Graham		29023
Warren S. Greene		29503
Louis E. Gudde		30287
Timothy R. Hall		30970
Kenneth G. Hart II		11382
Edward M. Hedley		33711
David E. Huff		37968
James M. Jackson		39457
Jerry W. Kinder		44148
Daniel E. Maier		51496
Jesus R. Martinez		19558
Kirk I. McCallister		02633
Richard A. Meyer		56146
Kenneth R. Mikesell		56386
Juan M. Molina		57767
James J. Nickelson		18397
Gary L. Olson		62194
William L. Peirce Jr.		63868
Robert M. Piercy		65290

Jeffery J. Saylor
Douglas M. Schwartz
Christopher T. Scovel
Matthew L. Shaw
Jerry B. Tackett
Malcolm L. Taylor
Mark A. Umbdenstock
Gerald M. Winningham II
John A. Winters
Michael S. Young
Kyle E. Zimlich



73224
74749
74994
75687
81470
81827
84148
89942
90002
91747
92144

EMERY WORLDWIDE AIRLINES

FAA AVIATION MAINTENANCE TECHNICIAN AWARDS PROGRAM

BRONZE AWARDS

NAME	A & P CERTIFICATE	EMPLOYEE NUMBER
Raymond W. Ingram		39026
Mark Gibson	Technician	28126

2000 MAINTENANCE TRAINING SCHEDULE

FORMAL CLASSROOM TRAINING

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
COURSE											
BASIC INDOC COURSE	9 - 13	13 - 17		2 - 6	7 - 11			13 - 17		29 →	2
DC-8 SYSTEMS	30 →	3 20 - 24		9 - 13	14 - 18			20 - 24			5 - 9
JT3D ENGINE			26 - 30				9 - 13				
*OLYMPUS BOROSCOPE	✗	✗		10	22 ?						
CFM-56 GEN FAM			13 - 17		15 - 19	26 - 30					13 - 17
DC-8 RIGGING				2 - 6						8 - 12	
DC-8 AVIONICS/ELECTRICAL			12 - 16		21 - 25			6 - 10			
DC-8 AP/NAV				16 - 20							
**DC-8 RUNUP TAXI	23 - 27					11 - 15	16 - 20		17 - 21	15 - 19	12 - 16
FUELER TRAINING								28	18	9	13
AIRCRAFT LOADER				7, 14							
DC-10 SYSTEMS EXECUTIVE		28, 29	1								
DC-10 SYSTEMS			5 - 9			4 - 8	23 - 27			22 - 26	
DC-10 AVIONICS/AUTO-PILOT ELECTRICAL			26 - 30			18 - 22			10 - 14		
DC-10 SYSTEMS 3 WEEKS		6 - 24		30 →	18						
**DC-10 RUN-UP TAXI				30 →	4		23 - 27				
CF6-6/50 GEN FAM/BOROSCOPE							17 - 21 24 - 25 ??				
GE CFM-56 LINE MAINTENANCE										23 →	3 ?
GE CF6-6 LINE MAINTENANCE				16 - 27				6 - 17 ?			

Issued and Prepared by: **Debbie Griffin / Program Specialist / Maintenance Training**

Approved by: **Gary Plaster / Manager of Maintenance Training**

Date: **March 29, 2000**

- * Highlighted text or dates notes a change from previous schedule.
- ** Prerequisite required for Runup and Taxi: Three years line maintenance experience; Avionics Electrical Course, Type Aircraft Systems Course and minimum one type engine course.
- * Minimum one type engine course.

2000 MAINTENANCE TRAINING SCHEDULE

ON THE JOB TRAINING

	JAN	FEB	MAR	APRI L	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV
CFM56 LINE MAINTENANCE ON THE JOB 2000											
A	ELP 26 - 27	ATL 23 - 24	DAY B CHECK 22 - 23	MCO 19 - 20	PHL 24 - 25	EWR 28 - 29	BOS 26 - 27	SLC 23 - 24	RNO 27 - 28	SEA 25 - 26	DAY ? 29 - 30

1. **Course Subject:** DC-8 RIGGING

Class Date(s): April 2nd - 6th, 2000

Location: Emery Worldwide Airlines - Maintenance Training
7406 Webster Street
Dayton, OH 45414

Telephone: (937) 264-5500

Instructor: Clay Bass

2. **Course Subject:** BASIC INDOCTRINATION / FLIGHT LINE SAFETY

Class Date(s): April 2nd - 6th, 2000 **Class begins at 11:00 am on Sunday**

Location: Emery Worldwide Airlines - Maintenance Training
7406 Webster Street
Dayton, OH 45414

Telephone: (937) 264-5500

Instructor: Kenneth Cooper

3. **Course Subject:** AIRCRAFT LOADER TRAINING

Class Date(s): April 7th and the 14th, 2000

Location: Emery Worldwide Airlines - Maintenance Training
7406 Webster Street
Dayton, OH 45414

Telephone: (937) 264-5500

Instructor: Debbie Griffin/Maintenance Training
Linda Medlin/Ground Services
Jim Owens/ULD Management

	<p>Course Subject: OLYMPUS BOROSCOPE</p> <p>Class Date(s): April 10th, 2000 *** Classroom hours 8:00 am - 12:00 noon</p> <p>Location: Emery Worldwide Airlines - Maintenance Training 7406 Webster Street Dayton, OH 45414</p> <p>Telephone: (937) 264-5500</p> <p>Instructor: John McCardle / Olympus</p>
5.	<p>Course Subject: DC-8 SYSTEMS</p> <p>Class Date(s): April 9th - 13th, 2000 Class begins at 11:00 am on Sunday</p> <p>Location: Emery Worldwide Airlines - Maintenance Training 7406 Webster Street Dayton, OH 45414</p> <p>Telephone: (937) 264-5500</p> <p>Instructor: Kenneth Cooper</p>
6.	<p>Course Subject: DC-8 AUTO PILOT LONG RANGE NAVIGATION</p> <p>Class Date(s): April 16th - 20th, 2000</p> <p>Location: Emery Worldwide Airlines - Maintenance Training 7406 Webster Street Dayton, OH 45414</p> <p>Telephone: (937) 264-5500</p> <p>Instructor: Joseph P. Cimprich</p>

7. **Course Subject:** CF6-6 LINE MAINTENANCE

Class Date(s): April 16th - 27th, 2000

Location: GE Training Center
123 Merchant Street
Cincinnati, OH 45246

Telephone: (513)-552-2000

Instructor: George Barnett / GE

8. **Course Subject:** CFM56 LINE MAINTENANCE ON-THE-JOB

Class Date(s): April 19th - 20th, 2000

Location: Emery Worldwide Airlines
9597 Benford Rd.
Orlando Int'l Airport
Orlando, FL 32812

Telephone: (407) 240-0090

Instructor: Felix Glasneck / GE

9. **Course Subject:** DC-10 RUNUP AND TAXI

Class Date(s): April 30th - May 2th, 2000 ****Classroom Briefing at 10:00 AM on Sunday. Sim times are 1:00 PM on Monday and Tuesday. Classroom location TBA**

Location: United Airlines Flight Training Center
7401 Martin Luther King Blvd. Simulator #1
Denver, CO 80207

Telephone: (303) 780-3600

Instructor: AJ Diaz / AMT

10. Course Subject: DC-10 SYSTEMS

Class Date(s): April 30th - May 18th, 2000

**Location: Emery Worldwide Airlines - Maintenance Training
7406 Webster Street
Dayton, OH 45414**

Telephone: (937) 264-5500

Instructor: Frank Dugan / AMT

EMERY
WORLDWIDE
AIRLINES

2000
Maintenance
Training
Course Catalog

Maintenance

TRAINING

Maintenance Training at its Best

February 7, 2000

EWA Maintenance Training Department

7406 Webster St. Dayton, OH 45414

(937) 264-5500 (888) 390-1761 FAX (937) 264-5570

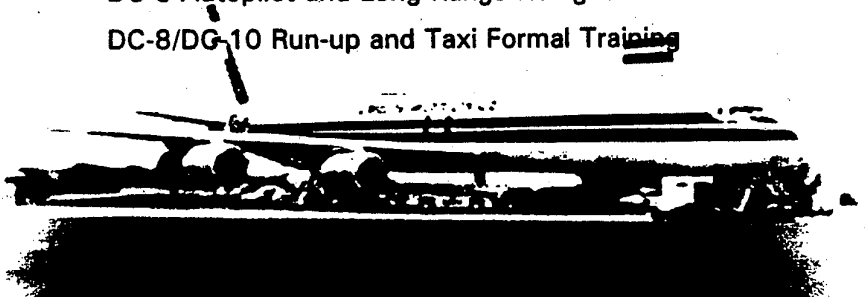


Course Syllabus

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Maintenance
Training
Course Catalog

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E mery Worldwide Airlines

Maintenance Training Department
provides exceptional training programs
with experienced airline professionals

2000

Maintenance Training Course Catalog

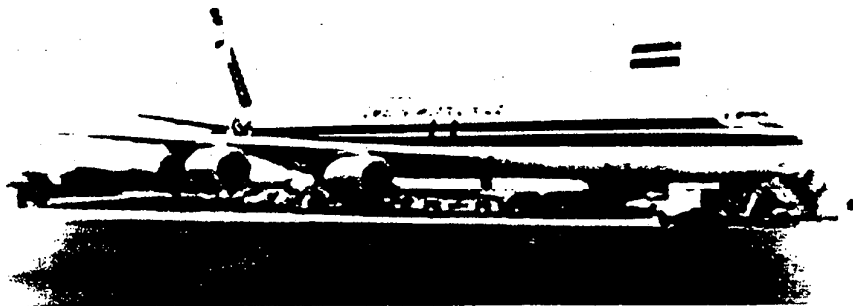
Thank you for the opportunity and taking the time to review our Training Course Catalog.

The Training Course Catalog list the maintenance courses and a brief description of the courses taught to support EWA's fleet of McDonnell Douglas DC-8 and DC-10 aircraft. Various types and levels of training are used in accordance with the EWA Maintenance Policies and Procedures Manual to achieve the desired training.

Our experienced and professional Emery Worldwide Airlines training staff will be happy to assist you and answer any questions you may have regarding your specific training requirements.

Location of Training:

EWA's Maintenance Training facility is located at 7406 Webster St. Dayton, Ohio. Each class can accommodate up to 18 students.



February 7, 2000

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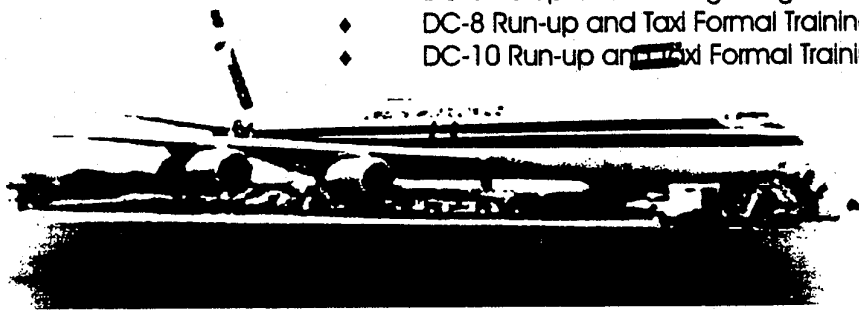


Course Syllabus

**2000
Maintenance
Training
Course Catalog**

**Air Transport Association
Training Levels:**

ATA Level I	General Familiarization Courses	
	◆ Aircraft Loading Training	8HRS
	◆ DC-10 Systems Course	40HRS
	◆ DC-10 Avionics/Electrical/Autopilot	40HRS
ATA Level II	Ramp & Transit Training	
	◆ Basic Indoc/Standard Practices	40HRS
ATA Level III	Line & Base Maintenance Training	
	◆ DC-8 Systems Course	40HRS
	◆ DC-10 Systems Course	120HRS
	◆ DC-8 Avionics/Electrical Course	40HRS
	◆ Fueler Training DC-8/DC-10	12HRS
	◆ Basic Indoc/Outstation Training	
	◆ DC-8 System Study Guides	
ATA Level IV	Specialized Training	
	◆ JT3D Engine Course	40HRS
	◆ DC-8 Systems Rigging	40HRS
	◆ DC-8 Autopilot and Long Range Nav.	40HRS
	◆ DC-8 Run-up and Taxi Formal Training	40HRS
	◆ DC-10 Run-up and Taxi Formal Training	40HRS



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Course Syllabus

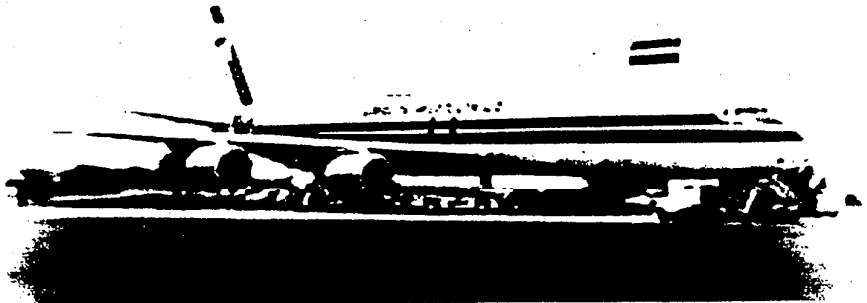
**DC-10/DC-8
Aircraft Loading Training**

8 Hours Level I

Syllabus:

This Special Type Training Course reviews the Aircraft Loading Manual. Description and content may vary depending on the students' job function.

- ◆ Introduction
- ◆ Department Organization
- ◆ Department Duties and Responsibilities
- ◆ Cargo Load Restraint Requirements
- ◆ Aircraft Doors
- ◆ Cargo Loading System - General
- ◆ Weight and Balance (As required for job position)
- ◆ Palletized Loading and Unloading
- ◆ Unit Loading Device and Loading System Appraisal Procedures
- ◆ Marshalling Procedures
- ◆ Operating Procedures



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Course Syllabus

DC-10 Systems Course

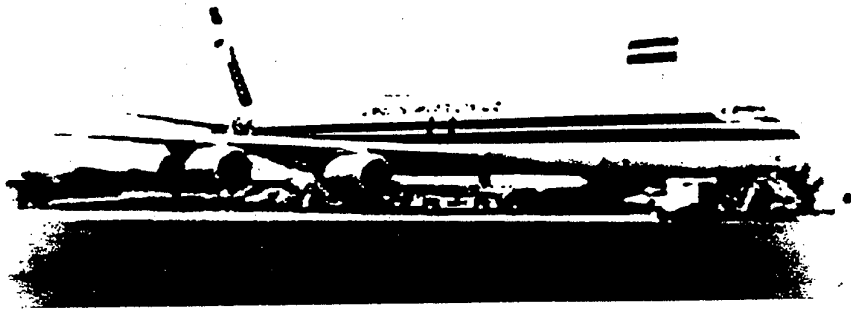
40 Hours Level I

Syllabus:

DC-10 Systems Initial Type Training Course is a line and base maintenance level course with emphasis on accurate troubleshooting and repair.

Introduction to DC-10 Systems

- ◆ Air Conditioning and Pressurization
- ◆ Communications
- ◆ Electrical Power
- ◆ Fire Detection & Protection
- ◆ Flight Controls
- ◆ Fuel System
- ◆ Hydraulics
- ◆ Ice and Rain Protection
- ◆ Landing Gear
- ◆ Oxygen
- ◆ Pneumatics
- ◆ Doors
- ◆ Powerplant



February 7, 2000

Maintenance Training at its Best

Course Syllabus

**DC-10
Avionics/Electrical/AutoPilot Class**

40 Hours Level I

Syllabus:

An Initial Type Training Course of the electrical system and the current communications and navigational systems used on the DC-10 aircraft.

Auto Pilot

- ◆ Component location
- ◆ Basic system operation

Communication

- ◆ VHF, HF and SELCAL
- ◆ Component location
- ◆ Detailed system operation
- ◆ Troubleshooting

Electrical System

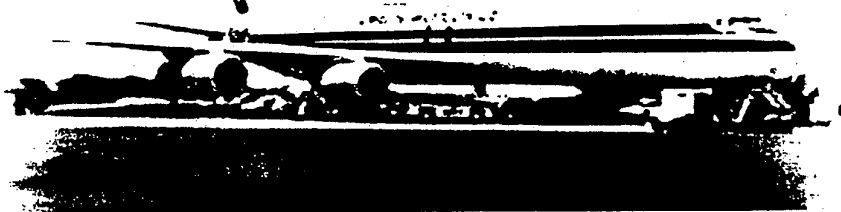
- ◆ Component location
- ◆ Detailed system operation
- ◆ Troubleshooting

Instruments, Basic Navigation

- ◆ Component location
- ◆ Differences
- ◆ Detailed systems operations
- ◆ Troubleshooting

Navigation

- ◆ Long-range Navigation system
- ◆ VOR Navigation system
- ◆ ADF Navigation system
- ◆ Detailed system operation
- ◆ Troubleshooting



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Maintenance Training at its Best



Course Syllabus

Basic Indoctrination
Standard Practices
Flight Line Safety

40 Hours Level II

Syllabus:

Basic Indoctrination Type Training / Standard Practices Course is given to entry level maintenance personnel. Detailed information on proper company policies and procedures, manual usage, as well as a familiarization with company type aircraft.

Basic Indoctrination

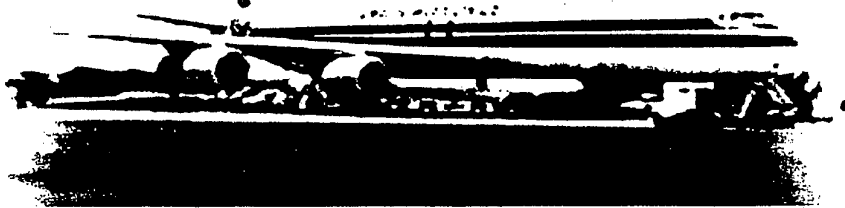
- ◆ Maintenance Policy and Procedures
- ◆ Time Limits Manual
- ◆ Aircraft Maintenance Manual
- ◆ Forms

Familiarization

- ◆ Tapes and IPC Effectivity
- ◆ Servicing
- ◆ Basic ATA Chapters
- ◆ Component Location

Flight Line Safety

- ◆ Flight Line Safety Orientation



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Maintenance Training at its Best



Course Syllabus

DC-8 Systems Course

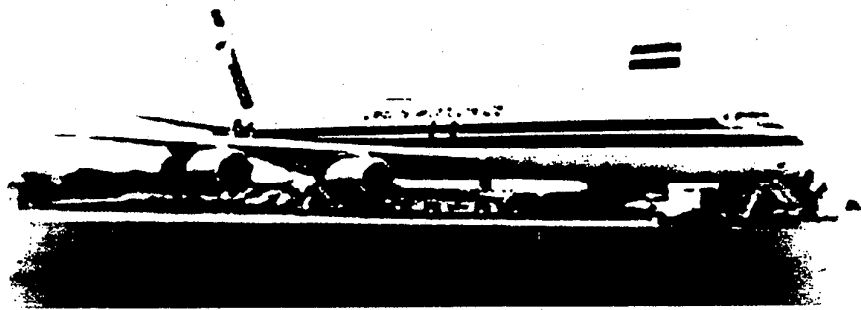
40 Hours Level III

Syllabus:

DC-8 Systems Initial Type Training Course is line and base maintenance level training with emphasis on accurate troubleshooting and repair.

Introduction to DC-8 Systems

- ◆ Air Conditioning and Pressurization
- ◆ Communications
- ◆ Electrical Power
- ◆ Fire Detection & Protection
- ◆ Flight Controls
- ◆ Fuel System
- ◆ Hydraulics
- ◆ Ice and Rain Protection
- ◆ Landing Gear
- ◆ Oxygen
- ◆ Pneumatics
- ◆ Doors
- ◆ Powerplant



February 7, 2000

Maintenance Training at its Best



Course Syllabus

DC-10 Systems Course

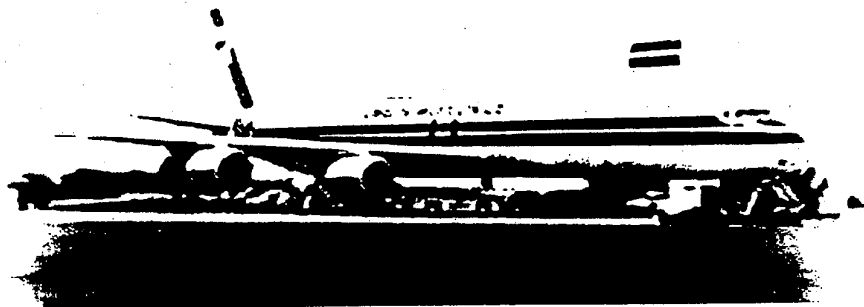
120 Hours Level III

Syllabus:

DC-10 Systems Initial Type Training Course is line and base maintenance level training with more in depth emphasis on accurate troubleshooting and repair.

Introduction to DC-10 Systems

- ◆ Air Conditioning and Pressurization
- ◆ Communications
- ◆ Electrical Power
- ◆ Fire Detection & Protection
- ◆ Flight Controls
- ◆ Fuel System
- ◆ Hydraulics
- ◆ Ice and Rain Protection
- ◆ Landing Gear
- ◆ Oxygen
- ◆ Pneumatics
- ◆ Doors
- ◆ Powerplant



February 7, 2000

Maintenance Training at its Best



Course Syllabus

DC-8
Avionics/Electrical Class

40 Hours Level III

Syllabus:

An Initial Type Training Course of the electrical system and the current communications and navigational systems used on the DC-8 aircraft.

Auto Pilot

- ◆ Component location
- ◆ Basic system operation

Communication

- ◆ VHF, HF and SELCAL
- ◆ Component location
- ◆ Detailed system operation
- ◆ Troubleshooting

Electrical System

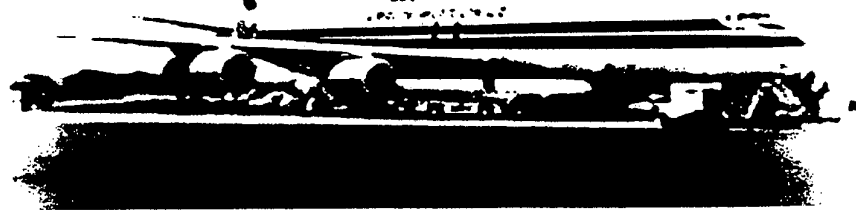
- ◆ Component location
- ◆ Detailed system operation
- ◆ Troubleshooting

Instruments, Basic Navigation

- ◆ Component location
- ◆ Differences
- ◆ Detailed systems operations
- ◆ Troubleshooting

Navigation

- ◆ Long-range Navigation system
- ◆ VOR Navigation system
- ◆ ADF Navigation system
- ◆ Detailed system operation
- ◆ Troubleshooting



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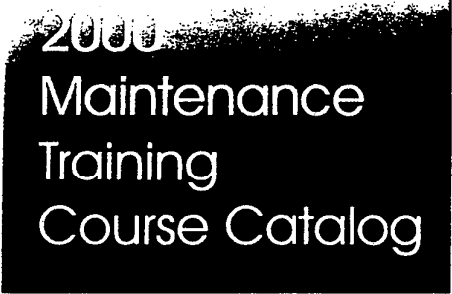
Maintenance Training at its Best.



Course Syllabus

**DC-8/DC-10
Fueler Training Course**

8 Hours Classroom
4 Hours Hands on Training Level III



Syllabus:

The Fueler Recurrent and On-The-Job Type Training Course places emphasis on safety and dispatch reliability.

Fueling Manual General Information

- ◆ Policy
- ◆ Manual Layout

A/C Fuel Supply System

- ◆ Fuel Grades
- ◆ Fuel Tanks

Fuel Boost Pumps and Fill Systems

- ◆ Boost Pump Operation
- ◆ Fill Valve Operation
- ◆ Fuel Panel Illustration
- ◆ Fuel Level Control
- ◆ Fuel Transfer System
- ◆ Magnastick
- ◆ Fuel Dump System

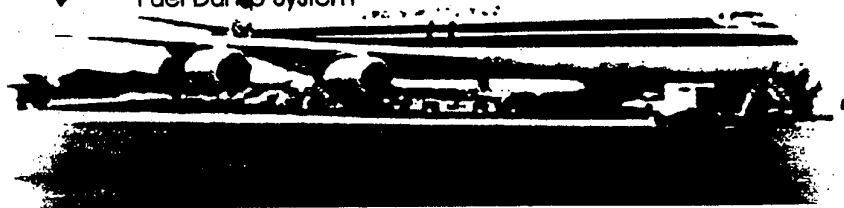
Pressure Fueling Procedures

- ◆ General
- ◆ Pressure Fueling (Cockpit)
- ◆ Pressure Fueling (Ground)

Abnormal Fueling Procedures

- ◆ Fueling with Inop Gauges
- ◆ Overwing Gravity Fueling
- ◆ De-Fueling

Hands on Training



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Maintenance Training at its Best



Course Syllabus

Basic Indoctrination
Outstation Training

Level III

Syllabus:

A Basic Indoctrination and Field Type Training Course is given to entry level outstation maintenance personnel. Detailed information on proper company policies and procedures, manual usage and familiarization on company aircraft.

Maintenance Policies and Procedures

- ◆ Maintenance Manual Policy
- ◆ Technical Services Organization
- ◆ MP&P
- ◆ Quality Control Inspection
- ◆ Maintenance Training
- ◆ Abbreviations & Definitions
- ◆ Forms and Records

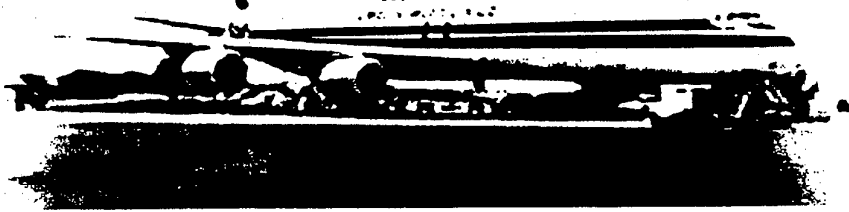
EWA Time Limits Manual

- ◆ Introduction
- ◆ Abbreviations & Definitions
- ◆ Operations Specifications
- ◆ DC-8/DC-10 Check Intervals

EWA Aircraft Maintenance Manual

- ◆ Introduction
- ◆ Acceptance and Groundhandling
- ◆ Cargo Load Restraint Maintenance
- ◆ Equipment and Furnishings
- ◆ Flight Controls
- ◆ Fuel
- ◆ Hydraulics
- ◆ Winter Operations
- ◆ Landing Gear
- ◆ Oxygen
- ◆ Powerplant

- ◆ Minimum Equipment List / CDL
- ◆ Maintenance Manual Use and Effectivity
- ◆ Illustrated Parts Manual and Effectivity



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Maintenance Training at its Best



Course Syllabus

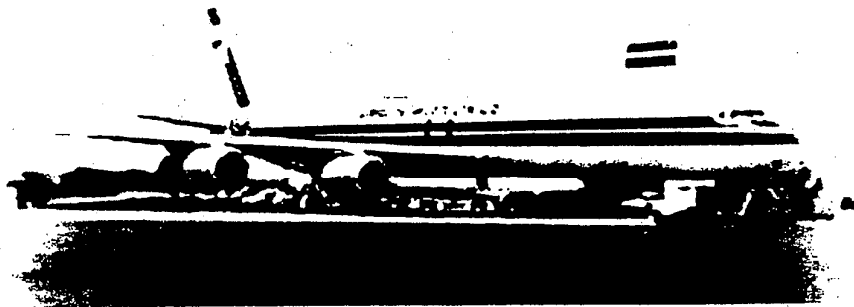
DC-8 Systems Study Guides

Level III

Syllabus:

DC-8 Systems Study Guides are distributed to the EWA Technical Services Maintenance Technicians for Recurrent Type Training. These self study courses emphasize familiarization, operation and repair of each particular systems.

- ◆ CFM-56 Engine
- ◆ JT-3D Engine
- ◆ Hydraulics
- ◆ Ice and Rain Protection
- ◆ Emergency Equipment
- ◆ Fire Protection
- ◆ Flight Controls
- ◆ Fuel System
- ◆ Cargo Doors
- ◆ Electrical
- ◆ Communications
- ◆ RVSM
- ◆ Autopilot
- ◆ Air Conditioning/ Pressurization
- ◆ Weather Reports
- ◆ Weather Radar
- ◆ Pneumatics
- ◆ Oxygen
- ◆ Navigation
- ◆ Landing Gear
- ◆ UNS-1 D FMS/GPS



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Maintenance Training at its Best



Course Syllabus

JT-3D Engine Course

40 Hours Level IV

Syllabus:

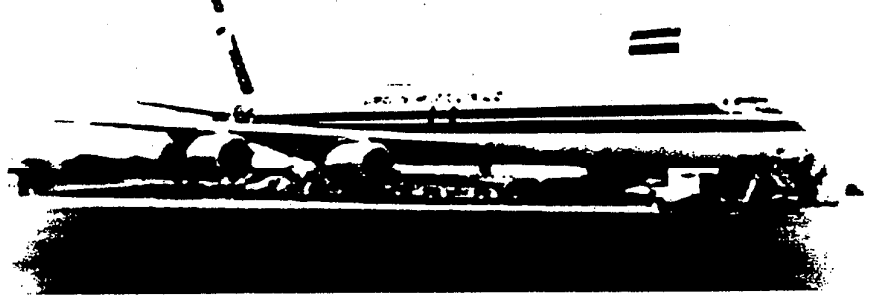
This Initial Type Training Course focuses on the Pratt & Whitney JT-3D engine, with emphasis on proper troubleshooting, repairs, and rigging procedures.

Basic Operations

- ◆ Engine Indicating
- ◆ Bleed System
- ◆ Pneumatics
- ◆ Thrust Reversers
- ◆ Fuel Control
- ◆ Ignition
- ◆ Component Location

Rigging

- ◆ Fuel Control
- ◆ Thrust Reverser
- ◆ Fire Shutoff Handle
- ◆ Throttle



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Maintenance Training at its Best

Course Syllabus

DC-8 Systems Rigging Course

40 Hours Level IV

Syllabus:

An in depth Initial Type Training Course on rigging procedures, how to use the DC-8 rigging manual effectively, and using equipment safely and correctly.

Component and Cable Assembly Locations

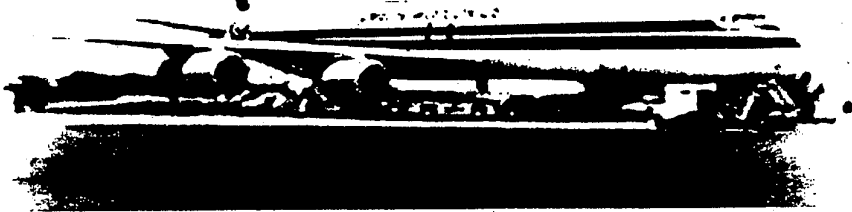
- ◆ Access plate location
- ◆ Drum and cable run location
- ◆ Proper tension and tension charts
- ◆ Component Location

Rigging Procedures

- ◆ 27 - Flight controls - rudder, aileron, elevator, spoilers, flaps
- ◆ 32 - Landing gear - nose steering and ground spoilers
- ◆ 28 - Fuel - fuel lever controls and dump systems
- ◆ 21 - Pressurization manual control

Cable Assembly Build Up and Inspection

- ◆ Proper swaging equipment and use of swaging equipment
- ◆ Selection of cable type and size
- ◆ Procedures for manufacturing and cable assembly





Course Syllabus

DC-8 Autopilot & Long Range Nav.

40 Hours Level IV

Syllabus:

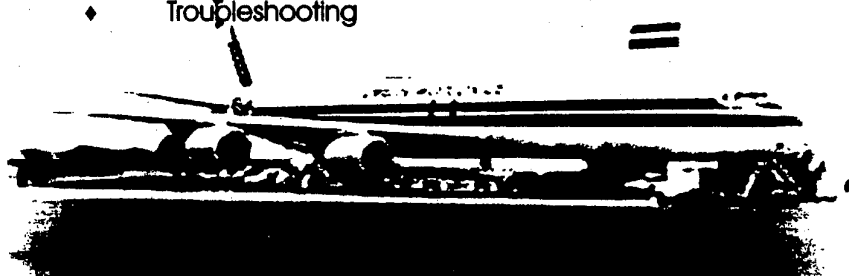
The Autopilot / Long Range Navigation Initial Type Training Course is line and base maintenance level training emphasizing the current equipment installed on EWA's DC-8 fleet. The course highlights effective troubleshooting, repairs and functions.

Auto Pilot

- ◆ Component location
- ◆ Detailed operations
- ◆ Operational limits
- ◆ Debrief procedures
- ◆ Troubleshooting

Longrange Navigation (UNS-ID GPS/FMS)

- ◆ Component location
- ◆ Detailed operations
- ◆ Operational limits
- ◆ Supplemental Type Certificate limitations
- ◆ Debrief procedures
- ◆ Troubleshooting



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Maintenance Training at its Best



Course Syllabus

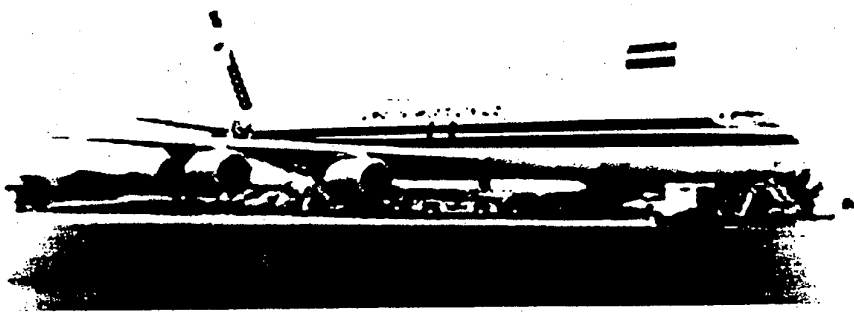
DC-8 / DC-10 Run-up and Taxi Formal Training

40 Hours Level IV

Syllabus:

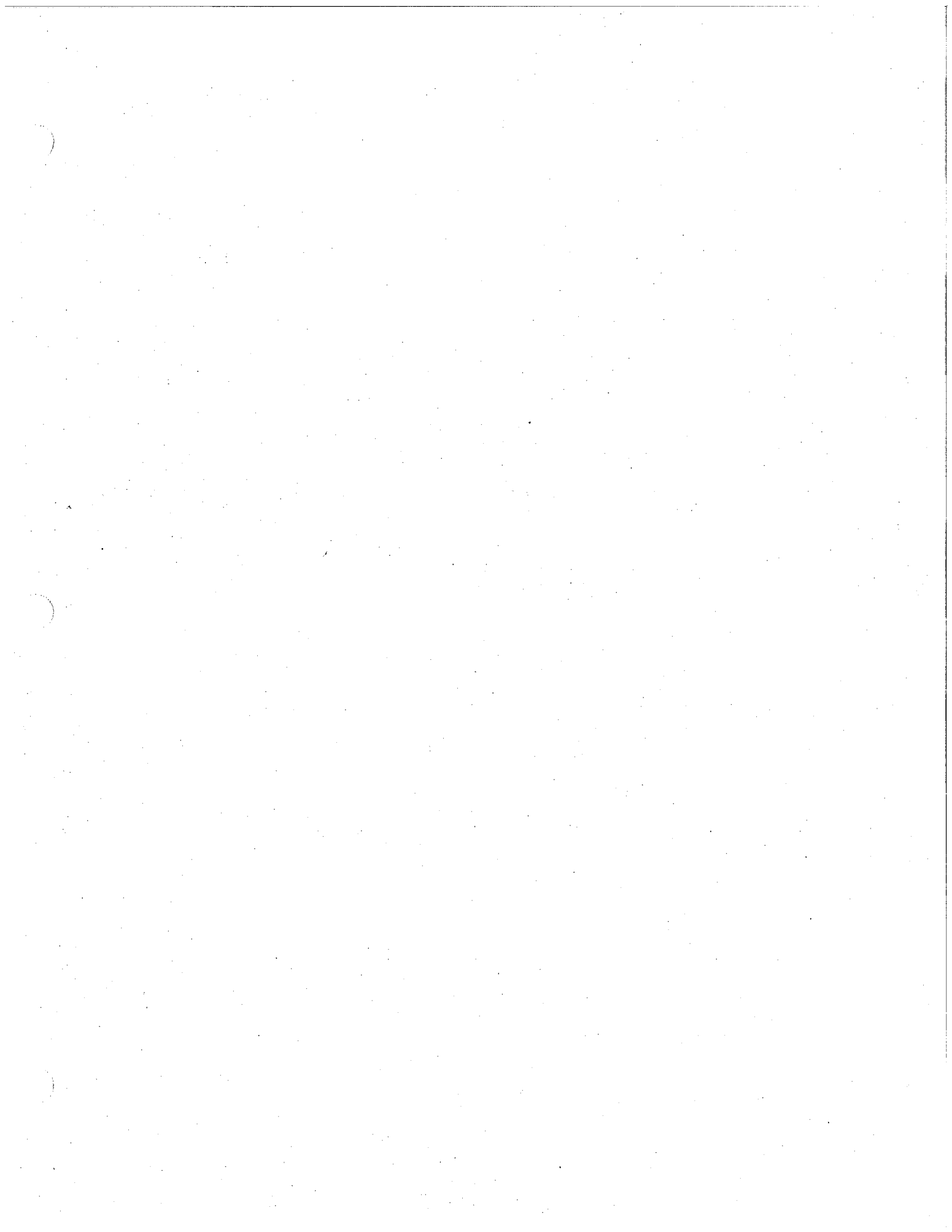
A hands on training course utilizing the DC-8 and DC-10 simulators. Maintenance personnel are trained on proper runup, taxi, safety, emergency, and communications procedures.

- ◆ General Information
- ◆ Communications
- ◆ Fire Control
- ◆ Motoring
- ◆ Starting
- ◆ Taxiing
- ◆ Shutdown
- ◆ Parking
- ◆ Checklists
- ◆ Actual Run-up and Taxi



February 7, 2000

Maintenance Training at its Best



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.4.6

Maintenance Service Letters training acknowledgment forms are not sent back to the training center (Reference MPP Manual). Maintenance personnel are claiming to have completed years worth of MSL training in one day in some cases when they finally do send them in.

RRXA Response

The Manager Maintenance Training performed a review of the Mechanic Training Records. In this review it was found that the "MSL Record Summary" in the front of each training record reflects MSL's prior to the mechanics hire date. The MSL information is incorporated into the EWA Maintenance Manual system, therefore a new hire receives this training during the Basic Indoctrination Course, or the interim of being scheduled for this course, the Line Station Supervisor has the mechanic read the most recent MSLs for advanced training and acknowledge receipt of this training, to which the mechanic may sign several MSL with the date he turned them in to his Supervisor. This is in no case a claim for receiving several years of training in one day.

The first page of every MSL states "All Maintenance/Operations Management personnel shall ensure that each Mechanic and Flight Engineer reads this M.S.L. and signs a Training Acknowledgement Form to indicate his/her completion of the reading. This shall be accomplished within fifteen working days of the receipt of this M.S.L.". Also, the MPP, Chapter 5, section II, paragraph E, concerning M.S.L.'s states "The attached "Training Acknowledgement Form (MEO 103) must be completed (signed) and returned to Maintenance Training Section of Quality Control."

In the past, Maintenance Training has sent reminders of the M.S.L. acknowledgement requirements to the maintenance departments and stations for various M.S.L.s. To further enhance this program, a list of names of not received M.S.L.s (MEO103) will be forwarded to the Maintenance Supervisors and stations.

EWA does not consider this to be a finding.

**MAINTENANCE SERVICE LETTER
MASTER INDEX**

April, 00

1990

90-01	MEL PROCEDURE TRAINING
90-02	ENGINE INSTRUMENT RANGE MARK STANDARDIZATION
90-03	PITOT STATIC RII/LEAK CHECK PROCEDURE CHANGE
90-04	SHIFT CHANGE/WORK INTERRUPTION RECORD PROCEDURE
90-05	"B" CHECK PROGRAM CHANGE
90-06	M.P.P. REVISION #5, POLICY AND PROCEDURE CHANGES
90-07	INSPECTION PROGRAM CHANGES
90-08	MANUFACTURER'S MAINTENANCE MANUAL PRACTICE POLICY
90-09	MAINTENANCE PROGRAM CHANGES
90-10	WINTER OPERATIONS BULLETIN
90-11	WINTER OPERATIONS BULLETIN II
90-12	FLY-AWAY KIT POLICY AND PROCEDURES
90-13	MAINTENANCE PAPERWORK PROCEDURES
90-14	MAINTENANCE PAPERWORK PROCEDURES TEMPORARY REVISION NO. 3-01

1991

91-01	REPEAT PILOT REPORT CONTROL PROCEDURE
91-02	A. STARTER VALVE EMERGENCY PROCEDURE B. MECHANICAL INTERRUPTIONS AND MRR REPORTING
91-03	EWA AIRCRAFT MAINTENANCE MANUAL, REVISION 3
91-04	16TH STAGE BLEED VALVE
91-05	MAINTENANCE MANUAL TROUBLE SHOOTING PROCEDURES
91-06	FLIGHT ENGINEER'S PREFLIGHT TRAINING
91-07	ENGINE FIRE CONTAINERS
91-08	RADAR/AIR CONDITIONING TIPS
91-09	PROFESSIONAL FLIGHT ENGINEERS DUTIES/ RESPONSIBILITIES AS A MECHANIC
91-10	MAINTENANCE POLICY & PROCEDURES
91-11	ELEVATOR PUSH-PULL ROD ASSEMBLES
91-12	FREON COMPRESSOR SHIPPING
91-13	INTERIM REPAIR POLICY UTILIZING ALUMINUM FOIL TAPE (HIGH SPEED)
91-14	WINTER OPERATIONS/DE-ICING PROCEDURES
91-15	MAINTENANCE PAPERWORK PROCEDURES TRAINING
91-16	MAIN DECK CARGO VENT DOOR INSTALLATION
91-17	DC-8 WHEELS, BRAKES, TIRES
91-18	CFM56-2 ENGINE STARTERS

1992

92-01	ENGINE MONITORING DATA PROCEDURES
92-02	EWA MAINTENANCE MANUAL PROGRAM CHANGES
92-03	AIRWORTHINESS RELEASE PROCEDURES
92-04	MAINTENANCE PAPERWORK ROUTING PROCEDURE
92-05	MAIN DECK CARGO VENT DOOR OPERATING PROCEDURE CHANGE

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92-06	BLUE ICE
92-07	MAINTENANCE POLICY AND PROCEDURE REVISION NO. 7
92-08	AIR CONDITIONING SERVICING RESTRICTIONS
92-09	APPROVED ABBREVIATIONS
92-10	NEW AIRCRAFT MAINTENANCE LOG BOOK
92-11	FLIGHT COMPARTMENT SEAT AND SEAT TRACK LUBRICATION
92-12	USE OF DC-8 DOUGLAS MASTER ILLUSTRATED PARTS CATALOG
92-13	ENGINE FIRE SENSING ELEMENT MAINTENANCE PRACTICES
92-14	HYDRAULIC LEAK LIMITATIONS
	H.F. COMMUNICATIONS SYSTEM TROUBLESHOOTING
92-15	MAINTENANCE PROGRAM REVISIONS
92-16	SPARE PART KITS/COMAT
92-17	COMPASS SYSTEMS
92-18	MAINTENANCE PAPERWORK
92-19	DC-8 RUDDER HYDRAULIC POWER ANOMALY
92-20	1992/1993 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
92-21	AIRCRAFT MAINTENANCE REVISIONS
92-22	INTERSTAGE BLEED VALVES
92-23	MAINTENANCE POLICY & PROCEDURE REVISION 8, DATED NOVEMBER 30, 1992
92-24	DC-8 MEL/CDL REVISION #11, DATED JUNE 15, 1992

1993

93-01	AIRCRAFT LOG PAGE ROUTING PROCEDURE
93-02	AILERON OPERATING LIMITS
93-03	MATERIAL REQUISITION PROCEDURE CHANGE
93-04	INSPECTION PROGRAM MANUAL VOLUME I REVISION #10
93-05	FAA NASIP INSPECTION RESULTS
93-06	HAZARDOUS COMMUNICATION STANDARD
93-07	50 SERIES GENERATOR TROUBLESHOOTING AND DIFFERENCES
93-08	EWA EMERGENCY PROCEDURE MANUAL
93-09	OMEGA PERFORMANCE MONITORING
93-10	MAIN DECK CARGO VENT DOOR OPERATING PROCEDURE CHANGE
93-11	EMERGENCY EQUIPMENT PROCEDURE CHANGE
93-12	AIR CONDITIONING SERVICING RESTRICTIONS, POLICIES AND PROCEDURES
93-13	B&D IN STEP EXHAUST TEMPERATURE INDICATOR FOR DC-8-70 SERIES
93-14	INTERPHONE EQUIPMENT POLICIES AND PROCEDURES
93-15	ELECTRONIC FLIGHT INSTRUMENT SYSTEM
93-16	DC-8 BRAKE WEAR LIMITATIONS
93-17	AIRCRAFT N809CK COMMUNICATION SYSTEM
93-18	1993/1994 FAA APPROVED GROUND DE-ICE/ANTI ICE PROGRAM
93-19	GROUND PROXIMITY WARNING SYSTEM AND VTA SYSTEM INSTALLED ON AIRCRAFT
93-20	AIRCRAFT MODIFICATIONS
93-21	EWA AIRCRAFT MAINTENANCE MANUAL REVISION 7, DATED 9/15/93
93-22	BENDIX RDR-1E WEATHER RADAR
93-23	ALTITUDE ALERTER CONTROL HEAD ALERT LEVELS
93-24	HONEYWELL STANDARD WINDSHEAR COMPUTER SYSTEM

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93-25 RII POLICY AND PROCEDURES
93-26 DC-8 BRAKE WEAR LIMITATIONS, A.D. 93-09-10

1994

94-01 GLOBAL POSITIONING SYSTEM
94-02 CFM56 CHIP DETECTORS AND MAGNETIC PLUGS
94-03 COCKPIT AIR CONDITIONING AND HEATING SYSTEM MODIFICATION
94-04 PNEUMATIC STARTER ENGAGEMENT SYSTEM FOR JT3D-3B/7 ENGINES
94-05 EFFICIENT USE OF DC-8 STRUCTURAL REPAIR MANUAL
94-06 DC-8 71 STUDY GUIDE
94-07 UNDERSTANDING DIFFERENCES BETWEEN DC-8
AND HUSH KIT STC IPCS
94-08 EWA MAINTENANCE PROCEDURES UPDATE
94-09 DC-8 NOSE WHEEL TIE BOLT INSTALLATION
94-10 INTERIM REPAIR TO MAIN CARGO DOOR LATCH LOCKPIN ASSEMBLY
(ROSENBALM AND MONARCH DOORS ONLY)
94-11 PITOT/STATIC SYSTEM LEAKAGE CHECK PROCEDURES
94-12 MAINTENANCE POLICY AND PROCEDURES MANUAL
REVISION 12, DATED JUNE 27, 1994
94-13 INTERIM REPAIR POLICY UTILIZING SPEED TAPE
94-14 1994/1995 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
94-15 DC-8-71 AIR CONDITIONING PACK GROUND AUTOMATIC SHUTDOWN
94-16 COCKPIT AIR CONDITIONING OPERATIONS/MAINTENANCE PROCEDURES
UPDATE
94-17 BENDIX RDR-1E WEATHER RADAR
94-18 WINDOW AND WINDSHIELD HEATING SYSTEM OPERATION AND
TROUBLESHOOTING
94-19 EWA MAINTENANCE MANUAL REVISION 8, DATED 8-26-94
MAINTENANCE POLICY AND PROCEDURES MANUAL
REVISION #13, DATED 10-17-94
INSPECTION PROGRAM MANUAL VOL. 1, REVISION #17,
DATED 10-10-94

1995

95-01 FLIGHTLINE VEHICLE OPERATION SAFETY
95-02 FUEL TANK MAINTENANCE SAFETY PRACTICES
95-03 USE OF CARGO DOORS AND PROTECTIVE EQUIPMENT
95-04 AILERON OPERATING LIMITS, REVISION NO. 1
95-05 AIRCRAFT MISHAP, DAMAGE, OR UNUSUAL EVENT REPORTING
95-06 DTMF MICROPHONE OPERATION AND MAINTENANCE
95-07 AIRCRAFT GALLEY MICROWAVE OVEN INSTALLATION AND OPERATION
95-08 FEDERAL AVIATION REGULATIONS
95-09 FAA SPOT/RAMP INSPECTION PROCEDURES
95-10 1995/1996 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
95-11 PART CHANGE TAG, REVISION 2
95-12 DC-8 AILERON ADJUSTMENT

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1996

96-01	MEL/CDL MANUAL, REVISION 20
96-02	MAINTENANCE DOCUMENTATION
96-03	EWA MAINTENANCE POLICY AND PROCEDURES MANUAL REVISION #14, DATED MAY 31, 1995 REVISION #15, DATED DECEMBER 15, 1995 REVISION #16, DATED JANUARY 19, 1996 EWA MAINTENANCE MANUAL REVISION #9, DATED SEPTEMBER 29, 1995 REVISION #10, DATED JANUARY 23, 1996 INSPECTION PROGRAM MANUAL VOL I REVISION #18, DATED NOVEMBER 15, 1995 VOL II REVISION #17, DATED NOVEMBER 15, 1995 VOL III REVISION #17, DATED NOVEMBER 15, 1995
96-04	CONCORDE AIRCRAFT BATTERY
96-05	CARGO LINER REPAIR PROCEDURES
96-06	FAA EMERGENCY NOTICE OF ENFORCEMENT POLICY FR 96-13414 REGARDING AIR TRANSPORTATION OF CHEMICAL OXYGEN GENERATORS
96-07	EGT INDICATOR, MODELS 65003-003 AND 65016-003
96-07	EGT INDICATOR, MODELS 65003-003 AND 65016-003
REV. 1	
96-08	UNS-1D--GPS NAVIGATION
96-09	1996/1997 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM

1997

97-01	DANGEROUS GOODS HANDLING AWARENESS
97-02	EGT INDICATOR, P/N 65003-003 AND 65016-003
97-03	1997/1998 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM FOR ALL DE-ICE VENDOR PERSONNEL
97-04	1997/1998 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
97-05	DC-8 HYDRAULIC SERVICING/LEAK CHECKS AND REPLACEMENT AND ADJUSTMENT OF DC-8 MAIN LANDING GEAR BUNGEE CYLINDER FITINGS

1998

98-01	AIR DATA CONTROL SYSTEM
98-02	NON-MEL DEFERRAL PROCEDURE
98-03	AIRCRAFT LOADING
98-04	RECURRENT MINIMUM EQUIPMENT LIST TRAINING
98-05	RECURRENT REQUIRED INSPECTION ITEM TRAINING
98-06	CATTLE PENNING SYSTEM MAINTENANCE/OPERATIONS PROCEDURES
98-07	N831AL AND N832AL DIFFERENCES
98-08	1998/1999 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM VENDOR PERSONNEL

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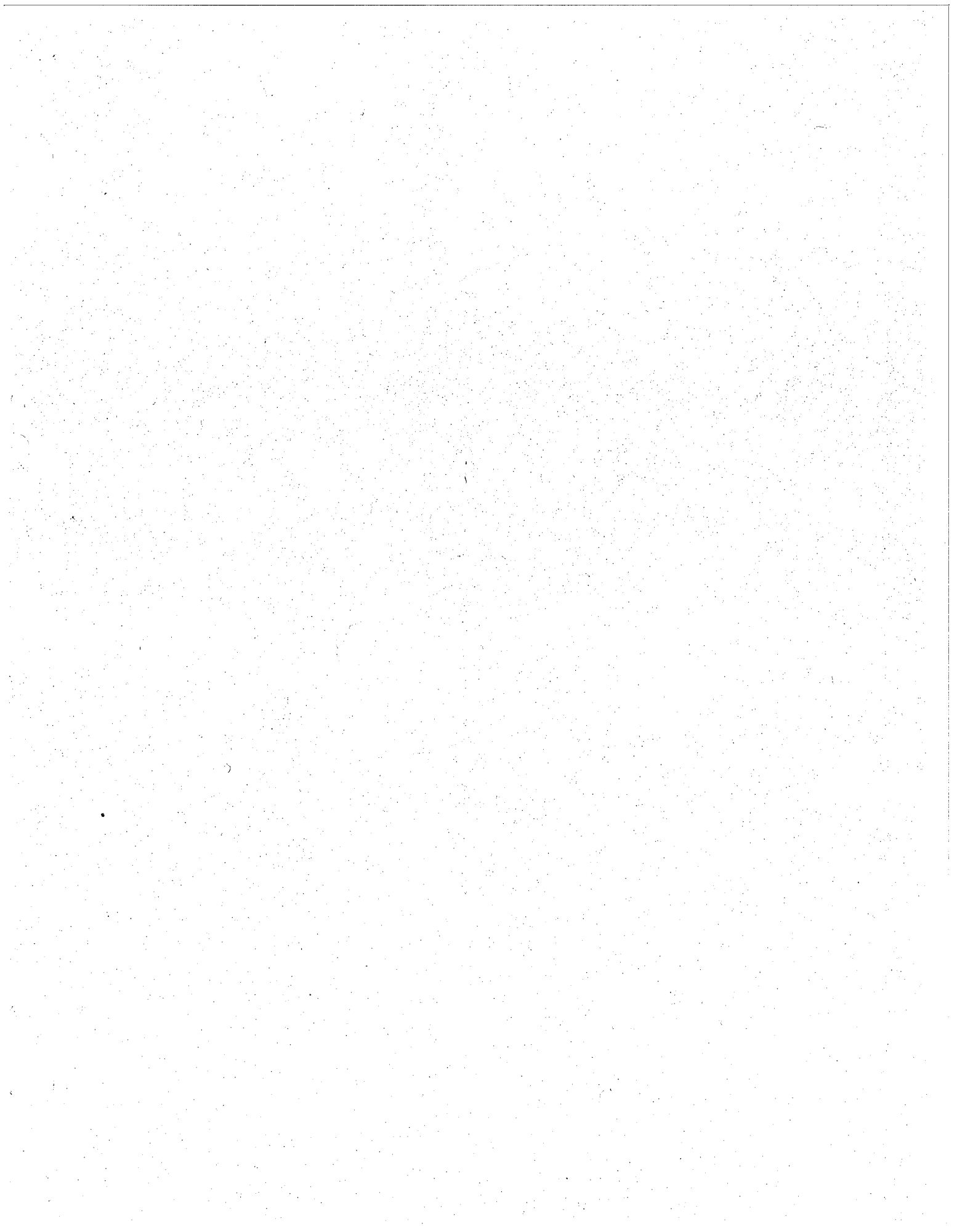
98-09 1998/1999 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
98-10 DC-8 CHECK INTERVALS
98-11 AIRCRAFT MAINTENANCE LOG AND MAINTENANCE PAPERWORK ERRORS

1999

99-01 LUBRICATION DIFFERENCES AMONG EWA AIRCRAFT ENGINES
99-02 FLIGHT DECK FLOOR HEATER SYTEM
99-03 ULD CENTER OF GRAVITY TRAINING AND THE HANDLING OF SPECIAL
LOADS
99-04 1999/2000 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
(REPLACED BY 99-08)
99-05 DC-8 PRESSURE REFUELING
99-06 PROPER USE AND STOWAGE OF CARGO DOOR SILL GUARDS
99-07 FAA REGULATIONS AND EWA POLICIES
99-08 1999/2000 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM (IN
PLACE OF 99-04)
99-09 1999/2000 FAA APPROVED GROUND DE-ICE/ANTI-ICE PROGRAM
99-10 RECURRENT REQUIRED INSPECTION ITEM TRAINING

2000

00-01 FLIGHT DECK SEAT LUBRICATION



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.5.1

EWA is not following their manual in completion of "B" Check paperwork sign-offs and "N/A" procedures.

RRXA Response

A review was performed of these findings with the FAA CVG Principals. The sign-offs in question were in regard to an entire page, where the first and last block was signed, and then a line drawn between the connecting blocks. This procedure was acceptable to the CVG Principals, however it was agreed that it was not specifically referenced as an acceptable procedure.

EWA elected to revise the Inspection Program Manual, Volume I to reflect this procedure accepted by the FAA to improve the process.

EWA does not consider this to be a finding.

**EMERY WORLDWIDE AIRLINES
INSPECTION PROGRAM MANUAL - VOLUME I**

III. POLICY AND PROCEDURE FOR COMPLETION OF WORK CARDS

- A. Routine check and inspection work packages will be built and issued from Quality Assurance and/or Maintenance Planning. An EWA Tally Sheet will be an integral part of the "B" Check inspection packages and will be utilized to keep track of all routine and semi-routine scheduled maintenance paperwork.
- B. Tally Sheet handling procedures. Card Compl. block is completed when all completed inspection cards have been reviewed for accuracy and completeness. Records Rcvd block will be signed after review of ALL inspection cards by Records personnel.
- C. For unscheduled maintenance inspections, such as the Hard Landing or Rough Air Inspections, the out station Maintenance Representative can copy the inspection from this manual rather than having the inspection distributed from Quality Assurance.

The Maintenance Planner in coordination with Quality Control assumes all the responsibilities of Maintenance Records for the building and issuing of the inspection packages.

- D. The Senior Maintenance Representative or Shift Foreman on duty is responsible for maintaining the integrity and accountability of the check/inspection package. This individual has the sole responsibility for all work cards at the end of the inspection, to ensure that they are properly completed and signed, indexed, and accounted for and promptly forwarded to Aircraft Records Section.
- E. Quality Control will perform an audit of the work package to ensure the completeness of the paperwork prior to forwarding to Aircraft Records for filing and updating.

F. Documentation of Work

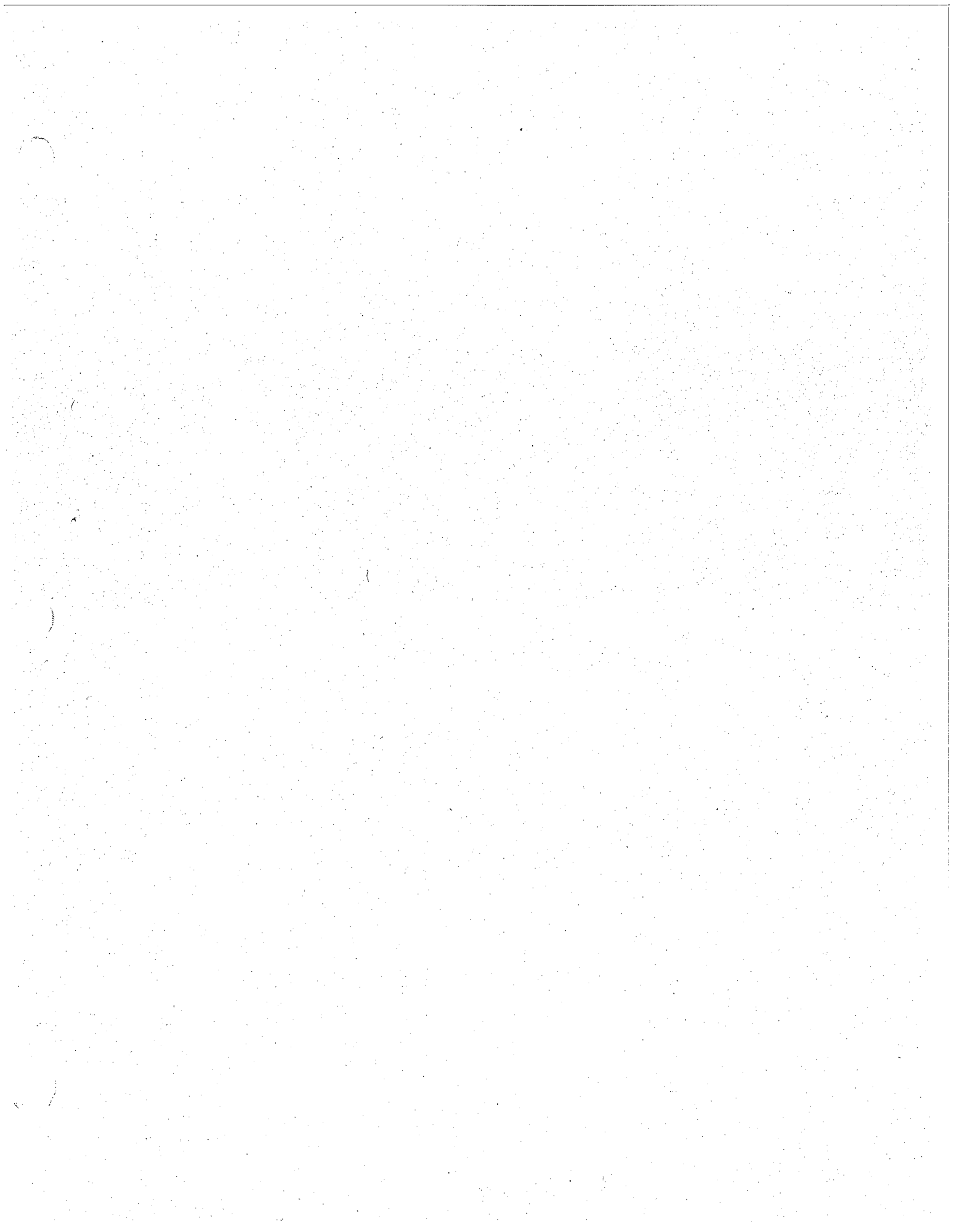
- 1. All EWA employee number/signatures shall be in ink.
- 2. Stamps are to be used only when performing inspection functions (not to be used if a RII authorized Inspector is performing maintenance functions). When performing heavy maintenance, i.e., "C" and "D" checks, repair station maintenance personnel may use stamps/employee number in place of signatures provided the repair station furnishes EWA with a personnel employee number/stamp listing.
- 3. No signature/employee number or stamp shall be obliterated!
- 4. No white out shall be used.
- 5. For Special Inspections, Transit, Terminating, Service, and "B" Checks, all blocks not applicable to the aircraft must be marked "Not Applicable" (N/A) and employee number entered next to the block. In the case of the entire page, the first and last block must be marked, and a line drawn down the page connecting the blocks.

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

Example: In reference to the sample card below, if a "B-1" Check is being performed on one of the 70 series aircraft, then items 3 and 4 are not applicable to this aircraft. In this case, the blocks adjacent to the respective items should be marked "N/A" and employee number entered next to the block by the mechanic as shown below.

EMERY WORLDWIDE AIRLINES	REV. DATE	REV. NO.	PAGE NO.	INSPEC. CK	CARD NO.
DC-8	08/30/88	Original	3 OF 4	B-1	B008
				ACFT. NO.	STATION
INSTRUCTION				SIGN-OFF MECHANIC ONLY	
2) Inspect cargo compartment door (FWD/AFT) components (i.e. seats, latches, rollers, spools, attach brackets, hooks, and support fittings) for damage, corrosion, and general condition.				2)	12348
3) Inspect interior of AFT accessory compartment through panel 845 for general condition, signs of fluid leakage, corrosion, and security of installed components.				3)	N/A
4) Inspect AFT accessory compartment door for damage, corrosion, binding, condition, and security.				4)	N/A

6. For "C" and "D" Checks, no inspection step or instruction will be arbitrarily marked "Not Applicable" (N/A). With proper justification and documentation, only the Director of Quality Control, Manager of Quality Control or a delegated Quality Control Inspection Representative/Maintenance Representative can deem an inspection step or instruction as "Not Applicable."
7. During a heavy maintenance visit, if a Maintenance Authorization/ Fleet Campaign Directive requires a log book entry, the on-site EWA Maintenance Representative/Designated Inspector may N/A the log book entry step.
8. Each space required to have a signature must contain employee number. Signatures running across two or more spaces is not acceptable. Arrows or same as signs (") are not acceptable.
9. All discrepancies found during a check or inspection shall be documented on a Discrepancy Sheet. See Chapter 3 of the Maintenance Policy & Procedures Manual for discrepancy recording procedures.
10. Upon completion of the routine maintenance checks and inspections as well as the unscheduled inspections, a log book entry will be made in accordance with Chapter 3 of the Maintenance Policy & Procedures Manual.
11. If an unscheduled inspection is complied with, a log book entry is required in the "Corrective Action" column as in the following example: "Lightening Strike Inspection complied with, no defects noted."



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.5.2

Completed "B" Check paperwork indicates it was inspected by Quality Control, however the team inspectors found numerous items that were incorrectly filled in or not filled in at all.

RRXA Response

The referenced finding was not confirmed during our review with the FAA CVG Principal Inspectors. However, as a proactive step to improve this process, EWA Quality Assurance Manager provided additional recurrent training to the Inspection Representatives.

All Quality Control/Quality Assurance Inspection Representatives have reviewed the EWA IPM Volume I, Chapter 1, Volume II, Chapter 2, Volume III, Chapter 2 and Volume IV, Chapter 1 for procedures for control and handling of EWA B, C, and D Checks, which also include procedures for stamping and routing of work packages. (See attached Training Form examples)

EWA does not consider this to be a finding.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE TRAINING**

**EMERY WORLDWIDE AIRLINES
ON-THE-JOB TRAINING
CERTIFICATE**

NAME: PASQUALE S IACULLO

EMPLOYEE NO.: 60321817

STATION: H^{PS}B * R DAY

DATE: 4/14/00

ATA: N/A TYPE OF AIRCRAFT: N/A

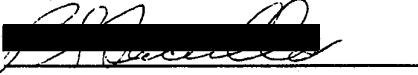
TRAINING TIME - HRS: 1 MIN: 0

DESCRIPTION OF TRAINING: Reviewed EWA Inspection Program Manual Volume I, Chapter 1; Volume II, Chapter 1; Volume III, Chapter 2; Volume IV, Chapter 1. (This is a review of EWA work cards for maintenance checks)

Training has been satisfactorily completed under my personal supervision.


Instructor

4-14-00
Date


Mechanic

4/14/00
Date

PLEASE FORWARD TO MAINTENANCE TRAINING PROMPTLY

**EMERY WORLDWIDE AIRLINES
MAINTENANCE TRAINING**

**EMERY WORLDWIDE AIRLINES
ON-THE-JOB TRAINING
CERTIFICATE**

NAME: Richard Parsons

EMPLOYEE NO.: 13407

STATION: KD34

DATE: 4-14-00

ATA: N/A TYPE OF AIRCRAFT: N/A

TRAINING TIME - HRS: 1 MIN: 0

DESCRIPTION OF TRAINING: Reviewed EWA Inspection Program Manual Volume I, Chapter 1; Volume II, Chapter 1; Volume III, Chapter 2; Volume IV, Chapter 1. (This is a review of EWA work cards for maintenance checks)

Training has been satisfactorily completed under my personal supervision.

[Signature]
Instructor

4-14-00
Date

[Signature]
Mechanic

4-14-00
Date

PLEASE FORWARD TO MAINTENANCE TRAINING PROMPTLY

**EMERY WORLDWIDE AIRLINES
MAINTENANCE TRAINING**

**EMERY WORLDWIDE AIRLINES
ON-THE-JOB TRAINING
CERTIFICATE**

NAME: DANIEL PAUPER

EMPLOYEE NO.: 57193

STATION: DAYTON

DATE: 4-14-00

ATA: N/A TYPE OF AIRCRAFT: N/A

TRAINING TIME - HRS: 1 MIN: 0

DESCRIPTION OF TRAINING: Reviewed EWA Inspection Program Manual Vol. I, Ch. 1;
Volume II, Ch. 1; Volume III, Ch. 2; Volume IV, Ch. 1.

Training has been satisfactorily completed under my personal supervision.

[Signature]
Instructor

4-14-00
Date

[Signature]
Mechanic

4-14-00
Date

PLEASE FORWARD TO MAINTENANCE TRAINING PROMPTLY

**EMERY WORLDWIDE AIRLINES
MAINTENANCE TRAINING**

**EMERY WORLDWIDE AIRLINES
ON-THE-JOB TRAINING
CERTIFICATE**

NAME: LYLE RICHARDSON

EMPLOYEE NO.: 70089

STATION: KDAY

DATE: 4/14/00

ATA: N/A TYPE OF AIRCRAFT: N/A

TRAINING TIME - HRS: 1 MIN: 0

DESCRIPTION OF TRAINING: Reviewed EWA Inspection Program Manual Volume I, Chapter 1; Volume II, Chapter 1; Volume III, Chapter 2; Volume IV, Chapter 1. (This is a review of EWA work cards for maintenance checks)

Training has been satisfactorily completed under my personal supervision.

[Signature]
Instructor

4/14/00
Date

[Signature]
Mechanic

4/14/00
Date

PLEASE FORWARD TO MAINTENANCE TRAINING PROMPTLY

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.5.3

Items repaired as Non-Routine items were signed-off without a complete description of the work that was accomplished or reference to (e.g. no maintenance manual reference stated) other accepted or approved documentation. A review of numerous aircraft logbook sign-offs revealed the same Finding; most lacked a detailed description of the work performed or reference to accepted or approved data. In addition, Logbook entries show parts swapped for troubleshooting between identical systems on the same aircraft. The good system that the part was removed from did not indicate that it was operationally checked prior to release back to service. (Reference FAR 43.9)

RRXA Response

EWA mechanics are formally trained to perform all maintenance in accordance with the Maintenance Policy and Procedure Manual (M.P.P.), Chapter 3, Item B, 1 & 2. (FAR 65 Subpart D and FAR 43).

In December 1999, during a meeting with Harold Camden, he requested that the log page sign-off per FAR 43.9 be reviewed and made the recommendation to improve this process by revising the M.P.P. procedure to reflect more details of FAR 43.9. Example: "A complete and legible description, or approved/accepted manual reference, detailing the work performed to clear the discrepancy will be entered in the corrective action." EWA accepted this recommendation and the implementation was discussed.

In January 2000, the FAA Maintenance Principals meet with the Manager Programs and Publication and myself and performed a review, page by page of the entire M.P.P.. During this review, changes were made as requested by the FAA Principals, and Revision 21, date January 15, 2000, was accepted.

The Director Quality Control took immediate action concerning this subject at the conclusion of the RASIP by publishing an EWA Maintenance Information Bulletin, #ALL-00-02, February 3, 2000, "Log Page Corrective Action Sign-offs". The subject to improve this process was previously discussed with EWA's FAA PMI, Harold Camden, who accepted the aforementioned bulletin.

A proactive approach to this procedure improvement was continued by the Quality Assurance Section in issuing EWA Aircraft Record Corrections based off of audits of paperwork sign-off that did not reference the Maintenance Manual, and the proposed revision to the M.P.P. regarding the corrective action verbiage was proposed for the next revision.

This finding does not contain proof of non-compliance with the FAR, therefore EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

MAINTENANCE POLICY AND PROCEDURES

I. MAINTENANCE DEPARTMENT RESPONSIBILITIES

A. General

The Vice President of Technical Services is the head of the Maintenance Organization. The Organizational Chart in Chapter 2 shows all the Maintenance Departments that come under the Maintenance Organization. An individual with any of the aforementioned titles will be subject to all of the policy and procedures as called out in Chapter 2 of this manual and specific job descriptions therein. For the sake of brevity, the title "mechanic" will be used to refer to all the aforementioned titles.

B. Policy

FAR 65 Subpart D and FAR 43

1. It is the policy of EMERY WORLDWIDE AIRLINES to insure that all maintenance is performed with the highest standards and in accordance with the FARs, the EMERY WORLDWIDE AIRLINES Maintenance Policy and Procedure Manual, and all Manufacturers Maintenance and/or Overhaul Manual.
2. Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).
3. The restrictions listed in FAR 65.81(a) apply to all EMERY WORLDWIDE AIRLINES mechanics and Contract Agency mechanics. "A certificated mechanic may perform or supervise the maintenance, preventive maintenance, or alteration of an aircraft or appliance, or a part thereof, for which he is rated (but excluding major repairs to, and major alterations of, propellers, and any repair to, or alteration of, instruments). However, he may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily performed the work concerned at an earlier date. If he has not performed the work at an earlier date, he may show his ability to do it by performing it to the satisfaction of the Administrator or under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation".
4. A certificated mechanic may not exercise the privileges of his/her certificate and rating unless he/she understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned, in accordance with FAR 65-81(b).

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- c. Discrepancies found by the FAA during ramp inspections and reported to Maintenance when no service or inspection is being performed. These entries will be identified as an FAA item by noting as such: "FAA REPORTED ITEM."
- d. Entries for scheduled component changes/robbed parts when no services or inspection is performed.

If it becomes necessary to use more space than is provided, the next Aircraft Maintenance Log Page will be used. Reference item #60 of this section (Discrepancy or Maintenance Action Carried Forward To).

- e. An entry already written may be cancelled by drawing a single line through the entry, leaving the original entry fully legible and writing "ERROR" in bold block letters under the entry. If required give a brief explanation as to why the entry was voided. The person correcting the entry must enter his/her employee number and/or initials.

33. Corrective Action

- a. A complete and legible detailing of the action taken to clear the discrepancy will be entered in this column.
- b. To clear a deferred discrepancy, the mechanic will enter the discrepancy from the DMI section in the next open discrepancy block in the aircraft log using the control number.
- c. Compliance with Airworthiness Directives, Service Bulletins, shall be entered in this column.
- d. Compliance with maintenance authorizations, fleet campaign directives and/or special projects/installations will be entered in this column if the written instructions require it to be entered into the aircraft log book. For Heavy Maintenance requirements reference the Inspection Program Manual.

Bulletin #ALL-00-02

February 3, 2000

THE MAINTENANCE INFORMATION BULLETIN IS USED TO PROVIDE MAINTENANCE PERSONNEL INFORMATION THAT MAY NOT BE READILY AVAILABLE OR FOR CLARIFICATION. THIS BULLETIN IS INFORMATIONAL ONLY AND SHOULD NOT BE USED IN PLACE OF ANY FORMAL OR SUPPLEMENTAL MAINTENANCE MANUALS.

LOG PAGE CORRECTIVE ACTION SIGNOFFS

This bulletin is to reiterate EWA procedure and focus on the use of the maintenance manual references, when signing off corrective actions.

As Director of Quality Control, I recently performed a spot audit of log page discrepancies and corrective action signoffs.

I am please to report the major of all entries and corrective actions was in compliance with EWA's procedures. I did, however, find in a few occurrences where the corrective action was not clearly descriptive or complete with the manual references detailing the work performed.

EWA's procedure is based on the Federal Aviation Regulation (FAR) 43.9 Maintenance Record Entries; Each person who performs maintenance shall make a maintenance record entry with a description (or reference to data acceptable to the Administrator) of work performed.

EWA PROCEDURE

EWA's procedure requires the mechanic, when signing off corrective action, to comply with FAR 43.9 as follows:

A complete and legible description, or approved/accepted manual reference, detailing the work performed to clear the discrepancy will be entered in the correction action.

On behalf of the EWA Senior Management, I want to thank you for your past and future support of this compliance issue.

THOMAS M. WOOD

Director Quality Control

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

- c. Discrepancies found by the FAA during ramp inspections and reported to Maintenance when no service or inspection is being performed. These entries will be identified as an FAA item by noting as such: "FAA REPORTED ITEM."
- d. Entries for scheduled component changes/robbed parts when no services or inspection is performed.

If it becomes necessary to use more space than is provided, the next Aircraft Maintenance Log Page will be used. Reference item #60 of this section (Discrepancy or Maintenance Action Carried Forward To).

- e. An entry already written may be canceled by drawing a single line through the entry, leaving the original entry fully legible and writing "ERROR" in bold block letters under the entry. If required give a brief explanation as to why the entry was voided. The person correcting the entry must enter his/her employee number and/or initials.

33. Corrective Action

- a. A complete and legible description, or approved/accepted manual reference, detailing the work performed to clear the discrepancy will be entered in the corrective action.
- b. To clear a deferred discrepancy, the mechanic will enter the discrepancy from the DMI section in the next open discrepancy block in the aircraft log using the control number.
- c. Compliance with Airworthiness Directives, Service Bulletins, shall be entered in this column.
- d. Compliance with maintenance authorizations, fleet campaign directives and/or special projects/installations will be entered in this column if the written instructions require it to be entered into the aircraft log book. For Heavy Maintenance requirements reference the Inspection Program Manual.

**EMERY WORLDWIDE AIRLINES
AIRCRAFT RECORD CORRECTION**

To: Kelley Perkey Lead Mech KDAY Date: 2-29-00
Name Position Station

Flight	Type of Record	Number	Date of Record	Aircraft #	Station
—	LOS PASE	7405-18	2-24-00	N870TV	KDAY

The following discrepancy was found during review of the aircraft record. Please correct this discrepancy and document the corrective action in section II of this form.

I. Finding: NO MAINT. MANUAL REFERENCE FOR
REMOVAL & REPLACEMENT OF INST PUMP

Inspector: [Signature]

II. Corrective action: ADDED MAINT. MAN. REF. PER YOUR REQUEST, ALTHOUGH NOT A
REQUIRED PART PER COMPANY POLICY AS OF YET.

Signature: [Signature]

Date: 3-4-00

III. Action taken by Supervisor to prevent reoccurrence: CAN WE PLEASE GET A LETTER FROM T. WOODS
STATING THAT M.M. REF. ARE REQUIRED.

Signature: [Signature]

Date: 3-4-00

Please return white copy of completed form within five (5) working days to the Quality Control Department.

Due: 3-15-00

RETURN TO: Emery Worldwide Airlines
 Attn: Quality Control Department
 303 Corporate Center Drive
 Vandalia, OH 45377

FOR QUALITY CONTROL USE ONLY

- Accepted by _____
- Rejected reissued # _____



Quality Control forward to:
 Emery Worldwide Airlines
 Attn: Aircraft Records Section
 303 Corporate Center Drive
 Vandalia, OH 45377

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

VII. PAPERWORK CORRECTION POLICY AND PROCEDURE

A. Policy

1. The identification and prevention of aircraft record errors is a responsibility shared by all personnel associated with records. The error identification process must start with individuals performing the work and completing record entries. The individual who accomplishes the work is responsible for making the correct record entries.
2. The Aircraft Record Correction Form MEO26 is initiated by Quality Control and is for the purpose of notifying personnel of their incorrect completion of required procedures so that they may be properly informed and therefore take appropriate corrective measures.

A second notice will be forwarded 5 days after the original notice, if the original has not been answered, and must be dealt with immediately by the Supervisor.

Failure to respond immediately to a second notice will result in disciplinary action.

3. The Aircraft Record Correction Form MEO26 will be used in making corrections to Aircraft records. It is also used to record the action taken to correct the aircraft record and is to be used at the supervisory level to prevent reoccurrence by individuals making repetitive errors on aircraft records.

B. Procedure

1. When an error is noted during the auditing process, Quality Control shall initiate an Aircraft Record Correction (Form MEO26), and forward it to the Aircraft Records Section for processing.
2. Aircraft Records will ensure that the Record Correction form and the original discrepant records are promptly forwarded to the affected individual and respective Supervisor. Aircraft Records will notify Quality Control if the completed Record Correction and related documents are not received back in five (5) working days.
3. After the affected individual and the respective supervisor have completed sections II and III of the Record Correction, they will forward the documents to Quality Control or Aircraft Records no later than five (5) working days.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

4. Aircraft Records will forward all Corrective Actions to Quality Control for review. If the Corrective Action is not acceptable, Quality Control will reissue another Record Correction form with any additional guidance that may be required. If the Corrective Action is acceptable, Quality Control will retain the Record Correction form and Aircraft Records will file the corrected records accordingly.

5. Form MEO26 Procedure
 1. Name - Name of the individual to whom the Aircraft Record Correction is issued to (Quality Control Entry).
 2. Position - Position of the individual (Mechanic, Supervisor, Contract Maintenance, etc...). (Quality Control Entry).
 3. Station - Station where individual is assigned (Quality Control Entry).
 4. Date - Date Aircraft Record Correction Initiated (Quality Control Entry).
 5. Flight - Flight Number (If applicable) (Quality Control Entry).
 6. Type of Record - Log Page, Part Tag, Non-Routine, etc... (Quality Control Entry).
 7. Number - Log Page and Item Number, Part Tag Number, Non-Routine Number, etc... (Quality Control Entry).
 8. Date of Record - Date error occurred (Quality Control Entry).
 9. Aircraft Number - Aircraft Tail Number where error was made (Quality Control Entry).
 10. Station - Station where error occurred (Quality Control Entry).
 11. Finding - Description of error that was found on Aircraft Record. (Quality Control Entry).
 12. Inspector - Name of Quality Control Inspector that issued Finding (Quality Control Entry).
 13. Corrective Action - Describe the corrective action that was taken to satisfy aircraft record (Individual Entry).
 14. Signature - Signature of the individual who took the corrective action (Individual Entry).

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

15. Date - Date corrective action was taken (Individual Entry).
16. Action Taken By Supervisor To Prevent Reoccurrence - Positive Corrective Action taken by the supervisor to prevent reoccurrence (Supervisor Entry).
17. Signature - Signature of the Supervisor who took corrective action to prevent reoccurrence (Supervisor Entry).
18. Date - Date action was taken (Supervisor Entry).
19. Due - Date Aircraft Record Correction is due back to Quality Control (Quality Control Entry).
20. Return To - Where to send completed form.
21. "For Quality Control USE ONLY"

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

**EMERY WORLDWIDE AIRLINES
AIRCRAFT RECORD CORRECTION**

TO: _____ DATE: _____
 Name Position Station

FLIGHT	TYPE OF RECORD	NUMBER	DATE OF RECORD	ACFT #	STATION

The following discrepancy was found during review of the aircraft record, please correct this discrepancy and document the corrective action in section II of this form.

I. FINDING: _____

INSPECTOR: _____

II. CORRECTIVE ACTION: _____

SIGNATURE: _____
 DATE: _____

III. ACTION TAKEN BY SUPERVISOR TO PREVENT REOCCURRENCE: _____

SIGNATURE: _____
 DATE: _____

Please return white copy of completed form within Five (5) working days to the Quality Control Department.
 DUE: _____

RETURN TO: Emery Worldwide Airlines
 Attn: Aircraft Records Section
 1 Emery Plaza
 Vandalia, Ohio 45377

*****FOR QUALITY CONTROL USE ONLY*****

[] ACCEPTED BY _____
 [] REJECTED REISSUED # _____

Quality Control Forward To:
 Emery Worldwide Airlines
 Attn: Aircraft Records
 1 Emery Plaza
 Vandalia, Ohio 45377

MEO26 (Rev. 7 10/26/99)

AIRCRAFT RECORD CORRECTION FORM - MEO26

§ 43.9 Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with Part 91, Part 123 {Part 123 was replaced by part 125. - Ed}, Part 125, § 135.411(a)(1), and § 135.419 of this chapter).

(a) Maintenance record entries. Except as provided in paragraphs (b) and (c) of this section, each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft(1), airframe(2), aircraft engine(3), propeller, appliance(4), or component part shall make an entry in the maintenance record of that equipment containing the following information:

(1) A description (or reference to data acceptable to the Administrator(5)) of work performed.

(2) The date of completion of the work performed.

(3) The name of the person(6) performing the work if other than the person(7) specified in paragraph (a)(4) of this section.

(4) If the work performed on the aircraft(8), airframe(9), aircraft engine(10), propeller, appliance(11), or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person(12) approving the work. The signature constitutes the approval for return to service only for the work performed.

In addition to the entry required by this paragraph, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in Appendix B, by the person(13) performing the work.

(b) Each holder of an air carrier(14) operating certificate or an operating certificate issued under Part 121, 127 {Part 127 was removed at Amdt. 127-45, 60 FR 65832, Dec. 20, 1995 - Ed.}, or 135, that is required by its approved(15) operations specifications to provide for a continuous airworthiness maintenance program, shall make a record of the maintenance, preventive maintenance, rebuilding, and alteration, on aircraft(16), airframe(17)s, aircraft engine(18)s, propellers, appliance(19)s, or component parts which it operates in accordance with the applicable provisions of Part 121, 127 {Part 127 was removed at Amdt. 127-45, 60 FR 65832, Dec. 20, 1995 - Ed.}, or 135 of this chapter, as appropriate.

(c) This section does not apply to persons performing inspections in accordance with Part 91, 123 {Part 123 was replaced by part 125. - Ed.}, 125, § 135.411(a)(1), or § 135.419 of this chapter.

[Amdt. 43-23, 47 FR 41085, Sept. 16, 1982]

§ 121.369 Manual requirements.

(a) The certificate holder shall put in its manual a chart or description of the certificate holder's organization required by § 121.365 and a list of person(1)s with whom it has arranged for the performance of any of its required inspections, other maintenance, preventive maintenance, or alterations, including a general description of that work.

(b) The certificate holder's manual must contain the programs required by § 121.367 that must be followed in performing maintenance, preventive maintenance, and alterations of that certificate holder's airplane(2)s, including airframe(3)s, aircraft engine(4)s, propellers, appliance(5)s, emergency equipment, and parts thereof, and must include at least the following:

(1) The method of performing routine and nonroutine maintenance (other than required inspections), preventive maintenance, and alterations.

(2) A designation of the items of maintenance and alteration that must be inspected (required inspections), including at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft(6), if not performed properly or if improper parts or materials are used.

(3) The method of performing required inspections and a designation by occupational title of personnel authorized to perform each required inspection.

(4) Procedures for the reinspection of work performed pursuant to previous required inspection findings ("buy-back procedures").

(5) Procedures, standards, and limits necessary for required inspections and acceptance or rejection of the items required to be inspected and for periodic inspection and calibration of precision tools, measuring devices, and test equipment.

(6) Procedures to ensure that all required inspections are performed.

(7) Instructions to prevent any person(7) who performs any item of work from performing any required inspection of that work.

(8) Instructions and procedures to prevent any decision of an inspector, regarding any required inspection from being countermanded by person(8)s other than supervisory personnel of the inspection unit, or a person(9) at that level of administrative control that has overall responsibility for the management of both the required inspection functions and the other maintenance, preventive maintenance, and alterations functions.

(9) Procedures to ensure that required inspections, other maintenance, preventive maintenance, and alterations that are not completed as a result of shift changes or similar work interruptions are properly completed before the aircraft(10) is released to service.

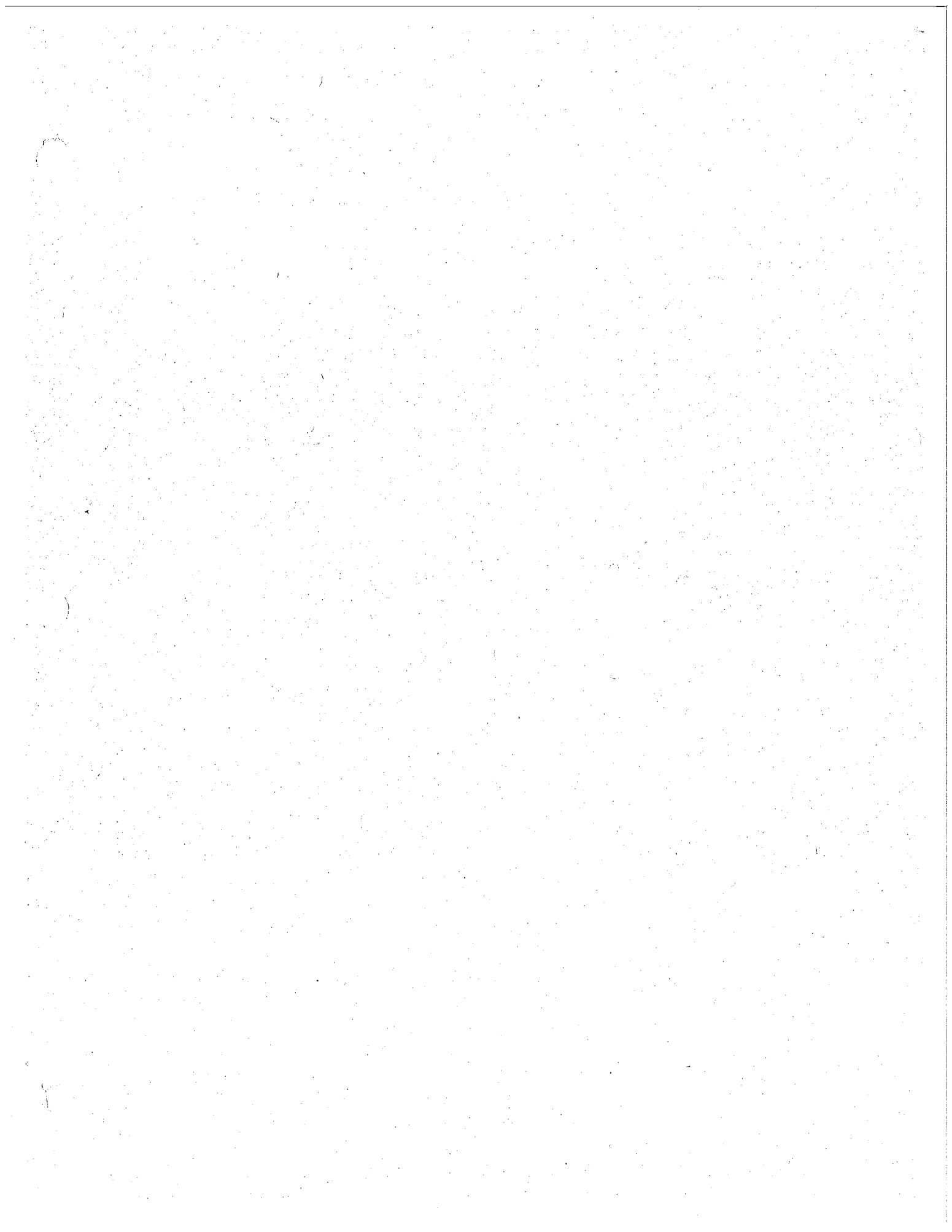
(c) The certificate holder must set forth in its manual a suitable system (which may include a coded system) that provides for preservation and retrieval of information in a manner acceptable to the Administrator(11) and that provides

(1) A description (or reference to data acceptable to the Administrator(12)) of the work performed;

(2) The name of the person(13) performing the work if the work is performed by a person(14) outside the organization of the certificate holder; and

(3) The name or other positive identification of the individual approving the work.

[Doc. No. 6258, 29 FR 19210, Dec. 31, 1964, as amended by Amdt. 121-94, 37 FR 15983, Aug. 9, 1972; Amdt. 121-106, 38 FR 22378, Aug. 20, 1973]



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.5.4

Procedures being used for corrections of time on logbook pages do not appear to be following the EWA manual procedures.

RRXA Response

The procedures used to manage the aircraft time and cycles is performed by the Aircraft Record Section and is addressed in the M.P.P., Chapter 6. Corrections are processed per this procedure which is audited by Quality Control.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

D. Log Page Data Procedure

It will be the responsibility of Quality Control and the Record Section to review, audit, and process the aircraft maintenance paperwork. This procedure represents the log pages and associated paperwork routing process for the purpose of recording the necessary information related to the respective area before the log page is finally filed in its appropriate place.

It will be the responsibility of the Line Maintenance Administration/Data Entry Section to enter all write-ups from the log pages into the EWA computer System and review and audit entries made by line stations.

1. Line Maintenance Stations

- a. All Line Maintenance Stations that have computers, the respective mechanics enter all write-ups from the log pages into the EWA Computer System.
- b. All Line Maintenance Stations without computers, the mechanics forward all log pages to the Line Maintenance/ Administration, Data Entry Section in Dayton.

2. Dayton Hub Station

The Dayton station mechanics forward all log pages to the Line Maintenance Administration, Data Entry Section.

3. Line Maintenance/Administration - Data Entry Section

- a. The data entry personnel enter all write-ups from the log pages received from Dayton hub and line stations into the database.
- b. Audit and correct the data entry processed by the Line Maintenance station mechanics.

4. Aircraft Record Section

- a. Receives all log pages from Line Maintenance Administration Data Entry Section and audit the entries completed by the outstation mechanics and the data entry personnel for any further correction requirement and completeness.
- b. Any log page which requires correction and/or is incomplete is sent back to data entry section for further action.
- c. Performs initial inventory and general sort of all log pages and all attached maintenance paperwork.

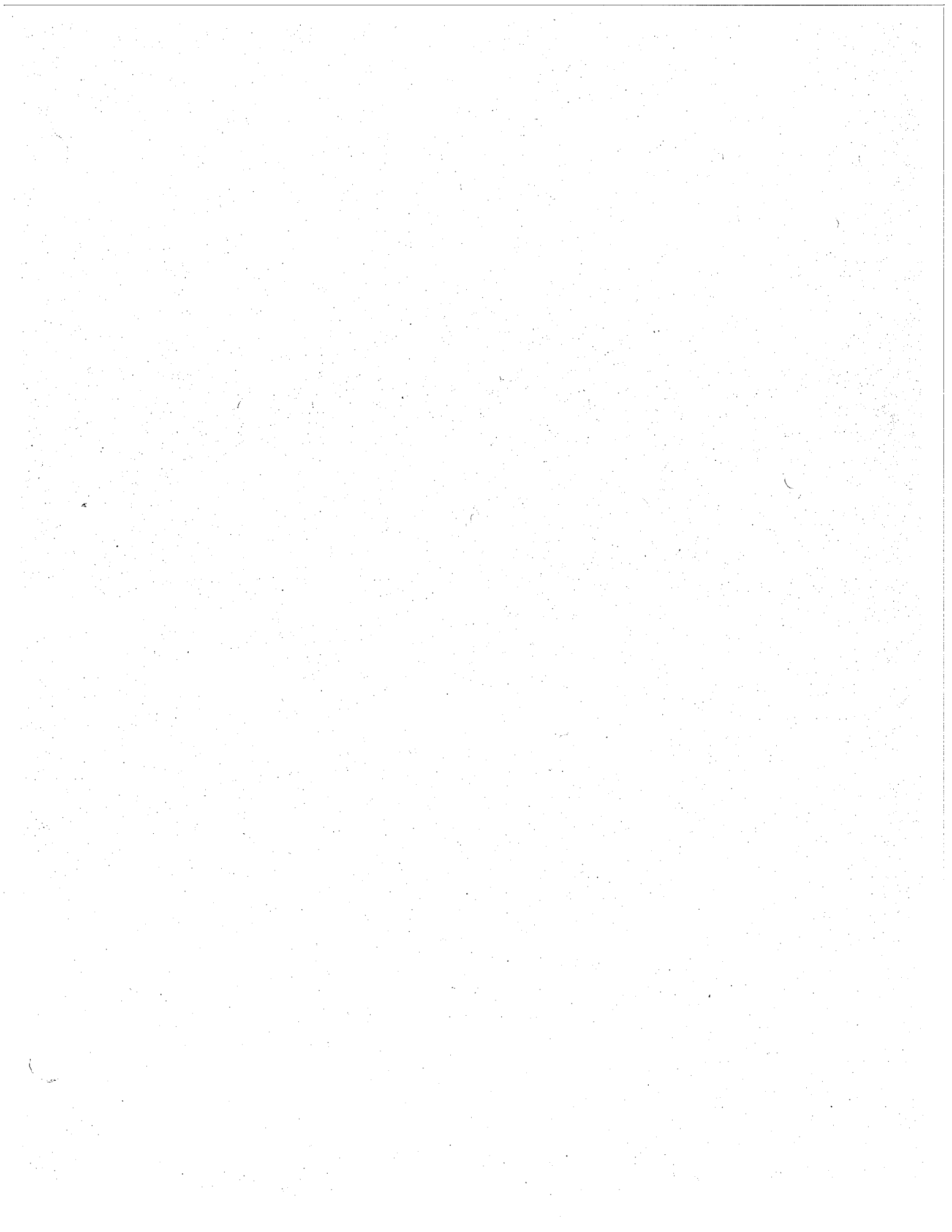
EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

Note: Separate all tags from non-routines and log pages, mark non-routine and log page numbers on the tags and give the tags to Inventory Planning to copy and process.

- d. Arranges log pages in consecutive sequence by aircraft, log page number, and/or chronological order.
- e. Places log pages and associated pages in a movable suspense file by aircraft N number.
- f. Validates the block/flight time entered by Flight Operations.
- g. Manually calculates the time and cycle block on the log page.
- h. Audits the Block/Flight Time on the aircraft maintenance log page against the entered data by flight Operations (unaudited Time and Cycles), and enters audited time into the Computer Data Base.
- i. Audits the aircraft total time/total cycles recorded on the aircraft maintenance log page against the current audited total time/total cycles on the Aircraft Time and Cycles Report to verify accurate continued total time/total cycles.
- j. Updates Maintenance Transaction File with information from the log pages and non-routines, A, B, C, and D Checks, EO's, FCD's, part tags, etc.

Note: See Airframe Limit Report Open Status Procedure in Section IV

- k. Receives the original tag from Inventory Planning, audits the transaction for accuracy, and gives them feedback and then reattaches the tags to the appropriate paperwork.
 - l. Forwards the log pages and associated paperwork in a movable suspense file to a Quality Control Inspection Representative.
5. Quality Control Inspection Representative
- a. Audits the discrepancies and corrective action entries entered on the aircraft maintenance log pages.
 - b. Audits all incoming maintenance paperwork for discrepancies.
 - c. Stamps each log page as proof of audit. However, if there is any log page that requires correction, an Error Correction, MEO No. 26 is issued.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.6.1

The Maintenance Policy and Procedures Manual, Chapter 4, Page 149, Paragraph B.2.c. states that "Station supervisors shall ensure that Calibration Equipment Inventory Report (form ME058) is performed on the first day of each month and forwarded by the 5... day to Materials Department". Reports (faxed copies dated 12/30/99 to 1/7/2000) were reviewed at the Materials Department. A notation was found indicating that the report from IND had not been received. The date of the team inspection of this area was 1/27/2000.

RRXA Response

EWA's M.P.P. does require that the Calibration Equipment Inventory Report be submitted by each Line Station by the 5th of each month to the Dayton Stores. Of the 32 EWA Line Stations reviewed, this one station was not current at the date of inspection.

EWA management, Manager Material Control and Manager Line Maintenance, have taken corrective action in notifying all Line Stations of this requirement.

EWA believes this finding to be isolated and not conducive of the overall operations, as the single finding indicated.

EWA does not consider this to be a finding.

Moody, Ronald E

From: Piercey, Bob W
Sent: Tuesday, April 11, 2000 8:58 AM
To: Alexander, Tracey; Brauchler, Sean; Burnstrum, Brad; Carnow, Richard; Clark, Teddy; Demaria, Albert; Fenske, Jerry; Fly, William; Fry, Earl; Havenhill, Douglas; Hedley, Edward; Mattioli, Mark; Pay, Robert; Potter, Steven; Reinhold, Ronald; Saylor, Jeff; Suchanski, Victor; Sweitzer, Peter; Young, Michael
Cc: Moody, Ronald E; Smith Jr, Jack L; Chaplin, Tracy L; Aldridge, Susan M; Deboe, Pare; Freiburger, Kevin; Fuge, Doug; Lattimore, Julius; Lavigne, Paul; Townley, Clarence
Subject: Calibrated Tool Reports

EWA Line Station Managers.

As you have already heard, the FAA recently found that the EWA Calibrated Equipment Inventory Report (Form MEO58) is not always being faxed in to Dayton Stores.

The M.P.&P., Chapter 4, Section XVIII, para. B. 2. c. (page 162), requires the inventory to be done on the first day of each month with the report forwarded by the fifth day of the month. Please ensure we get the reports on time.

Please note that there is a new number [REDACTED] to be used for next month's report. Thanks.

Bob Piercey
Manager, Material Control
Emery Worldwide Airlines
[REDACTED]

Moody, Ronald E


From: Smith Jr, Jack L
Sent: Monday, April 10, 2000 11:58 AM
To: Brad Burnstrum; Douglas Havenhill; Earl Fry; Jeff Saylor; Jerry Fenske; Michael Young; Robert Pay; Edward Hedley; Peter Sweitzer; Richard Carnow; Steven Potter; Teddy Clark; William Fly; Albert Demaria; Mark Mattioli; Ronald Reinhold; Sean Brauchler; Tracey Alexander; Victor Suchanski
Cc: Moody, Ronald E; Ungemach, David W
Subject: Calibrated tool report
Importance: High

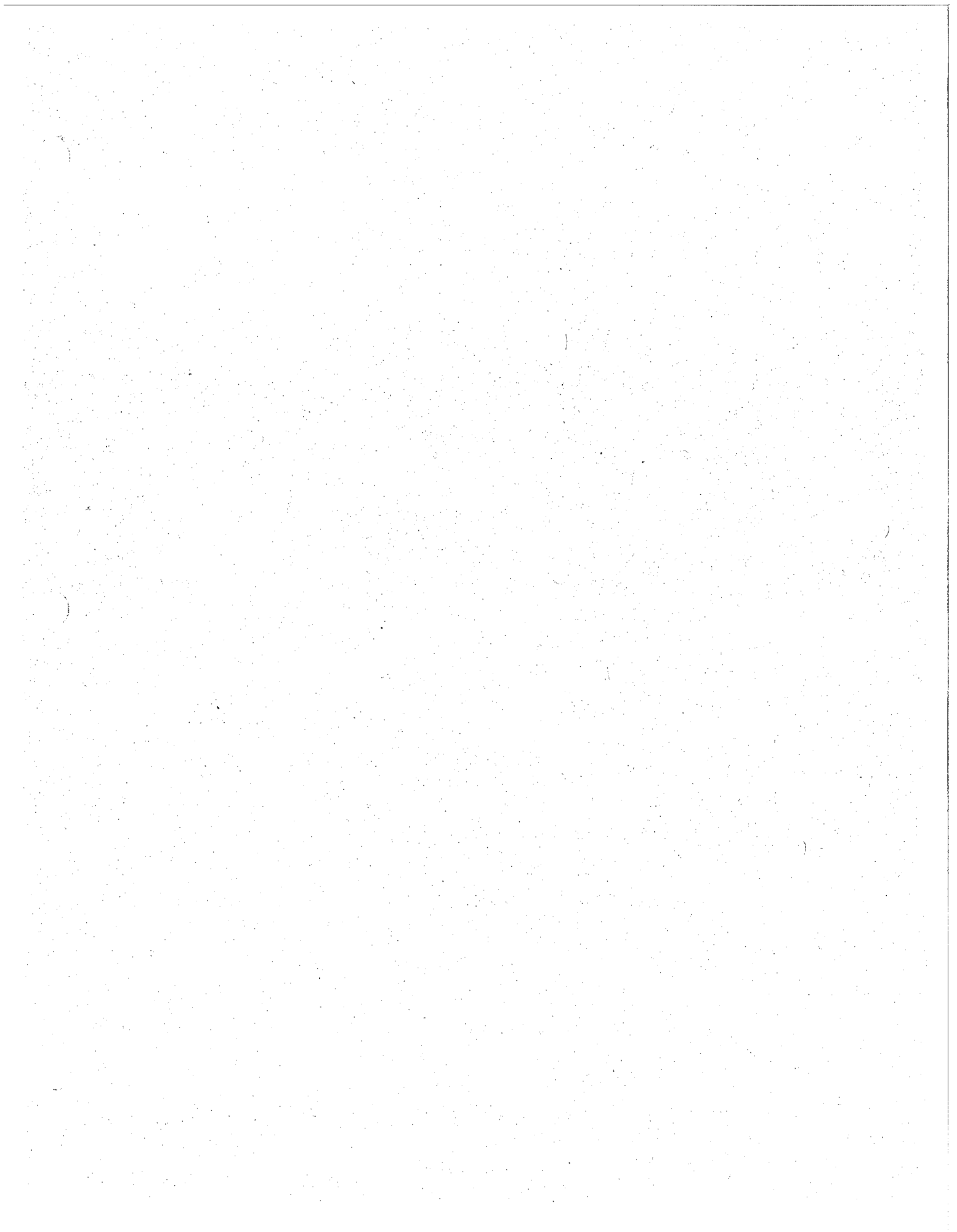
All EWA Line Station Supervisors,

During the recent FAA inspection it was found that the EWA Calibrated tool report is not being faxed in as required by the M.P. & P. Chapter 4, page 149, Paragraph B.2.C.

The station supervisor is required to insure that the monthly calibrated tool report is sent in by the 5th of the month every month without exception.

Jack

Jack L. Smith Jr.
Manager, Line Maintenance
Emery Worldwide Airlines




EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.6.2

The MEO135 form, used for in-house calibration of torque wrenches, does not contain provisions for recording the calibration status of the test equipment used to check the torque wrenches. (Reference Order 8300. 10 Vol. 2 Chap 221.)

RRXA Response

A request for Manual/Publications Revision (Form MEO51) has been submitted by Manager of Quality Control to add the date of calibration and date due of the torque tester TQT1050 used for torque wrench certification (see attachment).

EWA Maintenance Policy and Procedure Manual has always required maintenance personnel utilizing the tooling and equipment to examine the item for serviceability and calibration status prior to each use. The calibration status is verified by checking the affixed equipment calibration sticker (Form A-73) (see attachments).

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

 ERROR SUGGESTION FOR CHANGE (check appropriate space)

DATE 4-7-00

MANUAL/PUBLICATION TITLE EWA MAINTENANCE Policy & Procedures Manual

CHAPTER/SECTION/PAGE REFERENCE CH 4, pg 165 PARAGRAPH Form MEO135

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
NEED TO ADD THE FOLLOWING TO EWA TORQUE WRENCH RECERTIFICATION CHECKLIST FORM MEO135:
TORQUE TESTER TQTP 1050 DATE OF LAST CALIBRATION: _____ DATE DUE: _____
* SEE ATTACHMENT

Name EDWARD B. JONES, JR. Signature [Signature]

Station Location DAY QC Phone 415-7792

Supervisor Approval [Signature]

Director Maint. Approval _____ Director QC Approval Thomas M. Wood

- Instructions:
1. Attach drawings, sketches, diagrams, etc.
 2. Forward to Director of Quality Control

3 Approval Required (Check One) YES NO Mgr. Of Reliability _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

TORQUE WRENCH RECERTIFICATION CHECK LIST – FORM MEO135

**EMERY WORLDWIDE AIRLINES
TORQUE WRENCH RECERTIFICATION CHECKLIST**

<u>P/N:</u>	<u>S/N:</u>	<u>REPAIR ORDER #:</u>	<u>DATE:</u>
-------------	-------------	------------------------	--------------

TORQUE TESTER P/N TQTP1050	<u>S/N:</u>
DATE OF LAST CALIBRATION	_____
NEXT CALIBRATION DUE DATE	_____

TORQUE WRENCH TEST PROCEDURES

These wrenches are preloaded to insure accurate test results, preload in each direction to be tested. Because click-type torque wrenches impact a small impulse during release, the follow-up pointer should not be used when testing these wrenches.

CAUTION: USE ONLY SLEEVES OR ADAPTERS DESIGNED FOR THESE TORQUE TESTERS AS STANDARD SOCKETS, WRENCH ADAPTERS MAY NOT BE TRUE AND AFFECTS THE ACCURACY OF TORQUE MEASUREMENTS.

Note: Review the TQTP 1050 user's manual to assist with any further questions.

- A. Test the wrench at 20%, 60% and 100% of wrenches value, repeating step 1 through 7, using the limits in Table 1. If wrench is bi-directional test wrench clockwise and counterclockwise.

Prior to the verification exercise wrench 6 times full scale in the direction to be tested.

Note: Because the click may not be audible at test points in the low end, watch the dial pointer carefully to determine when the test pointer has been reached.

1. Set the load pin to test direction.

Note: With load rates to the right of the tester drive, setting the load pin above (behind) the handle enables load to be applied in the clockwise direction; setting the load pin below (in front of) the handle, counterclockwise.
2. Zero the tester's dial.
3. Mount the proper adapter on the tester's square drive and mount the wrench drive adapter.
4. Slide the load pin to the center of the wrench's hand-hold position or position of effective length.

Note: Monitor the tester dial to make sure that the capacity of the wrench is not exceeded.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

FORM MEO135 (Page 2)

EMERY WORLDWIDE AIRLINES TORQUE WRENCH RECERTIFICATION CHECKLIST

6. Release the load and remove the wrench from the tester. Zero the tester as necessary and set the wrench to the lowest checkpoint to be tested.
6. Remount the wrench and reposition the loading assembly.
7. Apply load gradually, and compare the click setting with the tester's dial reading. The result should fall within the combined tolerance of the wrench and tester.

Note: The dial pointer may drop back slightly after the tester setting is reached.

8. Document results of steps "1-7" below.

	Target Range (Deviation)	Torque Setting Used	Satisfactory (yes or no)
20%			
60%			
100%			

9. If wrench tested is bi-directional repeat steps 1 through 8 in the opposite direction previously tested.

- B. Review MPP Chapter 4, "Equipment Calibration Control System" procedures to insure proper completion of required forms.

REJECT ACCEPT

Enter Employee Number

--	--

Table 1. Calibration Points

Max Torque Value	Usable Wrench Range	Calibration Points					
		Target Range		Target Range		Target Range	
		W 20%	CW or CCW Dev 6%	W 60%	CW or CCW Dev 6%	W 100%	CW or CCW Dev 6%
5	1-5	1.00	0.94 to 1.06	3.00	2.82 to 3.18	5.00	4.70 to 5.30
10	2-10	2.00	1.88 to 2.12	6.00	5.64 to 6.36	10.00	9.40 to 10.60
15	3-15	3.00	2.82 to 3.18	9.00	8.46 to 9.54	15.00	14.10 to 15.90
16	3-16	3.20	3.01 to 3.39	9.60	9.02 to 10.18	16.00	15.04 to 16.96
25	5-25	5.00	4.70 to 5.30	15.00	14.10 to 15.90	25.00	23.50 to 26.50
30	6-30	6.00	5.64 to 6.36	18.00	16.92 to 19.08	30.00	28.20 to 31.80
32	6-32	6.40	6.02 to 6.78	19.20	18.05 to 20.35	32.00	30.08 to 33.92
50	10-50	10.00	9.40 to 10.60	30.00	28.20 to 31.80	50.00	47.00 to 53.00
60	12-60	12.00	11.28 to 12.72	36.00	33.84 to 38.16	60.00	56.40 to 63.60
75	15-75	15.00	14.10 to 15.90	45.00	42.30 to 47.70	75.00	70.50 to 79.50
80	16-80	16.00	15.04 to 16.96	48.00	45.12 to 50.88	80.00	75.20 to 84.80
100	20-100	20.00	18.80 to 21.20	60.00	56.40 to 63.60	100.00	94.00 to 106.00
120	24-120	24.00	22.56 to 25.44	72.00	67.68 to 76.32	120.00	112.80 to 127.20
150	30-150	30.00	28.20 to 31.80	90.00	84.60 to 95.40	150.00	141.00 to 159.00
160	32-160	32.00	30.08 to 33.92	96.00	90.24 to 101.76	160.00	150.40 to 169.60
175	35-175	35.00	32.90 to 37.10	105.00	98.70 to 111.30	175.00	164.50 to 185.50
200	40-200	40.00	37.60 to 42.40	120.00	112.80 to 127.20	200.00	188.00 to 212.00
240	48-240	48.00	45.12 to 50.88	144.00	135.36 to 152.64	240.00	225.60 to 254.40
250	50-250	50.00	47.00 to 53.00	150.00	141.00 to 159.00	250.00	235.00 to 265.00

Reference Table 4 of T.O. 33K6-4-2193-1

MEO135 R1(04/10/00)

Page 2 of 2

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- f. Materials personnel will process required equipment inventory and calibration data into the computer database.
- g. Materials will maintain the current original Vendor's Calibration Certification Record and the Equipment Calibration Record on file.
- h. On the fifth (5) day of the month Material Control will forward to the Manager of Line Maintenance, a list of line stations who have not submitted a Calibration Equipment Inventory Report (form MEO58). If report(s) is not received by the tenth day of the month the Director of Line Maintenance/Quality Control will be notified by Material Control in writing.

2. Maintenance Responsibilities

- a. Each Station Supervisor shall ensure that: 1) all assigned equipment is properly maintained and stored; 2) a calibration sticker is affixed to each item and the calibration due date has not expired.
- b. Maintenance personnel utilizing the tooling and equipment shall examine the item for serviceability and calibration status prior to each use.
- c. Station Supervisor shall ensure that a Calibrated Equipment Inventory Report (Form MEO58) is performed on the first day of each month and forwarded by the fifth day to Materials Department.
- d. When the calibration due date on an item expires in less than 30 days, the Station Supervisor shall contact Materials for disposition and/or arrangement for replacement.
- e. All calibrated tools due calibration or unserviceable will have a MEO34 (unserviceable portion) attach with the discrepancy or calibration due filled out. The item must be routed to the Calibrated Tool Section of the Material Department at Dayton.
- f. When an item is to be transferred from one station to another, the Station Supervisor shall ensure that the Materials Department is promptly notified.
- g. Station Supervisor are responsible for reporting all lost equipment to the Line Station Manager. The Line Station Manager will initiate a lost equipment investigation and notify the Materials Department for possible replacement.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

XVIII. EQUIPMENT CALIBRATION CONTROL SYSTEM

A. Policy

Emery Worldwide Airlines has established and maintains a calibration control system for designated special tooling and test equipment utilized in the continuous airworthiness maintenance program. All special equipment and tooling controlled by this system are subject to annual calibration and recertification requirements. No personally owned tools that require calibration are permitted for use on EWA aircraft.

B. Procedures

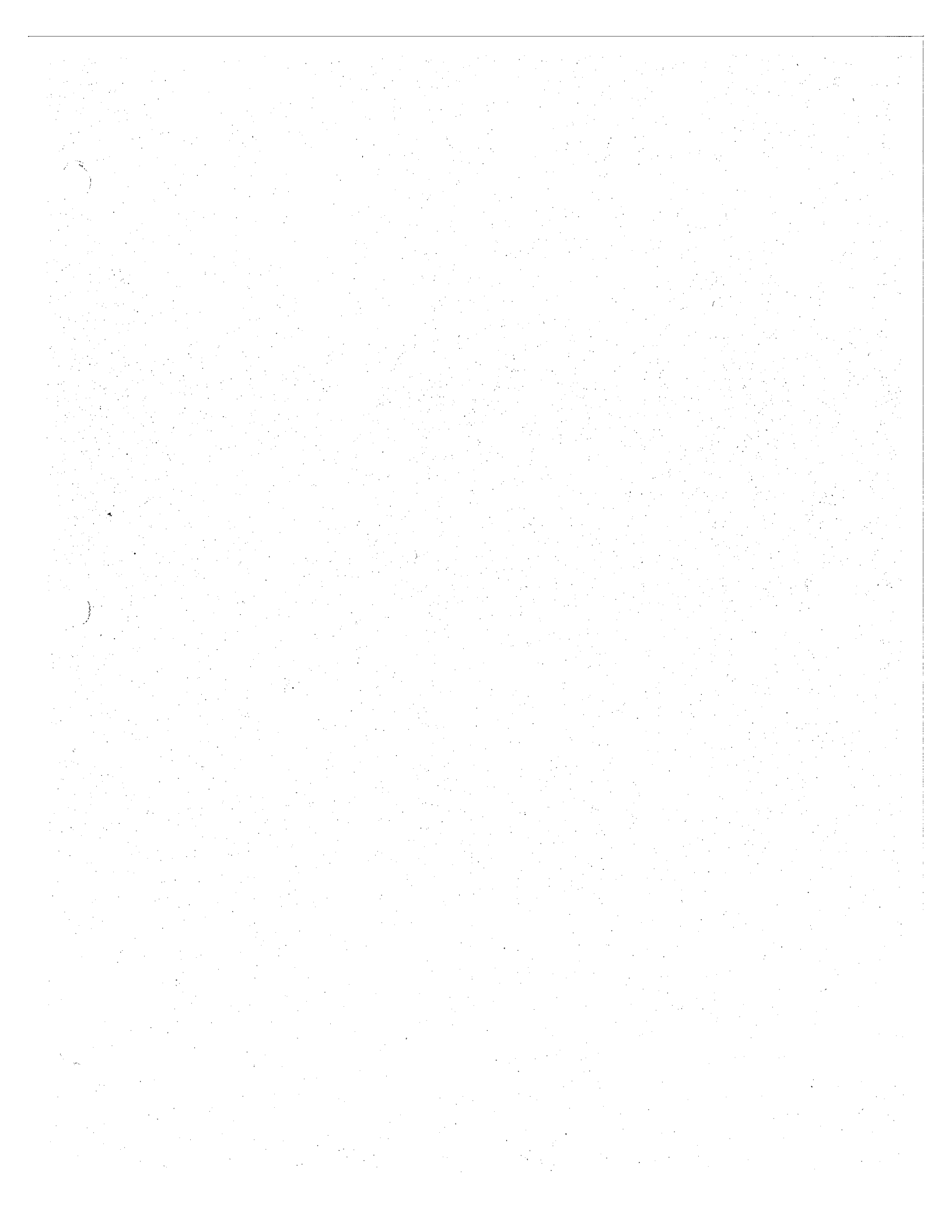
The following procedures are established to identify responsible elements of the company as applied to the use, control, and administration of this calibration control system.

1. Materials (Stores) Responsibilities

- a. Materials has overall responsibility for maintaining current inventory, serviceable status and calibration status of each item.
- b. In the event that an item is brought into the inventory without a pre-designated serial number, Materials will assign a company serial number to the item. All items will have a serial number for positive identification.
- c. Material personnel will receive each item newly purchased or returned from repair and calibration and transfer required data on the Emery Worldwide Airlines Equipment Calibration Record (sample Form MEO05 in this section).
- d. The specific item is placed on the Receiving Inspector's shelf along with the original certification, company repair or purchase order and the Equipment Calibration Record.
- e. ~~The Receiving Inspector examines the specific item and certifies that all data supplied is accurate and complete. The Inspector signs or stamps and dates the Equipment Calibration Record then initiates a calibration sticker Form A-73 and affixes it to the item.~~

EQUIPMENT CALIBRATION STICKER - FORM A-73

EWWA
TYPE:
S/N
DATE DUE:
FORM A-73



**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.8.1

The team was unable to determine whether revision 22c, dated 4-19-99, of the Master MEL (MMEL), has been incorporated into the Emery DC-10 MEL. Revision 22c is stuffed into the MMEL cover jacket, The MEL located in Maintenance Control is at revision 22b, dated 11-16-98.

RRXA Response

All EWA DC-10 MEL/CDL Manuals in Maintenance Control have been audited by Manager of Quality Control and all were found to be at the correct current revision, which per EWA Technical Publications Department is Revision #3. Per Manager of Maintenance Control, there has never been a DC-10 MMEL in this area, and that they only use EWA's DC-10 MEL/CDL Manual.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

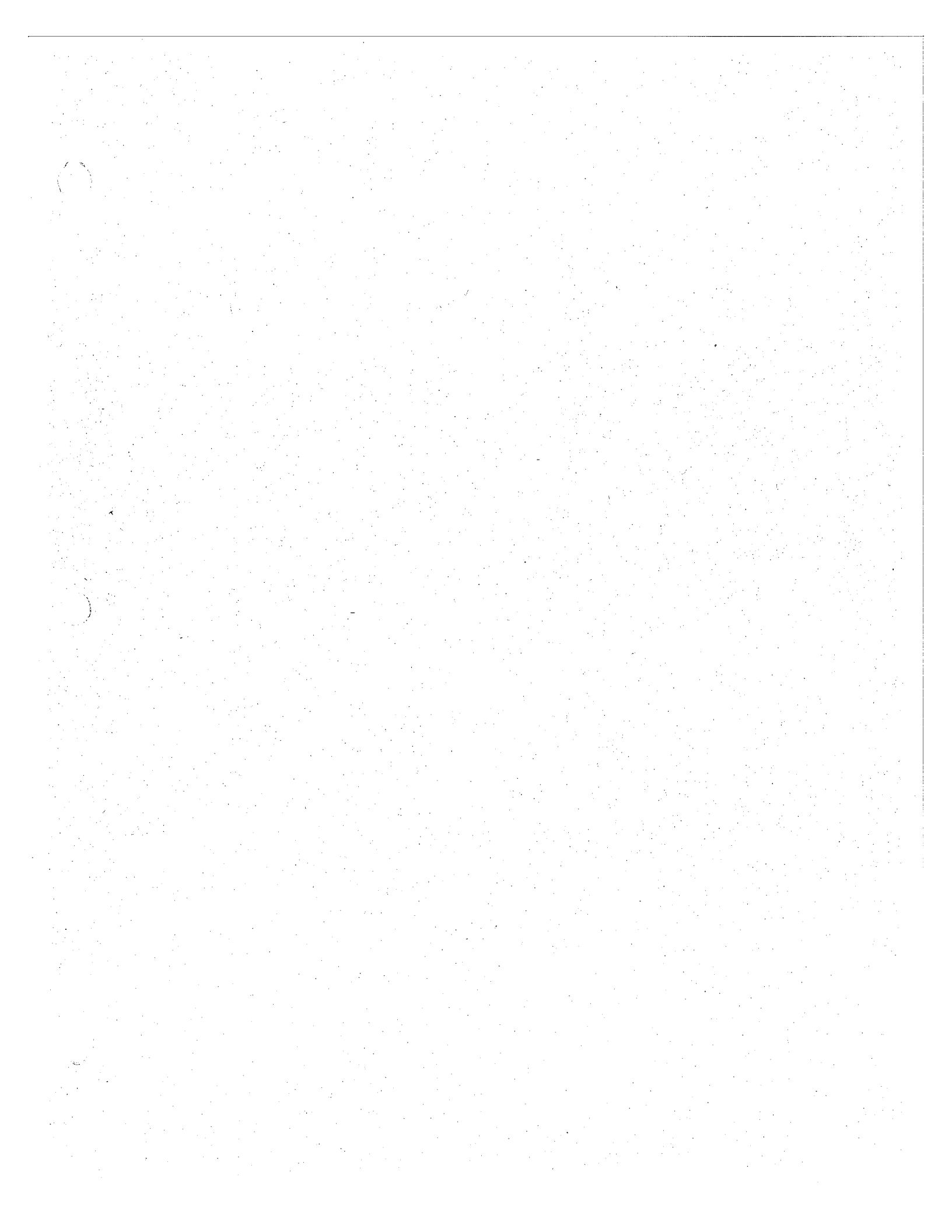
Finding 2.8.2

The Emery DC-8 MELs located in Maintenance Control are at revision 42, dated 5-8-98. The DC-8 MMEL is currently at revision 43, dated 12-15-99.

RRXA Response

All EWA DC-8 MEL/CDL Manuals in Maintenance Control have been audited by Manager of Quality Control and all were found to be at the correct current revision, which per EWA Technical Publications Department is Revision 33. No DC-8 MMEL was found in this area. Per Manager of Maintenance Control, there has never been a DC-8 MMEL in this area, and that they only use EWA's DC-8 MEL/CDL Manual.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.8.3

Emery is using a list titled " Maintenance Planning Discrepancy List" in Maintenance Control. This list was described by personnel as used to list items that are not covered by the MEL. The team was unable to locate procedures for use of this list in the Company Maintenance Policy and Procedures Manual. (A Flight Operations Bulletin #FOB99-001 was later produced which discusses this list.)

RRXA Response

This procedure was put in place by the previous PMI, in interim period of the review of the Non-MEL procedure contained in the M.P.P., Chapter 3, page 22. The Non-MEL procedures were continued in Revision 21 to the M.P.P.

EWA's previous FAA PMI requested EWA to compare their Non-MEL procedures with other 121 Air Carriers, for the purpose of comparing EWA's procedures with these other operators in an effort to resolve concerns of EWA's Principal Avionics Inspector. This comparison was made to seven (7) other carriers, and improvements were added to the EWA procedures to reinforce the management controls. As a proactive measure, this draft Revision 22 is submitted to the FAA CVG PMI for review and acceptance (see attachment).

EWA does not consider this to be a finding.

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would begin at midnight Z on the 26th of January and expire at midnight Z on the 29th of January.

c. Category C

Category "C" items in this category shall be repaired within ten (10) consecutive calendar days (240) hours (Z time), excluding the day the malfunction was recorded in the aircraft maintenance record/log book. For example, if it were recorded at 10 A.M. on January 26th, the 10 day interval would begin at midnight the 26th of January and end at midnight February 5th.

d. Category D

Category "D" items shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. In some cases, items are listed with the number Required being equal to the number Installed. In such instances the Item(s) is/are Required to be operative. When this occurs, the symbol will be listed in the category column in lieu of A, B, C, or D. In unusual circumstances where the repair time limits described here cannot be met, Emery Worldwide Airlines may extend the repair deadline in accordance with the approved deferral program.

Note: The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

C. Configuration Deviation List Policy

An aircraft may be dispatched in revenue service with certain parts such as plates and doors removed as specified in the Configuration Deviation List (CDL). Where items are grouped under the same Gross Weight (GW) performance penalty, whenever more than one item from this or the MEL is missing or inoperative, the GW performance penalties are cumulative. The CDL is contained in the same manual as the MEL under the heading MEL/CDL Manual. The deferral procedures for CDL items is similar to the procedure for MEL items, but a category number (A, B, C, or D) is not required.

D. Non-MEL Item

1. Policy

As in the MEL/CDL, Non-MEL items that have no airworthiness connotations, such as reading lights, window shades, corrosion to non-structural parts, galley equipment, etc. While these items do not fall into the requirements of the MEL/CDL, EWA has developed a means to ensure that these items are corrected in a timely manner.

Since these items are non-airworthy, there is no set time interval to perform corrective action, but by maintaining an accurate list, they can be

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

VI. DEFERRED MAINTENANCE ITEM POLICY AND PROCEDURES

A. Policy

1. The EMERY WORLDWIDE AIRLINES fleet is maintained by means of progressive and continuous maintenance programs performed at predetermined times and at locations where adequate facilities, equipment, parts, skilled personnel, and aircraft ground time are provided. Checks and inspections performed under these programs are Transit, Terminating, Service Check, "A" Check, "B" Check, "C" Check, "D" Check, Corrosion Program, and Structural Inspection Program.
2. Between these preventive maintenance checks or inspections, while in scheduled daily operation, safety and maintenance of the flight operations schedule are the primary goal. Correction of minor discrepancies or replacement of non-essential equipment not affecting safety should be accomplished whenever possible. If this should conflict with maintaining the flight operations schedule, the work or replacement may be deferred until the first opportunity when ground time and facilities are available.
3. All aircraft dispatched for flight operations will comply with all airworthiness requirements established by EMERY WORLDWIDE AIRLINES and the Federal Aviation Regulations at all times. There are, however, certain designated equipment items as listed in the Minimum Equipment List/Configuration Deviation List which may be inoperative without adversely affecting the airworthiness of an aircraft, and as provided for in the MEL/CDL, may be operated beyond a scheduled station provided the following requirements are not overlooked:
 - a. No aircraft will be released to service from a Heavy Check/inspection with inoperative equipment, using the MEL/CDL for justification.
 - b. No aircraft will be released to service from a station where sufficient time, personnel, or parts exist for the correction of the discrepancy.
 - c. The EXCEPTION to a and b above is that in the event of unforeseen eventualities such as unavailable parts, tools, equipment, delayed shipments, or other bona fide reasons, the aircraft may be dispatched on schedule with the approval of the Directors of Maintenance as applicable or the Director of Quality Control.
4. Whenever a MEL/CDL requirement is in question prior to the departure of the aircraft, Flight Operations and Maintenance Control personnel shall immediately contact the Directors of Line and/or Heavy Maintenance as applicable or the Director of Quality Control, for clarification and/or interpretation.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

5. All entries in the Aircraft Maintenance Log book and all entries related to the deferred maintenance control system are based on Zulu (Z) or Greenwich Mean Time (GMT) only. Local time has no bearing on this system.

Example:

If a discrepancy is entered into the log book on September 20, and is then deferred under MEL category B rules, the 3-day limitation actually becomes effective at 0001Z on September 21 and expires at 2359Z on September 23. An aircraft may continue in-service through September 23 providing that it lands prior to 2359Z, the established time of DMI expiration.

However, if the aircraft is scheduled for flight and will land after 2359Z on September 23, the MEL/DMI must either be corrected prior to the flight or must be authorized and approved for extension of the MEL/DMI prior to the flight.

6. All deferred discrepancies must be corrected on or before the established MEL category maximum deferral interval.
7. In the event that a DMI cannot be corrected within the allocated MEL category maximum deferral interval due to unusual circumstances, a MEL/DMI extension may be authorized and approved in accordance with procedures provided later in this section.
8. Maintenance Control must authorize all DMI's and due date entries into the MEL/CDL or Non-MEL section of the aircraft log book. Maintenance Control is responsible for clarifying all MEL/CDL or Non-MEL references prior to issuing a deferral number. Authorization must be given by Maintenance Control to the Maintenance representative, Captain, or Flight Engineer of a due date extension for log book entry.

The Maintenance Control Shift Manager must approve all Non-MEL items. Once a Non-MEL item is initiated, a print out of the computerized DMI tracking and planning control system screen (Non-MEL Deferral) will be made. The Maintenance Control shift Manager and controller will initial this print out in the upper right-hand corner. This print out will then be placed in the applicable tail number assigned book.

9. All Deferred Maintenance Items will have a complete detailed method to coordinate the maintenance personnel, parts, and aircraft at a specific time and place for repair set forth by the Directors of Line and/or Heavy Maintenance and/or Quality Control and/or Maintenance Control, within the set maximum deferral interval.
10. Maintenance Control is responsible for managing the EWA computerized DMI tracking and planning control system to ensure that current status and accurate information is maintained for all deferred items.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

11. Maintenance Control is responsible for coordinating with Materials and/or Purchasing in regard to requisition and disposition of parts or materials that are required to correct deferred items.
12. Collective efforts will be made by Materials, Purchasing, and Maintenance Control to ensure that the EWA computer system is continuously updated to provide current information and current status regarding all back-orders of parts, materials, and/or tooling.
13. A summary list which provides specific information pertinent to each open DMI is available to all maintenance management for review. This list provides specific information pertinent to each open DMI including the due date at which each DMI is to be corrected.
14. Aircraft dispatched into service must have all items of equipment installed, whether operative or inoperative EXCEPT those items detailed in the Configuration Deviation List. Under no circumstances or conditions may an aircraft be dispatched contrary to the Minimum Equipment List applicable to the aircraft.

B. MEL Category Policy

All MEL items have been assigned to a category (A, B, C, or D), which requires those items to be repaired in a specified time period. EWA's MEL lists separately, item per item, the required FAA category.

Maintenance Control will be responsible for ensuring that the correct category is assigned and tracking all MEL items when they become inoperative, when the items are due for repair, and when it was repaired.

1. Category Description

Maximum time between deferred and repair will be as follows:

a. Category A

Items in this category shall be repaired within the time interval specified in the remarks column. With regard to flight days repair period, Category "A" items shall be repaired within the specified days, "excluding the day the malfunction was recorded in the Maintenance Record/Log Book during which at least one flight is initiated for the affected aircraft.

b. Category B

Category "B" items within 3 consecutive calendar days (72 hours), not counting the day the malfunction occurred. For example, if occurrence was at 10 A.M. Z, January 26th, the 3-day interval

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

would begin at midnight Z on the 26th of January and expire at midnight Z on the 29th of January.

c. Category C

Category "C" items in this category shall be repaired within ten (10) consecutive calendar days (240) hours (Z time), excluding the day the malfunction was recorded in the aircraft maintenance record/log book. For example, if it were recorded at 10 A.M. on January 26th, the 10 day interval would begin at midnight the 26th of January and end at midnight February 5th.

d. Category D

Category "D" items shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

In some cases, items are listed with the number Required being equal to the number Installed. In such instances the item(s) is/are Required to be operative. When this occurs, the symbol will be listed in the category column in lieu of A < B, C, or D.

In unusual circumstances where the repair time limits described here cannot be met, Emery Worldwide Airlines may extend the repair deadline in accordance with the approved deferral program for category "B" and "C" items only.

Note: The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

C. Configuration Deviation List Policy

An aircraft may be dispatched in revenue service with certain parts such as plates and doors removed as specified in the Configuration Deviation List (CDL). Where items are grouped under the same Gross Weight (GW) performance penalty, whenever more than one item from this or the MEL is missing or inoperative, the GW performance penalties are cumulative. The CDL is contained in the same manual as the MEL under the heading MEL/CDL Manual. The deferral procedures for CDL items is similar to the procedure for MEL items, but a category number (A, B, C, or D) is not required.

D. Non-MEL Item

1. Policy

It is EWA's policy to maintain its aircraft to the highest standard of airworthiness. In order to maintain departure schedules, it is sometimes necessary that maintenance personnel defer minor defects which do not affect safety or airworthiness and are not a MEL/CDL placardable item.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

EWA's Non-MEL item policy and procedure provides management and control of Administrative control items, not covered in the MEL/CDL, and do not effect the airworthiness of the aircraft.

As in the MEL/CDL, Non-MEL items that have no airworthiness connotations are items such as reading lights, window shades, or galley equipment. While these items do not fall into the requirements of the MEL/CDL, EWA has developed a means to ensure that these items are corrected in a timely manner.

Since these items are non-airworthy, there is no set time interval to perform corrective action, but by maintaining an accurate list, they can be scheduled with routine inspections (B or C Check) of specific areas for the most efficient and most effective correction.

2. Deferral Procedures

The deferral procedure for a Non-MEL item is the same as for MEL items, but a category number (A, B, C, or D) and Inoperative Equipment Placard (MEO32) are not required.

Deferral of items not covered by the MEL/CDL which will not effect the airworthiness of the aircraft, maybe deferred by the use of the Non-MEL item.

In determining the safety and airworthy status of a discrepancy, the following publications are available and should be used if questions arise as to the effect and/or implications of the deferrals.

1. MEL Appropriate Minimum Equipment List.
2. CDL Appropriate Configuration Deviation List.
3. M/M Appropriate Maintenance Manual including STC and OEM.
4. SRM Appropriate Structural Repair Manual
5. MPP EWA Maintenance Policy & Procedure Manual

The publications along with the combined knowledge, experience and operating history relative to the particular aircraft system or component will be the basis on which the determination is made. The Directors of Line Maintenance/Engineering and/or the Manager of Quality Control and Quality Assurance may be consulted for assistance.

Responsibility for determining the safety and airworthiness status of discrepancy rests with the mechanic, lead mechanic, or supervisor deferring the item with Maintenance Control final approval.

EWA has two basic categories of Non-MEL deferrals for discrepancies not affecting airworthiness and safety. The following guidelines will be used for a deferral

1. Category 1 - Approved Data Limitation Items. Items which are discovered during the various types of inspections to the aircraft. This category item must have limitations

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provided in the MPP, A/C M/M, SRM, or other FAA approved documents, and must be recorded as part of the deferral. An entry will be made in the deferral log with the approved data for that item. All existing deferred items should be reviewed to determine that interaction will not compromise the airworthiness of an aircraft.

2. **Category 2 - Non-airworthy Items.** Items which do not affect the safe operation of an aircraft. Discrepancies for which no written relief (i.e., FAA approved or accepted publications) exist. Responsibility for determining the safety and airworthiness status of a discrepancy rests with the mechanic, lead mechanic, or supervisor deferring the item with Maintenance Control final approval. Reference chapter 3, Section VIII, for required compliance of airworthiness.

3. **Non-MEL Deferred Items generated as a result of Check/Inspection.**

Discrepancies generated and recorded as a result of check/inspection requirements may be carried over (deferred) for correction/repair at a later scheduled time provided the discrepancy falls into one of the following categories:

- a. Equipment items that are non-essential to the continued airworthiness of the aircraft, i.e. crew or courier comfort items (EXCEPT THE TRASH RECEPTACLE INTEGRITY FOR CONTAINING POSSIBLE TRASH FIRES), air conditioning distribution items such as air outlets, etc.
- b. Minor primary/secondary structure defects such as dented skin (provided internal inspection has ascertained no damage has resulted to frames, stringers, attachments, etc.) that are within the limits of the manufacturer's manuals.

Note: Before evaluating or repairing any damage to stressed aircraft structure, the airframe manufacturer's Structural Repair Manual shall be consulted for the correct evaluation criteria and instructions concerning the use of the correct tools, methods, and equipment. Scratches, dents, dings, scraps, and other apparently minor damage, while sometimes appearing insignificant, modify the load path through the structure creating undesirable stress concentrations.

- c. Interim repairs to secondary structure that are approved by Engineering.

Note: A full and complete description of any discrepancy will be supplied to Engineering including dimensions and severity of damage. Pictures will be taken and immediately forwarded to Engineering if obtainable.

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- d. Modifications items (such as, partial installation) that do not affect the airworthiness of the aircraft.

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- e. Appearance items such as cleaning, painting, or interior trim conditions (except interior trim that may cause injury if contact is made by an individual or trim conditions that may interfere with the proper operation of seats, exits, or other emergency equipment).
- f. When a Non-MEL item is entered in the Log Book for temporary replacement of a Rigid Hydraulic Tubing with a flexible hose, a material requisition number for the part on order or to be manufactured, must be entered in the Log Book Non-MEL item description block at the time of deferral.

Note: The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

E. Deferral Procedures

The following is a step-by-step procedure for the recording and controlling of log and form entries pertaining to deferrable items.

1. EWA's Maintenance Control Center must be notified immediately of a discrepancy requiring deferral, whether it be MEL, CDL, or Non-MEL prior to flight.
2. The EWA Maintenance Controller will be responsible for reviewing the applicable MEL/CDL or Non-MEL for any restrictions or follow-up action which may be required by the deferral, with concurrence (initials) of the Maintenance Control Manager.
3. If it is determined that the discrepancy can and should be deferred, Maintenance Control will enter the discrepancy in the EWA Deferred Maintenance Computer Program file under the applicable aircraft and assign a category letter (A, B, C, or D if applicable) and control number to the deferred item.
4. It shall be the responsibility of the Maintenance Controller to coordinate all form/log entries with the mechanic releasing the aircraft for flight.
5. It shall be the responsibility of the Maintenance Controller to notify Flight Dispatch immediately by hard copy (Sita, Telex, or Telefax) of the conditions of the aircraft including the MEL or CDL chapter number/page, deferral control number, category, and due date/time.

Note: The following procedures will be utilized by flight crew when deferring items after the main entry door is closed for block out and prior to takeoff on the DC-8 aircraft.

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- Note:**
1. The Authorized Flight Engineer, appropriately trained and certificated, will enter the MEL/CDL system/ sequence number, i.e. 74-5, on the Inoperative Equipment Placard (MEO32) and attach it to the applicable inoperative unit or switch in the cockpit.
 2. The Authorized Flight Engineer will enter the discrepancy in the "Discrepancy" block in the aircraft maintenance log.
 3. The Authorized Flight Engineer will enter the words "Deferred by Flight Crew" and the MEL/CDL system/sequence number in the "Corrective Action" block along with the date, station, and employee number in the blocks provided. If the MEL item has a (M) "Action Requirement" the Authorized Flight Engineer will, if appropriately certified, perform the function of the mechanic for the specific maintenance procedure(s) and enter the item(s) in the above corrective action. These procedures contained in the MEL must be accomplished.
 4. Immediately upon arrival at a station, staffed by EWA Maintenance Personnel, it is the Captain's responsibility to notify maintenance of the Flight Crew deferral. Maintenance will then contact Maintenance Control to have a control number and category assigned to the MEL/CDL item listed by the Flight Crew. Maintenance will then transfer the MEL/CDL deferral to the applicable deferral section in the front of the log book and add the control number to the inoperative equipment placard. Maintenance will make every effort to correct the discrepancy and document the sign-off as outlined in this section.

6. If approval for deferral is obtained, the mechanic will:
 - a. Obtain a DMI control number from Maintenance Control for the deferred item and enter a statement in the Corrective Action block of the aircraft log: Deferred as Control Number _____ in accordance with (MEL System/Sequence Number _____, Category _____) or (CDL System/Sequence Number _____) or (Non-MEL procedures). The station code, date, and employee number must accompany corrective action taken.
 - b. The discrepancy then must be entered by the mechanic from the log page on the Deferred Maintenance Form located in front of the aircraft log as follows (reference example MEL/CDL or Non-MEL form at the end of this section):
 - (1) Block 1: Category letter and control number
 - (2) Block 2: Log page number

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- (3) Block 3: Originating date discrepancy was written
- (4) Block 4: Station discrepancy was written
- (5) Block 5: Enter original due date provided by Maintenance Control
- (6) Block 10: Original discrepancy system/ sequence number

Note: Reference Flight Restrictions or inspections for information to the Flight Crew.

7. Deferral Placarding

Complete an Inoperative Equipment Placard (MEO32) and attach it to the applicable inoperative unit or switch in the cockpit for MEL deferrals. Complete a CDL Limitation Placard (MEO40) and attach it to the instrument panel in clear view of the pilot. Non-MEL deferrals **DO NOT** require placarding.

8. Deferral Authorization Number System Procedure

- a. Maintenance Control will be responsible for issuing control numbers.
- b. The DMI Control Number assigned by Maintenance Control will be formatted as illustrated in the example below.

Example: C4519223-0001

<u>MEL Category</u>	<u>Log Page Number</u>	<u>Discrepancy Number</u>	<u>Sequence</u>
(C)	(4519-22)	(3)	0001

Note 1: The MEL Category is not required for CDL or Non-MEL deferrals.

Note 2: CDL items will be coded first digit with the letter "Z".

Note 3: Non-MEL items will be coded first digit with the letter "N".

F. Clearing a Deferred Discrepancy

- 1. To clear a deferred discrepancy, the mechanic will enter the discrepancy from the DMI form in the next open discrepancy block in the aircraft log using the control number.
- 2. Clear the entry on the DMI form as follows:
 - a. Block 6: Enter the extended date provided by Maintenance Control when applicable.
 - b. Block 7: Enter date when discrepancy was corrected.

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- c. Block 8: Enter station where discrepancy was corrected.
 - d. Block 9: Enter log page number where discrepancy was corrected.
3. Clear the discrepancy in the "Corrective Action" block of the aircraft log with a concise description of action taken. After the correction action entry, enter the statement "DMI control number _____ cleared. Placards removed."
 4. Remove applicable placard from the inoperative portion of the unit or switch and affix to the back of the Log Page, if applicable.
 5. Notify Maintenance Control of the corrective action taken to clear the discrepancy. The mechanic will fax a copy of the log page to Maintenance Control. The controller will then clear the deferred item in the EWA computer tracking and planning program transaction for DMI's.

This procedure is used as a check and balance for closures of deferrals. It provides Maintenance Control total authority in the opening and closing of all deferred items.

G. Deferral Extension Policy and Procedures

1. Policy

Under EWA's MEL Management Program, our Operation Specification authorizes EWA to use a continuing authorization to approve extensions to the maximum repair intervals specified in the approved MEL provided the FAA District Office is notified within 24 hours of any extension approval. The FAA District Office may deny the use of the Continuing Authorization if abuse is evident.

When all efforts and all available resources have been fully exhausted and a MEL/DMI cannot be corrected within the allocated MEL category maximum deferral interval, Maintenance Control will notify the Directors of Maintenance as applicable and/or the Director of Quality Control or their designee's, at least 24 hours prior to the MEL expiration date.

2. Procedures

- a. Maintenance Control will prepare a Deferral Extension Request Form MEO10 and a MEL/DMI Planning Form MEO08 when requesting an extension to a MEL/DMI.
- b. Each Deferral Extension Request Form must be completely filled out and fully describe specific circumstances encountered and provide appropriate justification to substantiate the extension.
- c. Each MEL/DMI Planning Form must be completely filled out and is to provide all necessary information to reflect parts or material requirements, back-order information, and scheduled corrective action information.

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- d. Maintenance Control is to submit each completed Deferral Extension Request Form and MEL/DMI Planning Form to the Directors of Maintenance as applicable, or his designee, for approval. It is the responsibility of the Directors of Maintenance as applicable, or his designee, to ensure that all entries are complete, accurate, and legible.
- e. Upon approval by the Directors of Maintenance as applicable, or his designee, each Deferral Extension Request and MEL/DMI Planning Form is forwarded to the Director of Quality Control, or his designee, for approval.
- f. Upon approval by the Director of Quality Control, or his designee, a copy of the approved and signed DMI Extension Forms will be sent to Maintenance Control reflecting the new DMI due date. Each approved extension is logged onto a monthly MEL/DMI Extension List maintained in Quality Control.
- g. Maintenance Control must update their EWA computer system and records with the new MEL/DMI due date and must also notify Maintenance to enter the new due date into the "Extend" block of the MEL/CDL section of the Aircraft Maintenance Log book for the applicable DMI.
- h. The Director of Quality Control, or his designee, is to send a copy of each approved Deferral Extension Request, MEL/DMI Planning Form, and the current month's MEL/DMI Extension List to the FAA for acceptance within 24 hours of the approval. Upon acceptance, the FAA will sign and return the approved Deferral Extension Request Form to Quality Control to be retained on record.
- i. Reliability will monitor the MEL/DMI Extension List regularly to ensure that the system is not in abuse and to ensure that adverse trends will not go undetected.

H. Periodic Review of Deferred Items

- 1. Maintenance Control will review the open DMI's on a daily basis and notify Reliability of any outstanding DMI's, DMI's that will not be able to be cleared by their due date, and/or DMI's approaching their expiration date.
- 2. Quality Assurance will review the DMI control system by auditing the DMI Status Report on a daily basis. The audit will ensure that each DMI transaction is carried out and controlled consistent with company established policies and procedures and FAA regulatory requirements.
- 3. Each aircraft Deferred Maintenance Item Log shall be reviewed at each scheduled check/inspection period by Maintenance Control and Quality Control. All items recorded shall be corrected prior to release of the aircraft to service. Exceptions to this policy may be made ONLY within

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the scope of the policy established in paragraph A.3.C of this section and shall be approved only by the Director of Quality Control.

I. Deferral Forms

Inoperative Equipment Placard -- Form ME032

INOPERATIVE
CONTROL
NUMBER _____ MEO32 (12/00)

The "inoperative" placards are arranged in a booklet of 25 pages with 26 placards on each page.

J. CDL Limitations Placard -- ME040

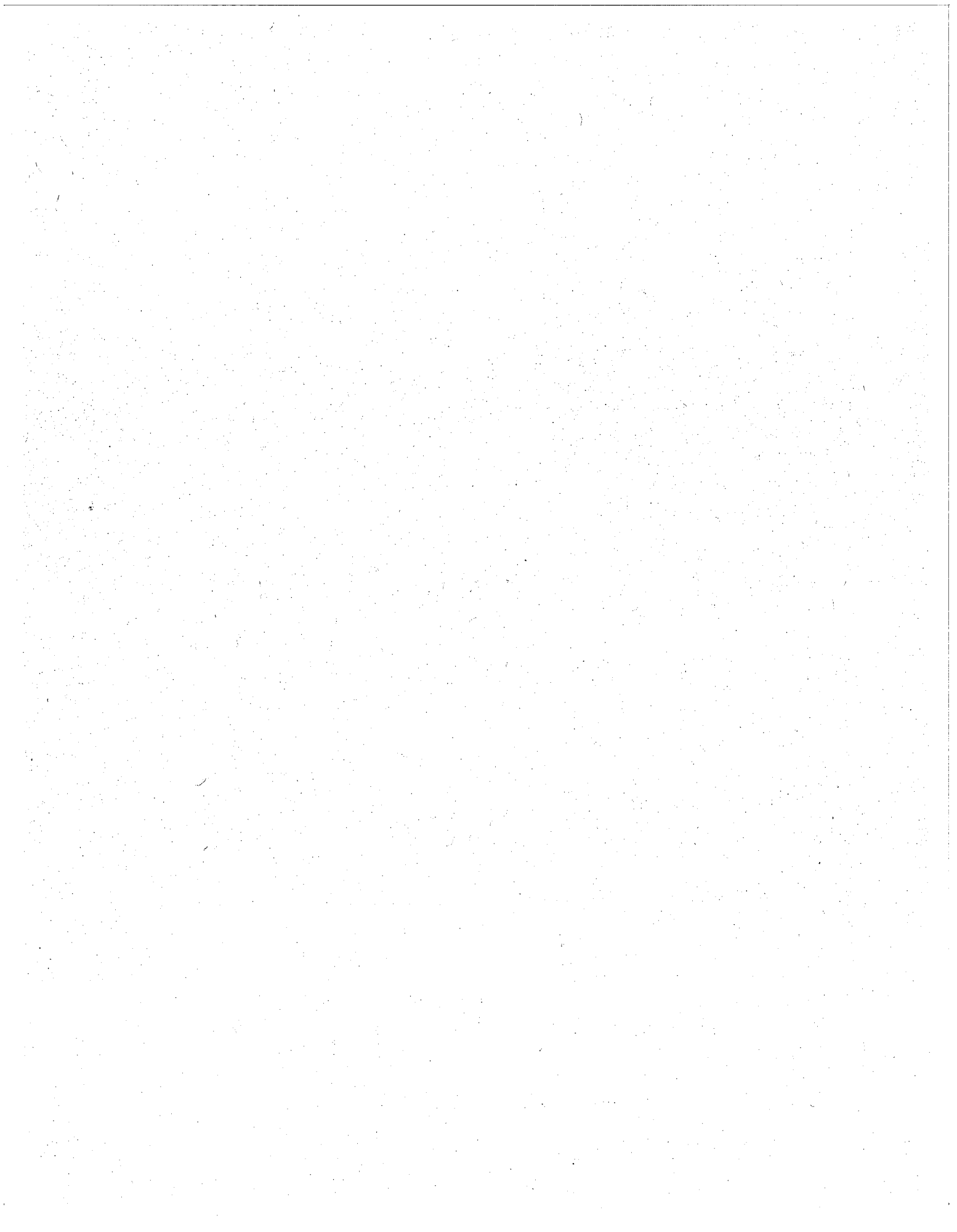
CDL Limitation Placard

MEO40 (1/93)

The CDL placards are arranged in a booklet of 25 pages with 10 placards on each page.

Additional Placarding

Certain CDL items impose performance limitations which are more restrictive than those in the basic FAA approved Airplane Flight Manual. Whenever a CDL item imposes a performance limitation, the associated limitation(s) must be listed on a placard affixed to the instrument panel in clear view of the pilot. When required, the CDL limitations placard should be adjacent to the inoperative equipment placard (ME032).



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.9.1

The Team was unable to locate procedures in EWA manuals describing how an equipment list is maintained. (Reference Order 8300-10, Vol. 2, Chp. 74)

RRXA Response

The original aircraft equipment list is established in the original Douglas Weight and Balance Manual. EWA maintains this equipment list by the means of the accumulative weight program contained in EWA's FAA approved Weight and Balance Manual.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.9.2

The EWA Weight and Balance Manual, Chapter 3, contains the EWA weighing procedures for the Douglas DC-8 and DC- 10 aircraft. In the DC-8 procedures, there is a weighing checklist form ME01 33. It lists items such as Crash Ax, First Aid Kit, Life Raft, Oxygen Masks, PBE's and Smoke Goggles, which must be completed before weighing. This procedure is not called out in the DC-10 weighing procedures.

RRXA Response

EWA's FAA approved Aircraft Weight and Balance Manual, Revision 9, dated October 1, 1998, states "the applicable Weighing Check list will be developed".

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES
MANUAL REVISION SUBMITTAL -- FORM ME059

To: Joe Abramski

The attached manual revision is submitted for your review and acceptance or approval as required. We request that you review the subject revision at your earliest opportunity and return completed form to Emery Worldwide Airlines within ten (10) working days after date of submission. Should you have questions or comments concerning this revision, please do not hesitate to contact this office.

Manual: Aircraft Weight & Balance

Revision Number: 9

Revision Date: 10/1/98

Purpose of Revision:

Please see attached Revision Highlights for purpose of Revision.

Submitted by: ~~Richard F. Michael~~

Date: 9/16/97 ?

FAA

() Accepted

Approved

() Not-Accepted

() Disapproved

Signature: ~~[Signature]~~

Date: 11/3/98

Grounds for disapproval:

RECEIVED

OCT 20 1998

WP-FSDO (SJC)

**EMERY WORLDWIDE AIRLINES
AIRCRAFT WEIGHT AND BALANCE MANUAL**

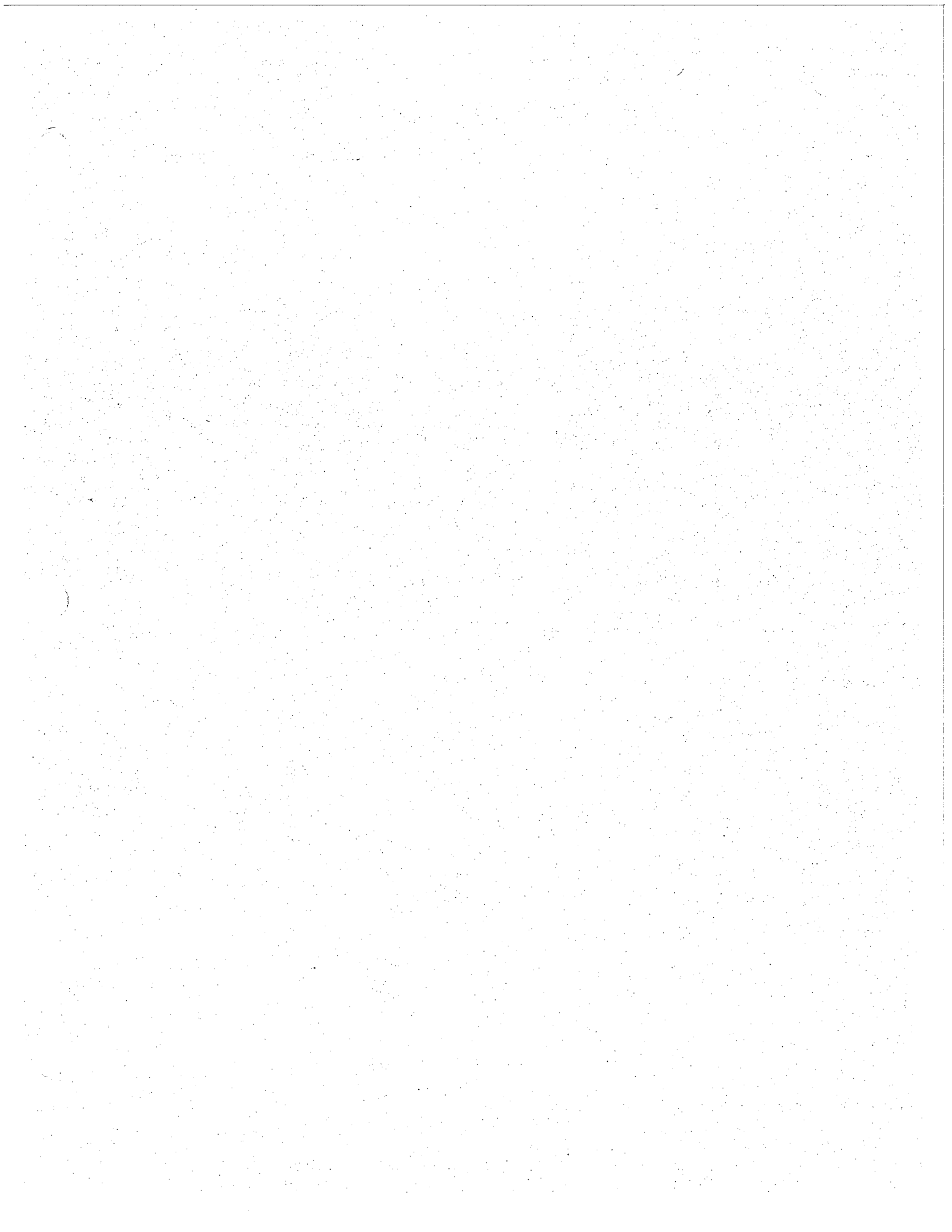
- d. All water systems, including fresh water and waste water systems filled to operating level.
- e. Auxiliary hydraulic reservoir.

**CAUTION: MAKE CERTAIN LANDING GEAR GROUND LOCKPINS
ARE INSTALLED**

- 4. Position the airplane in a protected area; reduce the effect of wind and drafts by closing doors and windows in the area. Shut down blowers, compressors, welders and other equipment which might affect the electronic scales.
- 5. The airplane structure and equipment shall be in exact agreement with the applicable Weighing Check List (to be developed prior to EWA weighing aircraft), authorized shortage sheets and substitution sheets. All airplane equipment items (rugs, divider partitions, galley inserts (when required), seat belts, oxygen masks, etc.) shall be in their normal location.
- 6. All tools, work equipment and trash shall be removed from the airplane prior to weighing.
- 7. Close all airplane doors (entrance, access, inspection, etc.). Check the airplane exterior for interference with work stands and other equipment. All personnel shall be off and clear of the airplane while weighing.
- 8. Adjust the nose gear strut to level the airplane, not to exceed 8 inches from compressed position.

C. Actual Weighing Procedure

- 1. The jacking and weighing sequence.
 - a. Connect weighing kits to power supply and connect cables to cells. Turn on power to kits.
 - b. Position weighing cells on jacks. Position jacks under gear axles (5 places).
 - c. Align ball on axle with recess in weighing cell.
 - d. Operate jacks until each cell is loaded to approximately 5,000 pounds.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.9.3

The Douglas DC-8-63F Weight and Balance Manual, Section 1-4, page 55.01.01, step 2F states "The airplane structure and equipment shall be in exact agreement with the applicable aircraft equipment list. All airplane equipment items shall be in their normal location". EWA weighing procedures do not contain this requirement or any similar procedure to check this.

RRXA Response

EWA's aircraft equipment list is established in the original Douglas Weight and Balance Manual. EWA maintains this equipment list by the means of the accumulative weight program contained in EWA's FAA approved Weight and Balance Manual.

The attached revision will be added to the Weight and Balance Manual to improve this procedure.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES
Request for Manual/Publication Revision

No. 200003115

 ERROR X SUGGESTION FOR CHANGE (check appropriate space) DATE 4-10-00

MANUAL/PUBLICATION TITLE Weight & Balance Manual

CHAPTER/SECTION/PAGE REFERENCE Chapter 3 p 2 PARAGRAPH B.6

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
6. EWA Quality Control ^{Assurance} will insure the applicable Douglas DC-8 airplane equipment list is reviewed and the Repair Facility or Contract Agency performing the job will complete the EWA "Weighing checklist" (ME0133 in Section III of this chapter) prior to weighing the airplane. All airplane equipment items shall be in their normal location.

Name Andrew Porter Signature [Signature]

Station Location RDAY Phone [Redacted]

[Signature]
Manager Approval

Director of Engineering Approval
[Signature]
Director of Quality Control Approval

Director Maint. Approval

- Instructions: 1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Engineering

MRB Approval Required (Check One) YES NO Mgr. Of Reliability _____

**EMERY WORLDWIDE AIRLINES
AIRCRAFT WEIGHT & BALANCE MANUAL**

2. The engines and CSD lubricating oil system, prior to airplane weighing, shall be filled to "Full Level", while the engines are hot.
3. Position airplane in a closed hangar and close doors and windows, shut down blowers, compressors, welding equipment, etc.

CAUTION: MAKE CERTAIN LANDING GEAR GROUND LOCKPINS ARE INSTALLED AND PARKING BRAKES ARE RELEASED.

4. The following miscellaneous fluid containers and systems shall be filled to operating capacity.
 - a. Hydraulic systems, tanks and accumulators.
 - b. Crew and courier portable oxygen cylinders.
 - c. Engine and hand fire-extinguisher bottles.
5. The lavatory drinking water, wash water and waste water tanks and systems shall be filled to operating level.
6. EWA Quality Control/Assurance will insure the applicable Douglas DC-8 airplane equipment list is reviewed and the repair facility or contract agency performing the job will complete the EWA "Weighting Checklist" (MEO133, in section III of this chapter) prior to weighing the airplane. All airplane equipment items shall be in their normal location.
7. All tools, working equipment and trash shall be removed from the airplane prior to weighing.
8. Remove lavatory dry items.
9. Close all airplane doors (entrance, access, inspection, etc.). Check the airplane exterior for interference with work stands and other equipment. All personnel shall be off and clear of the airplane while weighing.

C. Weight Form Utilization

1. The following forms will be used when weighing aircraft, care should be taken to ensure the proper form number is utilized.

<u>Form Number</u>	<u>Aircraft Type</u>	<u>Weight Method</u>
a. MEO109	DC-8F-54	1
b. MEO110	DC-8F-54	2
c. MEO111	DC-8-62/62F	1
d. MEO112	DC-8-62/62F	2
e. MEO113	DC-8-63/63F/73/73F	1
f. MEO114	DC-8-63/63F/73/73F	2
g. MEO115	DC-8-71/71F	1

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AIRCRAFT WEIGHT & BALANCE MANUAL**

2. The engines and CSD lubricating oil system, prior to airplane weighing, shall be filled to "Full Level", while the engines are hot.
3. Position airplane in a closed hangar and close doors and windows, shut down blowers, compressors, welding equipment, etc.

CAUTION: MAKE CERTAIN LANDING GEAR GROUND LOCKPINS ARE INSTALLED AND PARKING BRAKES ARE RELEASED.

4. The following miscellaneous fluid containers and systems shall be filled to operating capacity.
 - a. Hydraulic systems, tanks and accumulators.
 - b. Crew and courier portable oxygen cylinders.
 - c. Engine and hand fire-extinguisher bottles.
5. The lavatory drinking water, wash water and waste water tanks and systems shall be filled to operating level.
6. Complete the "Weighing Checklist" in Section III of this Chapter.
7. All tools, working equipment and trash shall be removed from the airplane prior to weighing.
8. Remove lavatory dry items.
9. Close all airplane doors (entrance, access, inspection, etc.). Check the airplane exterior for interference with work stands and other equipment. All personnel shall be off and clear of the airplane while weighing.

C. Weight Form Utilization

1. The following forms will be used when weighing aircraft, care should be taken to ensure the proper form number is utilized.

<u>Form Number</u>	<u>Aircraft Type</u>	<u>Weight Method</u>
a. MEO109	DC-8F-54	1
b. MEO110	DC-8F-54	2
c. MEO111	DC-8-62/62F	1
d. MEO112	DC-8-62/62F	2
e. MEO113	DC-8-63/63F/73/73F	1
f. MEO114	DC-8-63/63F/73/73F	2
g. MEO115	DC-8-71/71F	1
h. MEO116	DC-8-71/71F	2

**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.9.4

There is no reference to consulting the aircraft equipment list included in chapter 3 weighing procedures.

RRXA Response

EWA's aircraft equipment list is established in the original Douglas Weight and Balance Manual. EWA maintains this equipment list by the means of the accumulative weight program contained in EWA's FAA approved Weight and Balance Manual.

The attached revision will be added to the Weight and Balance Manual to improve this procedure. (See finding 2.9.3)

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.10.1

Log page 8226-25 sign-off for AD states "inspected 993CF I.A.W. EWA work cards". Unable to determine which work cards these were because they did not include the card number in the sign-off.

RRXA Response

The referenced log page reflects the EWA MA AI-5233-04:07 inspection. The mechanic entered this inspection into the log book discrepancy block, and signed-off the accomplishment of this MA in the corrective action block. The reference to the EWA work cards is the MA. (See attachment)

EWA does not consider this to be a finding.

21. MAINTENANCE LOG
02202-46 (2) Jo U.S.A.



Q.C.
10
RRXA

8226-25

ACFT. NO.
N 993CF

TYPE
L-8-6L

FLY	DATE	STATION	BLD	TIME	DEPT	ARRIVAL	DEPART	ARRIVAL	DEPART	ARRIVAL	DEPART	CARGO	MAN			
1	114	12/10/99	RAY	KBM	1159	1341	1747	1227	1332	1705	1911	425	255	X	46378	5564
2																
3																
4																

DEPT. DELAY	TRAIN FLTS.	OL ADD	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #						
1			0	0	0	0			01	D. FENYON	23861					
2									02	T. HANE	35771					
3									03	D. WEEKS	87480					
4																

30
7420
2234

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	#3 ENGINE COMPRESSOR STALL W/ A/I ON DURING CLIMB. OCCURRED ONLY ONCE. ENGINE RAN OK REMAINDER OF FLT	1.	RAN #3 ENG. TO TAKEOFF POWER I.A.W. EWA RUN UP HANDBOOK AND DC8 MM CHPT 71, OPS CHECKS NORMAL WITH ANTI-ICE ON OR OFF.	12-10-99	KBM	81693
2.	P/M	REF DMI #C8226181-4347; "A" IGNITER INOP #3 ENG.	2.	RTRD "A" IGNITER LEAD I.A.W. MM 74-10-0, OPS CHECKS GOOD. THIS CLEARS DMI #C8226181-4347. PLACARDS REMOVED.	12-10-99	KBM	81693
3.	P/M	COMPLY WITH MA AI-5233-04:07, MAIN CARGO DOOR INSP.	3.	COMPLIED WITH MA AI-5233-04:07, MAIN CARGO DOOR INSPECTED I.A.W. EWA WORK CARDS. NO DEFECTS NOTED.	12-10-99	KBM	81693
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	IGNITER LEAD	9059120-1 TH	95400008	9059120-1	99080069	#3 "A"

CHECK/CW	STATION	CERT. NO.	AUTH SIG.	LANDINGS	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.
TRANSIT	KBW 1			22968	22969			
DATE: 12-11-99				61882 47	61883 53			
GMT TIME: 0100Z								
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO: 8317-01			CAPTAIN'S SIGNATURE		

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,

N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: Repetitive inspection required at 150 hour intervals; per FAA's letter of approval, dated 2/4/92 This M.A. cancels AI-5233-08:00</p> <p>Reference: AD 93-20-02, supersedes AD 92-02-05</p>	<p align="center">Work Accomplished</p> <p>Aircraft: _____</p> <p>Date: _____</p> <p>Station: _____</p> <p>Accomp. by: _____</p>
--	---

Approved by [Signature]

Date 11-20-98

Approved by [Signature]

Date 11-20-98

FAA Acceptance N/A

Date _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

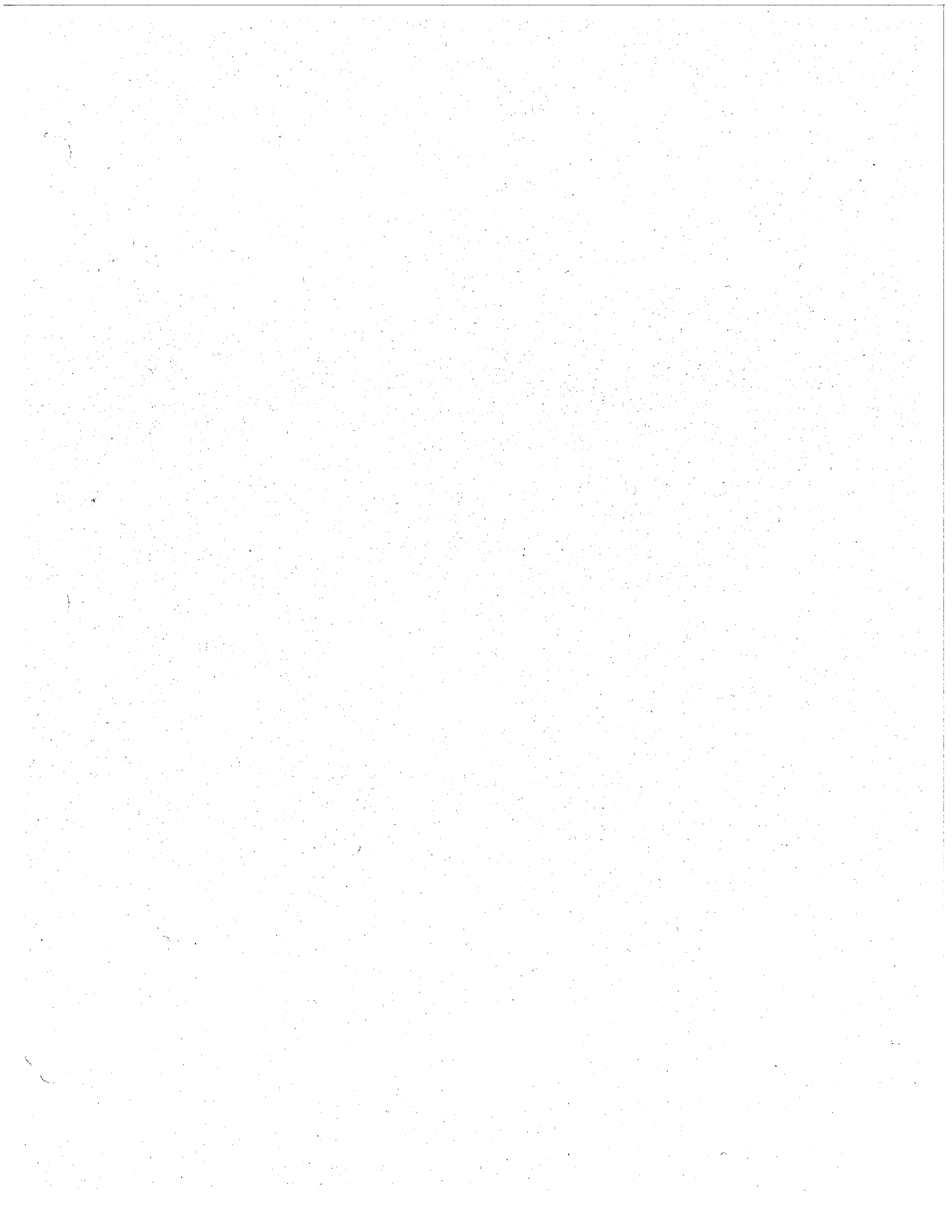
1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chaffed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. _____.

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EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.10.2

Maintenance authorization refers to AMOC 2/4/92 which pertains to a superseded AD-92-02-05. The AMOC refers to a check which is no longer done. Maintenance authorization task code 852 330 #A-1-5233-04/07 refers to AD 93-20-02, which has no letter of AMOC. Current AD requires inspection every 100 hours; yet this inspection is scheduled every 150 hours. AMOC dated 2/47/92 for AD 92-02-05, item A3 authorizes this AMOC to be performed during an "A" Check. EWA no longer performs "A" Checks on the DC-8 fleet. EWA has an AMOC applicable to superseded AD 92-02-05. Unable to find evidence that this AMOC is applicable to the current AD 93-20-02. This applies to N993CF.

RRXA Response

AD 93-20-02 was superseded by AD 92-02-05, and formally addressed by the MA AI-5233-04:07, continuing the repetitive inspection requirement. EWA's AMOC authorizes this inspection per the AD, to be performed every 150 flight hours.

EWA has not exceeded the 150 flight hour inspection interval of this FAA approved AMOC.

This finding does not contain proof of non-compliance with the FAR, therefore EWA does not consider this to be a finding.



May 5, 2000

Mr. Harold Camden
EWA PMI
4240 Airport Rd.
Cincinnati, OH. 45226

Mr. Camden:

Per your request, I contacted the Atlanta Aircraft Certification Office by letter, dated April 17, 2000 (see attachment), concerning the RASIP Finding 2.10.2, requiring additional substantiation to reflect that EWA was in full compliance (see attachment).

I have received a letter today which states that an AMOC is not required for AD 93-20-02.

EWA continues to state, this finding does not contain proof of non-compliance with the FAR, therefore EWA does not consider this to be a finding.

attachments

Sincerely,

Thomas M. Wood
Senior Director Quality Control

cc: Kent Scott
Rene' Visscher

lc



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA
DOE



MAY 1 2000

Mr. Thomas Wood
Senior Director, Quality Control /Assurance
Emery Worldwide Airlines
One Emery Plaza
Vandalia, OH 45377

Dear Mr. Wood:

This letter responds to your letter of April 17, 2000, which requested clarification regarding the requirement for an Alternate Means of Compliance (AMOC) to AD 93-20-02. This AD is applicable to McDonnell-Douglas DC-8 Series aircraft modified by STC's SA1802SO or SA421NM. AD 93-20-02 supersedes AD 92-02-05 and clarifies the reference to certain circuit breakers applicable to the operation of the main deck cargo door. These circuit breakers are required to be deactivated (pulled) prior to flight. AD 93-20-02 does not change the inspection requirements of AD 92-02-05, effective January 21, 1992. An AMOC to AD 92-02-05 was issued to Emery Worldwide by FAA letter dated February 4, 1992.

An AMOC is not required for AD 93-20-02.

Sincerely,

For Paul C. Sconyers
Associate Manager, ACE-117A
Atlanta Aircraft Certification Office



April 17, 2000

Mr. Paul Sconyers
Associate Manager
Small Airplane Directorate
Atlanta Aircraft Certification Office
1895 Phoenix Blvd., Suite 450
Atlanta, GA 30349

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Dear Mr. Sconyers:

This letter is a follow-up to my telephone call Friday, April 14, 2000, with Don Buckley, of your office. Mr. Buckley was familiar with the subject of this letter and was extremely helpful.

Emery Worldwide Airlines (EWA) received a recent FAA question regarding the Alternate Means of Compliance (AMOC) for Airworthiness Directive (A.D.) 92-02-05 that superseded 93-20-02, which EWA received in February 1992. (See attachment)

This FAA Inspector stated that "EWA has an AMOC applicable to superseded A.D. 92-02-05, and is unable to find evidence that this AMOC is applicable to the current A.D. 93-20-02."

EWA's Quality Assurance reviewed the superseded A.D. 92-02-05 differences and incorporated them into our Maintenance Authorization (MA AI-5233-04:07) that performs the inspection. Based on these minor changes, and no direction of the A.D., EWA did not resubmit for another AMOC, as it was not required. (See attachment)

Per my conversation with Mr. Buckley, he concurred that an additional AMOC was not required. In order to close this issue for my Principal Maintenance Inspector, please provide me a letter acknowledging this fact.

If you have any questions, please call me at [REDACTED] please

attachments

Sincerely,

Thomas M. Wood

Senior Director Quality Control/Assurance

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

93-20-02 MCDONNELL DOUGLAS: Amendment 39-8709. Docket 92-NM-220-AD. Supersedes AD 92-02-05, Amendment 39-8141.

Applicability: Model DC-8-61, -62, -63, and -73 series airplanes equipped with a cargo conversion modification installed in accordance with Supplemental Type Certificate (STC) SA1802SO; and Model DC-8-21, -32, -33, and -51 series airplanes equipped with a cargo conversion modification installed in accordance with STC SA421NW; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the cargo door, damage to flight control surfaces, and reduced controllability of the airplane, accomplish the following:

(a) Within 7 days after the effective date of this AD, revise the Limitations Section of the appropriate FAA-approved Airplane Flight Manual Supplement (AFMS) by replacing item 5 in the AFMS for SA1802SO, and item 6 in the AFMS for SA421NW, with the following. (This may be accomplished by inserting a copy of this AD into the AFMS.)

"Prior to initiating the cargo door closing sequence, a flight crew member must verify that the cargo door warning light is illuminated. After the door closing sequence is complete, and visual verification has been made that the latches are closed and the lockpins are properly engaged, a flight crew member must verify that the cargo door warning light is extinguished, and then conduct a PRESS-TO-TEST of the warning light to ensure that the light is operational. Pull the cargo door circuit breakers labeled "pump" and "valve" prior to takeoff. Methods for documentation of compliance with the preceding procedures must be approved by the FAA Principal Maintenance Inspector (PMI)."

(b) Within 7 days after January 21, 1992 (the effective date of AD 92-02-05, Amendment 39-8141), and thereafter at intervals not to exceed 100 hours time-in-service, perform the following inspections:

(1) Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components in accordance with FAA-approved maintenance procedures.

(2) Inspect the cargo door latch rollers in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers can be freely rotated by hand. Prior to further flight, replace any discrepant roller components found, and repair any rollers that cannot be rotated freely by hand, in accordance with FAA-approved maintenance procedures.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), ACE-115A, FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on November 17, 1993.

2 93-20-02

FOR FURTHER INFORMATION CONTACT:

Ozzie Lopez, Aerospace Engineer, Airframe Branch, ACE-120A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Suite 210C, 1669 Phoenix Parkway, Atlanta, Georgia 30349; telephone [REDACTED]

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,
N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92 This M.A. cancels AI-5233-08:00</p> <p>Reference: AD 93-20-02, supersedes AD 92-02-05</p>	<p align="center"><u>Work Accomplished</u></p> <p>Aircraft: _____</p> <p>Date: _____</p> <p>Station: _____</p> <p>Accomp. by: _____</p> <p>_____</p>
--	--

Approved by [Signature] Date 11-20-98

Approved by [Signature] Date 11-20-98

FAA Acceptance N/A Date _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chaffed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. _____

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
Atlanta Aircraft Certification Office
1669 Phoenix Parkway, Suite 210C
Atlanta, Georgia 30349

FEB 4 1992

Mr. Thomas M. Wood
Director, Quality Control
Emery Worldwide Airlines
303 Corporate Center Drive
Vandalia, Ohio 45377

Dear Mr. Wood:

This office has reviewed your January 24, 1992, letter proposing an alternate means of complying with Airworthiness Directive (AD) 92-02-05 for DC-8 aircraft with the cargo door modification in accordance with either STC SA1802SO or SA421NW. We have also reviewed the January 24th Memorandum to Dave Cundy from John Howard pertaining to the same subject. With respect to your proposal, it is not to be considered as a terminating action for the AD. An FAA approved engineering change will be required as a terminating action for the AD.

Item A.1. of your proposal should include a specific procedure to replace the cargo door latch spool bolts. Douglas Service Bulletin No. 53-59 cannot be used as the procedure for an STC door installation. However, your bolt replacement procedure can use the wording of SB 53-59, but not specific reference to it.

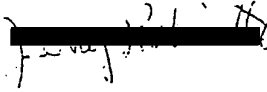
Item A.2. states that Emery's DC-8 Aircraft Operations Manual is being revised to include paragraph (a) of AD 92-02-05. This is acceptable along with a similar change to the Airplane Flight Manual Supplement for the STC, either SA1802SO or SA421NW.

Item A.3. proposes to include the inspections of paragraphs (b)(1) and (2) of AD 92-02-05 in Emery's "A" check for the aircraft. This is acceptable as long as 150 flight hours are not exceeded between "A" checks.

Item B. requests an extension of the compliance time for AD 92-02-05 to February 21, 1992, in order to procure the replacement bolts and nuts for the cargo door latch spools. This

extension is approved only for the cargo door latch spool bolt replacement.

Sincerely,

 (s)

John Tigue, Manager
Atlanta Aircraft
Certification Office

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

93-20-02 MCDONNELL DOUGLAS: Amendment 39-8709. Docket 92-NM-220-AD. Supersedes AD 92-02-05, Amendment 39-8141.

Applicability: Model DC-8-61, -62, -63, and -73 series airplanes equipped with a cargo conversion modification installed in accordance with Supplemental Type Certificate (STC) SA1802SO; and Model DC-8-21, -32, -33, and -51 series airplanes equipped with a cargo conversion modification installed in accordance with STC SA421NW; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the cargo door, damage to flight control surfaces, and reduced controllability of the airplane, accomplish the following:

(a) Within 7 days after the effective date of this AD, revise the Limitations Section of the appropriate FAA-approved Airplane Flight Manual Supplement (AFMS) by replacing item 5 in the AFMS for SA1802SO, and item 6 in the AFMS for SA421NW, with the following. (This may be accomplished by inserting a copy of this AD into the AFMS.)

"Prior to initiating the cargo door closing sequence, a flight crew member must verify that the cargo door warning light is illuminated. After the door closing sequence is complete, and visual verification has been made that the latches are closed and the lockpins are properly engaged, a flight crew member must verify that the cargo door warning light is extinguished, and then conduct a PRESS-TO-TEST of the warning light to ensure that the light is operational. Pull the cargo door circuit breakers labeled "pump" and "valve" prior to takeoff. Methods for documentation of compliance with the preceding procedures must be approved by the FAA Principal Maintenance Inspector (PMI)."

(b) Within 7 days after January 21, 1992 (the effective date of AD 92-02-05, Amendment 39-8141), and thereafter at intervals not to exceed 100 hours time-in-service, perform the following inspections:

(1) Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components in accordance with FAA-approved maintenance procedures.

(2) Inspect the cargo door latch rollers in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers can be freely rotated by hand. Prior to further flight, replace any discrepant roller components found, and repair any rollers that cannot be rotated freely by hand, in accordance with FAA-approved maintenance procedures.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), ACE-115A, FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on November 17, 1993.

MCDONNELL DOUGLAS CORPORATION
 AIRWORTHINESS DIRECTIVE
 LARGE AIRCRAFT

92-02-05 MCDONNELL DOUGLAS: Amendment 39-8141. Docket 91-NM-268-AD.

Applicability: Model DC-8-61, -62, -63, and -73 series airplanes equipped with a cargo conversion modification installed in accordance with Supplemental Type Certificate (STC) SA1802SO; and Model DC-8-21, -32, -33, and -51 series airplanes equipped with a cargo conversion modification installed in accordance with STC SA421NW; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the cargo door, damage to flight control surfaces, and reduced controllability of the airplane, accomplish the following:

(a) Within 7 days after the effective date of this AD, revise the Limitations Section of the appropriate FAA-approved Airplane Flight Manual Supplement (AFMS) by replacing item 5 in the AFMS for SA1802SO, and item 6 in the AFMS for SA421NW, with the following. (This may be accomplished by inserting a copy of this AD into the AFMS.)

"Prior to initiating the cargo door closing sequence, a flight crew member must verify that the cargo door warning light is illuminated. After the door closing sequence is complete, and visual verification has been made that the latches are closed and the lockpins are properly engaged, a flight crew member must verify that the cargo door warning light is extinguished, and then conduct a PRESS-TO-TEST of the warning light to ensure that the light is operational. Pull all cargo door circuit breakers prior to takeoff. Methods for documentation of compliance with the preceding procedures must be approved by the FAA Principal Maintenance Inspector (PMI)."

(b) Within 7 days after the effective date of this AD, and thereafter at intervals not to exceed 100 hours time-in-service, perform the following inspections:

(1) Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components in accordance with FAA-approved maintenance procedures.

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(c) An alternative method of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Atlanta Aircraft Certification Office (ACO), ACE-115A, FAA, Small Airplane Directorate. The request shall be forwarded through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Atlanta ACO.

Superseded by

93-20-02

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.10.3

The Maintenance Policy and Procedures Manual, Chapter 4, para. 9.13. 1, refers to an AD master list. EWA does not maintain a master AD list.

RRXA Response

The reference to a master AD list is taken from the FAA Airworthiness Directive Document, to which EWA uses as a Master AD List to establish our AD control lists consisting of repetitive inspections (computer run) and terminated AD's.

In a proactive spirit, EWA has developed a single document which all applicable AD's can be determined for each aircraft.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.



March 31, 2000

Mr. Harold Camden
Emery Worldwide Airlines PMI
4240 Airport Road
Cincinnati, OH 45226

Dear Mr. Camden:

This letter is in response to Mr. Jim Franklin's letter dated March 3, 2000, received March 8, 2000, and a formal follow-up to our meeting here at Dayton on Monday, March 27, 2000 with Jim Franklin, Edward Jones, yourself and I.

Per Mr. Franklin's letter and our discussion, you have made recommendations regarding how Emery Worldwide Airlines (EWA) presents Airworthiness Directives (ADs) to you for your records review, specifically addressed by your past reviews of aircraft N997GE.

EWA's Maintenance Policy and Procedures Manual (MPP) contain procedures for the compliance of FAR 121.380, "Maintenance Recording Requirements", and specifically address the AD requirement of 121.380,2,vi," the current status of applicable directives, including the date and methods of compliance, and if the airworthiness directive involve recurring action, the time and date when the next action is required".

I have attached the applicable sections of the MPP that address these specific procedures:

1. Chapter 4, Section 1X - Airworthiness Directive Compliance Policy and Procedure FAR 39.
2. Chapter 6, Section 11 - Aircraft Retention Policy & Procedure, specifically item B.4 - Airworthiness Directive Compliance, FAR 121.380.
3. Chapter 6, Section IV. - ADs and Time Control Policy and Procedure, FAR 121.380.

EWA's AD status procedure is in full compliance of FAR 121.380, 2, vi.

In the spirit of being proactive, we have advised you that we are developing a single document process per your recommendation of which all applicable ADs compliance status can be determined. Per your conversation with Edward Jones, Manager Quality Control, this will be complete for aircraft N997GE on Tuesday, April 4, 2000.

The following items were requested for discussion in Mr. Franklin's letter (letter attached).

EWA Response:

1. This recommendation has been addressed in the previous paragraph. EWA will also complete this AD listing on the fleet in a reasonable time.
2. The Douglas Weight & Balance Manual with the equipment list published during the manufacturing process is available for your review.
3. EWA utilizes the FAA AD listing as a single source (see attachment).

I trust this letter will provide you the follow-up you requested in addressing your recommendations.

Sincerely,



Thomas M. Wood
Senior Director Quality Control/Assurance

TMW/bl

Enclosures

cc: René P. Visscher
Edward Jones
Abraham Michael

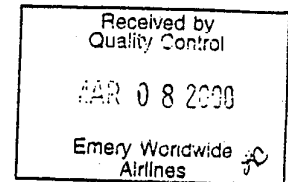


U.S. Department
of Transportation
**Federal Aviation
Administration**

**Flight Standards District Office
4240 Airport Road
Cincinnati, Ohio 45226
(513-533-8110)**

March 3, 2000

**Mr. Tom Wood
Director of Quality Control
One Emery Plaza
Dayton International Airport
Vandalia, Ohio 45377**



Dear Mr. Wood,

During the week of March 3, 2000, Inspector Les Korody, Inspector Larry Sheaffer, and myself conducted a records review of N997GE. This process took up much of the records department's time in research and delivery of N997GE's documents. In some cases, some records were non-existent, incomplete, and not delivered in a acceptable time frame.

At the end of the review, we met with you and discussed these issues and we agreed to work together and come up with a plan, a process, and procedures for records review. This will enable us to review records in a timely manner without occupying the personnel in the records department for hours on end.

The following are issues that we discussed and that need addressing;

- 1. A single document process of which all Applicable Airworthiness Directives Status compliance can be determined.**
- 2. All records such as Aircraft Equipment Lists or any other related document will be available when requested.**
- 3. One defined source for research of Airworthiness Directives Compliance of Emery Aircraft.**

Please respond to the above issues within 30 days of receiving this letter and we will set up a meeting to address the above items.

Sincerely,

**Jim Franklin
Assistant Principal Maintenance Inspector**

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

IX. AIRWORTHINESS DIRECTIVE COMPLIANCE POLICY AND PROCEDURES FAR 39

A. Policy

Airworthiness Directives will be reviewed by the Engineering and Quality Control Departments to determine the applicability of the AD to company equipment and the action to be taken for compliance. Quality Assurance and Engineering will initiate necessary action by providing specific instructions to Maintenance Records, by notifying the Maintenance Department of immediate action requirements, and if the procurement of parts is involved, coordinate with Purchasing. If modification of parts or equipment is involved, Engineering will issue a Engineering Order (EO), as necessary, to comply with the directives.

EMERY WORLDWIDE AIRLINES will not operate a product to which an airworthiness directive applies, except in accordance with the requirements of that airworthiness directive.

B. Procedure

1. All AD notes applicable to company aircraft and equipment will be listed on a master AD list.
2. Maintenance Records will prepare individual aircraft listings for each Airworthiness Directive applicable to the type equipment operated by the Company and add each to the Aircraft AD listing. Necessary paper work to comply with the AD will be prepared and issued.
3. The Maintenance and Inspection Departments or contract agency will comply with instructions from the Quality Control Department for compliance with immediate action AD's and with instructions from Maintenance Records as entered on the Discrepancy Sheets.
4. The mechanic or inspector complying with the specific instructions prepared by Quality Control shall make a statement in the form of the example below when signing-off an AD.

EX: AD 73-01-01 Amendment 2-265 Paragraph C.1, complied with in accordance with DACO S/B 27-22 (or EMERY WORLDWIDE AIRLINES EO number) paragraphs 1-3 by eddy current inspection. No defects noted.

Note: The certificated individual signing-off the AD **MUST ALWAYS** state whether defects were noted or not and the method of compliance!

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

5. Upon compliance with the AD, if it is a one time only inspection, the proper information will be entered in the AD Compliance List. If the AD requires repetitive inspection, the AD compliance information will continue to be maintained on the AD Compliance List, and the AD will be entered on the EMERY WORLDWIDE AIRLINES Aircraft Maintenance Forecast as well. The forecast will insure proper monitoring of the next due date for repetitive inspection.

Repetitive AD's with an inspection interval compatible with existing check periods may be incorporated into the appropriate check package (A, B, C, or D check) by the Quality Control Department. The AD number will be referenced in the summary of tasks completed within the inspection.

6. Quality Assurance will review all completed ADs for completeness. Terminated ADs will be filed in the applicable aircraft Terminated AD Manual. Repetitive ADs will be filed in the aircraft records repetitive file.
7. See Chapter 3, "Maintenance Control Work Request Form Procedure" for additional procedure on log page entries when performing A.D.'s.
8. See Chapter 6, "ADs and Time Control Policy and Procedure" for additional procedure control.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

II. AIRCRAFT RECORDS RETENTION POLICY AND PROCEDURES FAR 121.380
and 121.380a

A. Policy

All records of maintenance, preventive maintenance, alterations, repairs, Airworthiness Directive compliance and flight and maintenance log books will be retained as set forth herein.

B. Procedure

EMERY WORLDWIDE AIRLINES will make all required maintenance records, to be kept by the Aircraft Records Section, available for inspection by the FAA or an authorized representative of the NTSB. Making available does not necessarily constitute performing research functions. Any research requested will be directed to the Director of Quality Control or his designee.

1. Aircraft Maintenance Logs, Airworthiness Release Records, DMI-MEL Records/Non-Routines.

The Aircraft Maintenance Log (log page), and any other documentation that supports an Airworthiness Release, including DMI/MEL records, will be retained for a one (1) year period. If the Log Page/Non-Routine contains the sole sign-off for an AD, it will be retained permanently if the AD is terminated or until re-complied with if the AD is repetitive.

If after twenty (20) days, following the Aircraft Maintenance Log page date, the original "white" Aircraft Maintenance Log page has not been received by Aircraft Records and all reasonable efforts have been expended to retrieve it, then the Aircraft Maintenance Log page "pink" carbonless reproduction (NCR), will be authenticated by Quality Control and be retained by Aircraft Records as an official substitute for the original "white" Aircraft Maintenance Log page.

2. Component/Part Tags (maintenance release)

a. Hard Time Component/Part Tags for new/overhaul/hydrostatic test will be retained until next overhaul/hydrostatic test or the component/part is disposed of.

b. Non hard time rotatable Component/Part Tags will be retained until the component/part is superseded (removed and replaced) or unit is disposed of.

3. Master Log, Airframe Limit Report, AD Compliance Record, and Major Alteration Listing

The EMERY WORLDWIDE AIRLINES reports listed under this heading, meet the requirements of FAR 121.380a (2)(i) through (vii) (SEE NEXT PAGE FOR FURTHER CLARIFICATION REGARDING AD'S).

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

4. Airworthiness Directive Compliance

There are two (2) documents pertaining to AD's: the repetitive inspection documents and the terminated AD Records. The repetitive inspection documents will be retained until the inspection is re-complied with. The terminated AD Records showing the current status of the AD, including the method of compliance, date of compliance, and who performed the work will be permanently retained and transferred with the aircraft at the time it is sold or the termination of the lease.

5. Overhaul Records for Hard Time Components/Parts

The records of the last complete overhaul of each airframe, engine, component/part, and appliance shall be retained until the work is superseded by work of equivalent scope and detail, or the aircraft, engine or component/part is no longer in EMERY WORLDWIDE AIRLINES Inventory.

Note: Components/parts repaired and continued time will require record retention until complete overhaul is performed.

6. Teardown and Repair Reports

The component/part teardown and/or repair reports from vendors, will be reviewed for continuing analysis and surveillance data and kept on file for a period of one (1) year, or until overhauled, or the component/part is no longer in EMERY WORLDWIDE AIRLINES inventory.

7. Vendor/Repair Station/Shop Work Orders for hard time components/parts will be retained until the next overhaul of the component/part.

8. Inspections

There are two (2) documents pertaining to aircraft inspections: the actual sign-off document and the inspection record (EMERY WORLDWIDE AIRLINES Airframe Limit Report). The actual sign-off document may be discarded upon re-compliance of the inspection, the inspection is superseded by a higher inspection, or one (1) year has elapsed after the work was performed. The sign-off document includes, but is not limited to: Routine Inspection Cards (including SID related inspections), Routine Check Cards (Service, A, B, C, D, etc.), Non-Scheduled Inspections (overweight landing, etc.).

The Inspection Record (EWA Airframe Limit Report) contains the information required by FAR 121.380 (a)(2)(v) as referenced in this section.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

IV. ADs AND TIME CONTROL POLICY AND PROCEDURE

FAR 121.380

A. Policy

A complete Time Control File System for all accessories and components, as required by the Operations Specifications shown in the Maintenance Operations Specification Manual is kept by Aircraft Records. An EMERY WORLDWIDE AIRLINES Part Change Tag (Serviceable Tags) or contract air carrier's Serviceable Tag must be kept on file for each of these items current on the aircraft.

1. In addition, files are maintained on some emergency equipment items that cannot be readily maintained by the inspection requirements of the various aircraft service forms. Serviceable tags are not required for these items as the file alone controls the inspection of the item in accordance with the Operations Specifications. An EMERY WORLDWIDE AIRLINES emergency equipment tag is used on these items where applicable.
2. All other emergency equipment items have inspection requirements in the aircraft services that adequately control the time limitations of the Operations Specifications. An EMERY WORLDWIDE AIRLINES emergency equipment tag is used on all of this equipment.

B. Procedure

1. Aircraft Records will provide on a monthly basis, an "Aircraft Maintenance Inspection Forecast."

The forecast consists of:

- a. Inspection Program
- b. Repetitive Airworthiness Directives
 - (1) Airframe
 - (2) Power Plant
- c. Time Controlled Components
- d. JT3D/CFM 56 Engine Limiter Forecast

It is the responsibility of Production Planning to inform the Maintenance and Inspection Departments when the aircraft and/or Power Plant and their respective accessories and/or components are due for either inspection, time removal, AD note compliance, aircraft weighing, etc.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

2. Prior to each major service, all applicable records will be checked to see which special checks, services, time changes, etc., must be complied with prior to the next regularly scheduled major service. These items are recorded on the Aircraft Maintenance Inspection Forecast (see page 10, this chapter).

When the completed paperwork returns to the Aircraft Records Section that shows satisfactory compliance of the required time change, inspection, etc., proper entries will be made to the applicable file and the paperwork properly filed. Quality Control will perform audits of all paperwork received, prior to filing in the aircraft records.

3. EMERY WORLDWIDE AIRLINES current method of maintaining the a) total time in service of the airframe, b) the current status of life-limited parts of each airframe, engine and appliance, c) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis, d) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained, and e) the current status of applicable Airworthiness Directives, including the method of compliance is by automated means.

The following reports either in combination or stand-alone will provide the audit trails back to original paperwork or vendor references necessary to maintain the information required by a Continuing Analysis and Surveillance program as well as the requirements of FAR 121.380 as stated in the previous paragraphs.

Emery Worldwide Airlines Aircraft Maintenance Inspection

ATA Chapter
Nomenclature
Part number or Inspection Identifier/AD number (for repetitive AD's)
Serial Number
Position
Inspection Interval
Aircraft Time at installation
Due date
Time Remaining
Days remaining
Time since Overhaul
Due Date forecast on current utilization

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

Part List

Date of installation
ATA chapter
Part number
Nomenclature
Serial number on
Serial number off
Pos
Vendor

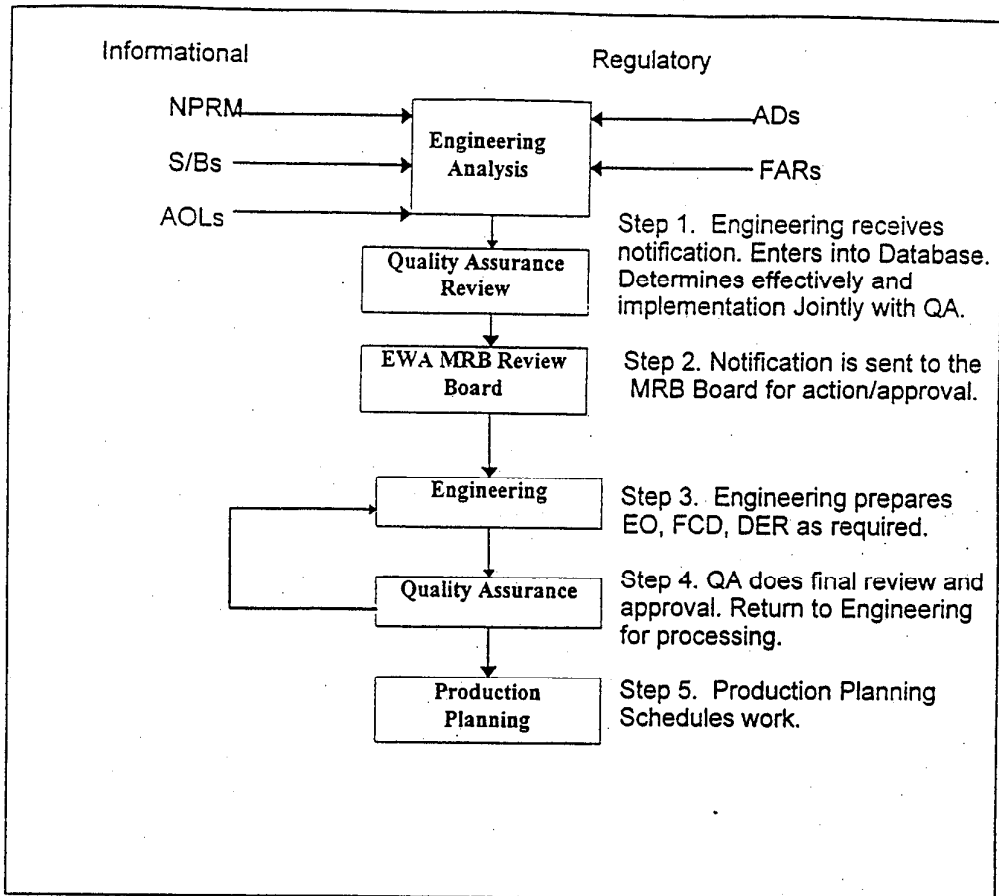
AD Compliance Record

Aircraft or engine
AD number and amendment number
Description of AD
Method of compliance
Date of compliance
Name of individual/repair agency performing compliance work

4. The Engineering Department and the Manager of Quality Assurance will research and review all newly released ADs, Alert Service Bulletins, and other mandatory documents for their applicabilities to the EWA operated aircraft and power plants and to integrate same into the maintenance program by EO or other designated M.P.P. procedure. All applicable revisions, additions or deletions to the maintenance program will be transmitted to the Manager of Aircraft Records and Manager of Production Planning by means of "Maintenance Review Transmittal Sheet (ME078)".

This procedure is shown by a flow chart to reflect the process steps that involve several sections of the Technical Services Department.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL



C. Airframe Limit Report Open Status Procedure

1. The Aircraft Record Section will maintain a monthly fleet Airframe Limit Report open status. All updates to the Maintenance Transaction File will be noted on the report by a pen and ink change.
2. At the end of each month, a designated records person will check the pen and ink changes against the hard copy file paperwork/log pages to verify the task performed, date, hours, cycles etc.
3. At the completion of the Records file verification, the reports will be forwarded to Quality Control. A Quality Control Inspector will perform a sample audit of the updates. At the completion of this audit, the reports will be discarded.

AIRWORTHINESS DIRECTIVE COMPLIANCE LIST

Name:		N: Ser.No.:					
AD NO. & Rev. Date	Subject	Date & Hours at Compliance	Method of Compliance	One- [time [urring]	Rec- [Due Date	Next Compl Due Date	Auth. Sig. and Number

Aviation Computer Media, Inc.
Summary of
Airworthiness Directives

Large Aircraft

U.S. Dept. of Transportation - Federal Aviation Administration

Last Bi-Weekly Update: 2000-05 March 22, 2000

- [What's New](#)
- [Go to Index](#)
- [Search AD Text](#)
- [Bulletin Board](#) (1)
- [How to do a Search...](#)

* You have scrolled past the last selectable item. Please press PgUp until the start-up screen is visible.

HOW TO DO A SEARCH

In order to do a complete and accurate AD Search for any aircraft, ACM recommends the following:

Print out the **AD Search Information Form** and fill in the appropriate information from aircraft records and/or log books. NOTE: is for print out only – it cannot be typed into on the screen. (FAA recommends consulting the type certificate for that aircraft before beginning an AD search).

[View/Print Form](#)

AIRWORTHINESS DIRECTIVE COMPLIANCE LIST

Name:		N:	
		Ser.No.:	
AD NO. & Rev. Date	Subject	Date & Hours at Compliance	Method of Compliance
		One-time	Recurring
		Next Due Date	Next Compliance
		Auth. Sig. and Number	

CFM INTERNATIONAL

CFM56-2		E2GL	
84-26-03			
89-23-06 R1	No. 3 bearing failure		
96-18-16	LCF failure of LPTR		
98-07-02	HPCR stage 1-2 spool		
98-12-32	HPTR disks		
99-08-16	ESM Time Limits Section revision		

CFM56-2A			
96-18-16	LCF failure of LPTR		
98-12-32	HPTR disks		
99-08-16	ESM Time Limits Section revision		

CFM56-2B			
96-18-16	LCF failure of LPTR		
98-12-32	HPTR disks		
99-08-16	ESM Time Limits Section revision		

CFM56-3		E2GL	
86-08-05 R1			
89-23-06 R1	No. 3 bearing failure		
89-13-51	Superseded by 96-25-11		
90-20-13			
91-02-10			
96-18-16	LCF failure of LPTR		
96-25-11	Fan blade failure		
97-08-01	LCF fan disk failure		
T97-25-51	Superseded by 98-10-11		
98-07-02	HPCR stage 1-2 spool		
98-10-11	AGB gearshaft failure		
98-12-32	HPTR disks		
98-19-10	(AGB) starter gearshaft		
99-08-16	ESM Time Limits Section revision		

CFM56-3B			
89-23-06 R1	No. 3 bearing failure		
96-18-16	LCF failure of LPTR		

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.10.4

The Maintenance Policy and Procedures Manual, Chapter 4, para. 9.13.5, states that EWA will maintain an AD compliance list. EWA does not have an AD compliance list.

RRXA Response

The reference to a master AD list is taken from the FAA Airworthiness Directive Document, to which EWA uses as a Master AD List to establish our AD control lists consisting of repetitive inspections (computer run) and terminated AD's.

In a proactive spirit, EWA has developed a single document which all applicable AD's can be determined for each aircraft. (See finding 2.10.3)

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.10.5

AD 94-06-10 states a maximum brake wear limit of 0.5 inches for part number 154252.1. Emery Inspection service check page 3 of 8 states a maximum pin depth of 0.625 inches. This exceeds the AD limit by 0.125 inches. (Emery stated that they had support documentation to support their published limit and would make it available to the team. This was not supplied to the team.)

RRXA Response

EWA DC-8 brake wear limits are in accordance with the manufacturer, Allied Signal, Service Bulletin No. 2601412-32-001 and Bendix Aircraft Brake and Strut Division Component Maintenance Manual. This is also provided in the Douglas Maintenance Manual 32-116, dated February 8, 1994, that incorporated the EWA limits. See attached letter correspondence from the FAA, Joseph Abramski.

This finding does not contain proof of non-compliance with the FAR, therefore EWA does not consider this to be a finding.



U.S. Department
of Transportation
**Federal Aviation
Administration**

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7681
FAX: (408) 279-5448

October 20, 1998

File Number: 99WP150001

Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Scott:

On October 9, 1998, you were advised that the Federal Aviation Administration was investigating a possible violation of Federal Aviation Regulation 39.3, relative to Airworthiness Directive 94-06-10.

This letter is to inform you that our investigation has not established a violation of the Federal Aviation Regulations, and you may consider the matter closed.

Sincerely,

ORIGINAL SIGNED BY 

Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA ✓



U.S. Department
of Transportation
Federal Aviation
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October 9, 1998

File Number: 99WP150001

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

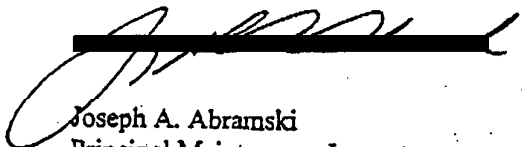
Dear Mr. Scott:

On October 1, 1998, while conducting a review of the proposed DC-8 aircraft lower level maintenance program inspection checks for Emery Worldwide Airlines, Inc., the holder of Air Carrier Certificate Number RRXA558B, Certificate Holding District Office (CHDO) inspectors discovered that the main landing gear brake wear service limit specifications as stated within the proposed maintenance program, were not in compliance to the specifications as required by Airworthiness Directive (AD) 94-06-10. Additionally, a review of current and historical EWA maintenance program work cards and related documents revealed that the EWA brake wear limit specifications stated therein, have not been in compliance with the referenced AD specifications.

The FAA Los Angeles Certification Office (ACO) was consulted on this matter and concurred with our findings, in addition to verifying that an approved alternative method of compliance for EWA regarding this AD is absent.

This letter is to inform you that Emery Worldwide Airlines Inc. may be in violation of Federal Aviation Regulation (FAR) 39.3, and that this matter is under investigation by the Federal Aviation Administration. We offer to you the opportunity to submit a written statement to this office regarding this matter, which should be accomplished within ten (10) working days following receipt this letter. Your response should contain all pertinent facts and extenuating or mitigating circumstances that you believe may have a bearing on this matter. Should you elect not to respond within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Abranski', is written over a thick black horizontal redaction bar.

Joseph A. Abranski
Principal Maintenance Inspector

Enclosure
Airworthiness Directive 94-06-10

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA

**EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)**

Finding 2.10.5

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President & Chief Operating Officer
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Sincerely,

ORIGINAL SIGNED BY 

Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA ✓



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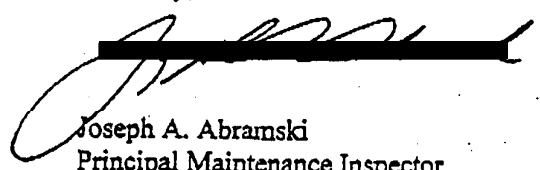
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Sincerely,



A handwritten signature in black ink, which has been partially obscured by a thick black horizontal bar. The signature appears to be 'Joseph A. Abramski'.

Joseph A. Abramski
Principal Maintenance Inspector

Enclosure
Airworthiness Directive 94-06-10

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA

94-06-10

MCDONNELL DOUGLAS

Amendment 39-8857

Docket 93-NM-163-AD

Supersedes AD 93-09-10, Amendment 39-8576.

Applicability: All Model DC-8 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the loss of main landing gear braking effectiveness, accomplish the following:

- (a) Within 180 days after June 21, 1993 (the effective date of AD 93-09-10, Amendment 39-8576), inspect the main landing gear brakes having the part numbers indicated below to determine wear. Any brake worn more than the maximum wear limit specified below must be replaced, prior to further flight, with a brake that is within this limit.

Douglas Brake Part Number	Bendix Part Number	Maximum Wear Limit (inches)
5610206-5001	150787-1	0.7
	150787-2	0.7
5713612-5001	151882-1	0.7
	151882-2	0.7
5773335-5001	154252-1	0.5
	154252-2	0.5
5773335-5501		
5759262-5001	2601412-1	0.5
	2601412-2*	0.75

* Brakes having this part number include part number 2601412-1 brakes that have been modified and permanently marked in accordance with McDonnell Douglas Service Bulletin 32-181, Revision 2, dated August 25, 1993.

- (b) Within 180 days after June 21, 1993, incorporate the maximum brake wear limits specified in paragraph (a) of this AD into the FAA-approved maintenance inspection program.
- (c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

- (d) Special flight permits may be issued in accordance with **Federal Aviation Regulations (FAR) 21.197 and 21.199** to operate the airplane to a location where the requirements of this AD can be accomplished.
- (e) This amendment becomes effective on **April 15, 1994**.

FOR FURTHER INFORMATION CONTACT:

Andrew Gfrerer, Aerospace Engineer, Systems and Equipment Branch, ANM-131L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5338; fax (310) 988-5210.

EMERY
WORLDWIDE
AIRLINES

October 13, 1998

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This is the second letter in response to your letter of investigation, file number 99WP15001, dated October 9, 1998, as promised in my first letter faxed to your office October 12, 1998.

Emery Worldwide Airlines (EWA) compliance of Airworthiness Directive (AD) 94-06-10.

- 1) The maximum brake wear pin depth limit was taken from the Allied Signal Service Bulletin No. 2601412-32-001 and Bendix Aircraft Brake and Strut Division Component Maintenance Manual. (See Attachment)

In addition to the letter I faxed to you October 12, 1998 from Sean Wetzel of Allied Signal dated October 10, 1998, I have enclosed an additional letter from him, dated October 13, 1998 that provides an explanation on the wear limits.

- 2) Douglas published a Temporary Revision to the Maintenance Manual 32-116, dated February 8, 1994 that incorporated these limits (see attachment).

The attached Douglas and OEM data provides you the technical data to substantiate EWA's Maximum Brake Pin Depth as incorporated in our inspection program that meets compliance of the subject AD.

Based on this submitted technical data, EWA requests this letter of investigation be closed with no action.

Please call if I can be of further assistance in this matter.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachment

cc: Kent Scott
Rene Visscher

EMERY
WORLDWIDE
AIRLINES

October 12, 1998

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter represents an immediate initial response to your letter of investigation, file number 99WP150001, dated October 9, 1998 to Mr. Kent Scott that I received today by fax from your office.

Mr. Edward Jones, Manager of Quality Control discussed this issue with you last week in detail, providing you substantiation that Emery Worldwide Airlines (EWA) is in compliance with the Airworthiness Directive (AD) 94-06-10, and in some cases more restrictive.

I will fax you today the Douglas Maintenance Manual instructions and correspondence from the Original Equipment Manufacturer (OEM) that substantiates EWA's compliance of the subject AD.

I am disappointed that you did not address this subject with me and it was not resolved by the means of the telephone and fax.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

cc: Kent Scott
Rene Visscher



U.S. Department
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FAX: (408) 279-5448

October 20, 1998

File Number: 99WP150001

Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Scott:

On October 9, 1998, you were advised that the Federal Aviation Administration was investigating a possible violation of Federal Aviation Regulation 39.3, relative to Airworthiness Directive 94-06-10.

This letter is to inform you that our investigation has not established a violation of the Federal Aviation Regulations, and you may consider the matter closed.

Sincerely,

ORIGINAL SIGNED BY 

Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA ✓



U.S. Department
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October 15, 1998

Mr. Thomas M. Wood
Director, Quality Control
Emery Worldwide Airlines, Inc.
303 Corporate Center Drive
Vandalia, OH 45377

Dear Mr. Wood:

Thank you for your letters dated October 12, 1998, and October 13, 1998, in response to the Letter of Investigation, 99WP150001, dated October 9, 1998, regarding compliance to Airworthiness Directive (AD) 94-06-10.

In reviewing your letters, several issues require redress by the undersigned.

1) Your letter dated October 12, 1998:

- (a) Clarification from our perspective regarding your second paragraph is required because detailed substantiation of Emery Worldwide Airlines (EWA) AD compliance was not satisfactory as stated by myself during a telecon on October 8, 1998, to both Mr. Edward Jones, Manager of Quality Assurance, and Mr. Ron Moody, Quality Assurance Representative.

The documentation reviewed during that telecon consisted of Airworthiness Directive (AD) 94-06-10; McDonnell Douglas Service Bulletin 32-181, Revision 3; EWA Maintenance Service Letter (MSL) NO. 93-26; the proposed and current EWA Inspection Procedures Manual brake wear limits.

The AD references eight (8) Bendix main landing gear brake part numbers for the DC-8 aircraft; three (3) of which are utilized on EWA's DC-8 fleet of aircraft. They are part numbers 154252-2; 2601412-1; and 2601412-2. Of those part numbers, the McDonnell Douglas Service Bulletin 32-181, Revision 3, as referenced in the AD, provides empirical substantiating data for achieving wear limits only on part number 2601412-2. The EWA MSL NO. 93-26 is not material to the issue of substantiation since it references obsolete AD 93-09-10 (superseded by the subject AD); and does not reference source documents that may have proved beneficial to resolving the issue. A revision to the MSL for currency appears to be in order.

No other EWA or vendor documents were proffered as substantiating references in support of EWA's stated brake wear limits during this telecon. At the conclusion of the telecon, Mr. Jones stated that he would consult with Allied Signal in obtaining the necessary supporting documentation for part numbers 154252-2 and 2601412-1,

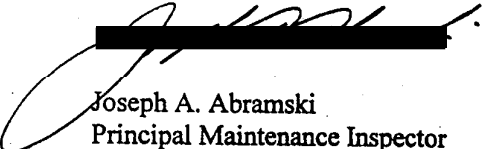
and we collectively agreed that our telecon on this matter would resume on October 9, 1998. Mr. Jones was informed by the undersigned at the time, that I would FAX the Los Angeles Aircraft Certification Office opinion regarding this issue; to which was complied with immediately thereafter.

Unfortunately however, our scheduled telecon of October 9, 1998, did not resume as anticipated. At the conclusion of that business day, I attempted to telephone both Mr. Jones first, then yourself, in order to elicit an update on the issue. Failing such contact, I telephoned Mr. Rene P. Visscher, Vice President of EWA Technical Services, and thereby verbally apprised him of the issue and situation.

- (b) In addressing your last paragraph which states your "disappointment"; please reference your letter dated September 14, 1998, (attached), wherein you have specifically delegated to Mr. Edward Jones, in paragraphs two and last, the responsibility as liaison in all matters regarding the submitted lower maintenance check program revision. Since the AD is a part of that program change, the matter was directed to your delegate; who as I understand, briefed you on October 9, 1998.
- 2) Your letter dated October 13, 1998, and accompanying documentation from ISO Engineer Mr. Sean Wetzel of Allied Signal Aerospace, also dated October 13, 1998, and the Douglas Aircraft Company Maintenance Manual Temporary Revision dated February 8, 1994, provides appropriate data in support of EWA's DC-8 main landing gear brake wear limit specifications. It is suggested that EWA incorporate this data as part of a consolidated source document in concert with the provisions of AD 94-06-10 for future reference.

In essence, closure is anticipated regarding this issue. Should you have any questions, please call at your convenience.

Sincerely,


Joseph A. Abramski
Principal Maintenance Inspector

Enclosures

cc: Kent Scott - EWA
Rene Visscher - EWA



October 12, 1998

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter represents an immediate initial response to your letter of investigation, file number 99WP150001, dated October 9, 1998 to Mr. Kent Scott that I received today by fax from your office.

Mr. Edward Jones, Manager of Quality Control discussed this issue with you last week in detail, providing you substantiation that Emery Worldwide Airlines (EWA) is in compliance with the Airworthiness Directive (AD) 94-06-10, and in some cases more restrictive.

I will fax you today the Douglas Maintenance Manual instructions and correspondence from the Original Equipment Manufacturer (OEM) that substantiates EWA's compliance of the subject AD.

I am disappointed that you did not address this subject with me and it was not resolved by the means of the telephone and fax.

Sincerely,

Thomas M. Wood
Director Quality Control

TMW/re

cc: Kent Scott
Rene Visscher

94-06-10

McDONNELL DOUGLAS

Amendment 39-8857

Docket 93-NM-163-AD

Supersedes AD 93-09-10, Amendment 39-8576.

Applicability: All Model DC-8 series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the loss of main landing gear braking effectiveness, accomplish the following:

- (a) Within 180 days after June 21, 1993 (the effective date of AD 93-09-10, Amendment 39-8576), inspect the main landing gear brakes having the part numbers indicated below to determine wear. Any brake worn more than the maximum wear limit specified below must be replaced, prior to further flight, with a brake that is within this limit.

Douglas Brake Part Number	Bendix Part Number	Maximum Wear Limit (inches)
5610206-5001	150787-1	0.7
	150787-2	0.7
5713612-5001	151882-1	0.7
	151882-2	0.7
5773335-5001	154252-1	0.5
5773335-5501	154252-2	0.5
5759262-5001	2601412-1	0.5
	2601412-2*	0.75

* Brakes having this part number include part number 2601412-1 brakes that have been modified and permanently marked in accordance with McDonnell Douglas Service Bulletin 32-181, Revision 2, dated August 25, 1993.

- (b) Within 180 days after June 21, 1993, incorporate the maximum brake wear limits specified in paragraph (a) of this AD into the FAA-approved maintenance inspection program.

An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

- (d) Special flight permits may be issued in accordance with **Federal Aviation Regulations (FAR) 21.197 and 21.199** to operate the airplane to a location where the requirements of this AD can be accomplished.
- (e) This amendment becomes effective on April 15, 1994.

FOR FURTHER INFORMATION CONTACT:

Andrew Gfrerer, Aerospace Engineer, Systems and Equipment Branch, ANM-131L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5338; fax (310) 988-5210.

Lee

MCDONNELL DOUGLAS

Douglas Aircraft Company

93FAA-C1-L42-4549
August 3, 1993
ATA 32

DC-8

To: Federal Aviation Administration
Northwest Mountain Region
Los Angeles Aircraft Certification Office
3229 East Spring Street
Long Beach, California 90806-2425

Attention: Manager, ANM-100L

Subject: DC-8 Service Bulletin 32-181, Revision 2, entitled, "LANDING GEAR -
Wheels and Brakes - Modify Brake Wear Pin Range"

— This service bulletin is provided for your information. These data have been examined in accordance with established procedures by our Designated Engineering Representative and FAA Form 8110-3 indicating approval is attached.

X This service bulletin is provided for your review and approval. These data have been examined in accordance with established procedures by our Designated Engineering Representative and FAA Form 8110-3 recommending approval is attached.

→ X An alternate means of compliance to AD 93-09-10, Amendment 39-8576 is requested.

— This service bulletin is provided for your information. It was approved by your office on _____.



D. Almodovar
Product Support, Airworthiness

Attachment A
Enclosure A

RECEIVED
Los Angeles Area Office
AUG - 4 1993

122 MSL
Action 122
Data_Area _____
File_Code _____

93-4549
ATTACHMENT A

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE
7/30/93

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE McDonnell Douglas	MODEL NO. DC-8	TYPE (Airplane, Rotor, Helicopter, etc.) Airplane	NAME OF APPLICANT McDonnell Douglas Corp.

LIST OF DATA

IDENTIFICATION	TITLE
	<p>DC-8 Service Bulletin 32-181 entitled, "LANDING GEAR - Wheels and Brakes - Modify Brake Wear Pin Range," dated October 29/92; Revision 2 dated</p> <div data-bbox="787 546 1242 945" data-label="Complex-Block"> <p>FEDERAL AVIATION ADMINISTRATION LOS ANGELES AREA AIRCRAFT CERTIFICATION OFFICE</p> <p>Data Acknowledgement/Approval</p> <p>Your Letter Ident: <u>93-4549</u> Date: <u>8/3/93</u></p> <p>Your 8110-3 Dated: <u>7/30/93</u></p> <p><input type="checkbox"/> DER "Approved" Data Accepted.</p> <p><input type="checkbox"/> DER "Recommended Approval" Data Being Reviewed.</p> <p><input checked="" type="checkbox"/> DER "Recommended Approval" Data Approved.</p> <p>FAA Approvals:</p> <p>Office: <u>ANA-131</u> Date: <u>8/24/93</u> Engineer: <u>[Signature]</u></p> </div> <p>NOTE: This change has no approved production equivalent.</p>

PURPOSE OF DATA
To provide description and accomplishment instructions for S/B 32-181 R2.

APPLICABLE REQUIREMENTS (List specific sections)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore Recommend approval of these data
 Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
<u>[Signature]</u>	<u>NM-819</u>	Struct., S&E, PP
Vernon O. Brinkmann		

**DOUGLAS AIRCRAFT COMPANY
MCDONNELL DOUGLAS**

DC-8

P.O. Box 1771
Long Beach, CA
90801

93-4549
ENCLOSURE A

BULLETIN 32-181

SERVICE BULLETIN

LANDING GEAR - Wheels and Brakes - Modify Brake Wear Pin Range.

NOTE

This Service Bulletin is affected by Federal Aviation Administration Airworthiness Directive No. 93-09-10; Amendment 39-8576, effective June 21, 1993.

This Service Bulletin affects DC-8 aircraft factory serial numbers 45901, 45903, 45909, 45910, 45924, 45926 thru 45929, 45931, 45936, 45960, 45961, 45966 thru 45969, 45986, 45988 thru 45991, 45999 thru 46004, 46006 thru 46008, 46019, 46027, 46033 thru 46036, 46041, 46042, 46044 thru 46047, 46049, 46051 thru 46054, 46059, 46061 thru 46063, 46067 thru 46071, 46073 thru 46076, 46079 thru 46082, 46084 thru 46095, 46097, 46098, 46100, 46101, 46103, 46104, 46106, 46108 thru 46113, 46115 thru 46117, 46121 thru 46126, 46132, 46133, 46135 thru 46137, 46140 thru 46143, 46145, 46147, 46149, 46151, 46153 thru 46155, 46162, and 46163.

(Manufacturer's fuselage numbers 286, 293, 307, 311, 323, 327, 334, 344, 347, 361, 367, 371, 375, 377, 379, 380, 385, 386, 389, 391 thru 396, 401, 403, 411, 413, 416, 421 thru 423, 431, 432, 434, 437 thru 442, 444 thru 447, 451, 453 thru 458, 463 thru 469, 471, 473, 476, 478 thru 491, 493, 496, 497, 500 thru 506, 508, 509, 511, 515, 516, 518 thru 522, 524, 525, 527 thru 531, 533 thru 535, 538, 540, 546 thru 549, 551, and 554 thru 556.)

NOTE: Fuselage and factory serial numbers are based on known data at time of this Service Bulletin issue.

This Service Bulletin is published to provide the following information:

The Douglas Aircraft Company has been informed that Allied-Signal Aerospace Company (Bendix Wheels and Brakes Division) has issued DC-8 Service Bulletin 2601412-32-001 Revision 3, which establishes a build clearance/wear pin relationship for the steel rotor brake that provides a means of compliance to worn brake maximum allowable wear limit.

McDonnell Douglas Corporation (MDC) proprietary rights are included in the information disclosed herein, and recipient by accepting this document agrees that the information is proprietary to MDC. MDC authorizes recipient to reproduce such information in other documents created for internal use if these documents are protected similarly by a proprietary legend.

October 29/92

Bulletin 32-181

Page 1 of 2

**DOUGLAS AIRCRAFT COMPANY
SERVICE BULLETIN**

It is recommended that the modification be accomplished at the earliest practical maintenance period.

The resultant modification described in paragraph 1.C has been shown to comply with the applicable Federal Aviation Regulations and Revision 2, is approved by the Manager, Los Angeles Aircraft Certification Office, FAA Northwest Mountain Region, on _____ and is approved as an alternate means of compliance with paragraph A of Airworthiness Directive No. 93-09-10; Amendment 39-8576, as it pertains to P/N 2601412-1 and 2601412-2 brakes.

The modification will increase the weight of the aircraft 59.2 pounds at approximate station Y-926.000.

The modification does not affect aircraft electrical loads or software.

The modification will affect the DC-8 Illustrated Parts Catalog.

Modify brake wear pin range per Allied-Signal Aerospace Company (Bendix Wheels and Brakes Division) Service Bulletin 2601412-32-001 Revision 3, dated July 14, 1993.

This constitutes Revision 2 (complete reissue) for DC-8 Service Bulletin 32-181 to change Allied-Signal Aerospace Company Service Bulletin number to 2601412-32-001, Revision 3, was Revision 2, which modifies brake wear pin and reidentifies brakes per Allied-Signal Service Bulletin.

Revision Sequence:

Original Date	October 29/92
Revision 1	July 9/93
Revision 2	

FJP
LL-1

Bulletin 32-181

October 29/92

Page 2

SERVICE BULLETIN

AlliedSignal Inc.
Aircraft Landing Systems
South Bend, Indiana 46628-1373 USA

TITLE MODEL DC-8-63 LANDING GEAR MAIN BRAKES WEAR PIN RELATIONSHIP AND MINIMUM ROTOR MASS FOR COMPLIANCE WITH WORN BRAKE RTO REQUIREMENTS AND INTRODUCE ROTOR P/N 2811564

1. **PLANNING INFORMATION:**

A. **EFFECTIVITY:**

All DC-8-63 brakes, P/N 2801412-1.

B. **REASON:**

The purpose of this bulletin is to establish a build clearance/wear pin relationship for the DC-8-63 steel rotor brake, P/N 2801412-1, that provides a means of compliance to the worn brake RTO maximum allowable wear limit. This is to preclude piston overextension and subsequent possible O-ring extrusion under all service build configurations and aircraft operating conditions. Brakes being modified to this bulletin will be identified as P/N 2801412-2

C. **DESCRIPTION:**

At scheduled brake overhaul, build brake assemblies according to the instructions in the Component Maintenance Manual, ATA 32-42-08/Form 12-508E. Changes required to meet worn brake RTO requirements are:

- (1) Increase initial wear pin setting maximum to 0.225 inch (5.72 mm) above the piston housing while maintaining maximum final lining wear indicator pin depth at 0.525 inch (13.34 mm). This means the total allowable brake wear is 0.75 inch (19.0 mm).
- (2) Incorporate new rotor P/N 2811564 at each overhaul (relina) in the number one position.
- (3) Reduce running clearance to 0.075 inch (1.90 mm) minimum.
- (4) Maintain the minimum single rotor mass of 13.25 pounds (6.01 kg).
- (5) Increase total rotor mass to 106 pounds (44.7 kg) minimum.

D. **APPROVAL:**

This service bulletin has been reviewed by the Federal Aviation Administration (FAA) and all modifications herein comply with Federal Aviation Regulations (FARs), and are FAA approved for installation on Model DC-8-63 aircraft.

E. **MANPOWER:**

0.2 manhours per brake in addition to normal manhours required for brake overhaul.

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REV. 3: July 14, 1993

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SERVICE BULLETIN

AlliedSignal Inc.
 Aircraft Landing Systems
 South Bend, Indiana 46628-1373 USA

F. MATERIAL COST AND AVAILABILITY:

<u>Part Number</u>	<u>Name</u>	<u>Date Available</u>	<u>Quantity</u>	<u>Unit Price (USD)</u>
2611564	Rotor	May 1993	1	670.00

- G. TOOLING: Not applicable.
- H. WEIGHT AND BALANCE: Not applicable.
- I. ELECTRICAL LOAD DATA: Not applicable.
- J. REFERENCES:

Component Maintenance Manual (CMM), P/N 2601412, ATA 32-40-08, Form 12-508E.

K. PUBLICATIONS AFFECTED:

Component Maintenance Manual ATA 32-40-08/Form 12-508E Douglas Aircraft DC-8-63 Brake Assembly (2601412-1) is affected in the Testing and Fits and Clearances sections, and in the Illustrated Parts List. The CMM will be revised to incorporate the changes stated in this service bulletin.

2. ACCOMPLISHMENT INSTRUCTIONS:

- A. The minimum rotor mass has been increased to 106 pounds (48 kg) from the current minimum rotor mass of 98.8 pounds (44.7 kg). This increase in the minimum rotor mass must be adhered to in order to comply with worn brake RTO requirements.
- B. Install new rotor P/N 2611564 in the number one position at each overhaul (reline). This rotor installation must be adhered to in order to comply with worn brake RTO requirements.
- C. The minimum single reinstallation rotor mass will remain at 13.25 pounds (6.01 kg).
- D. Currently airlines are allowed to use any lining configuration they choose as long as the minimum rotor weight and stack height conditions are met. To comply with worn brake RTO requirements operators can now choose two lining configurations based upon total rotor thickness.

(1) Lining Configuration #1 - For Thick Rotors

For a total rotor thickness between 3.697 inches (93.904 mm) and 3.745 inch (95.123 mm), the total lining thickness must be equal to or less than 2.080 inches (52.832 mm). Any combination of lining thickness may be used to obtain the 2.080 inches (52.832 mm).

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SERVICE BULLETIN

AlliedSignal Inc.
Aircraft Landing Systems
South Bend, Indiana 46628-1373 USA

(2) Lining Configuration #2 - For Thin Rotors

For a total rotor thickness between 3.663 inches (93.040 mm) (the minimum allowable total rotor thickness) and 3.697 inches (93.904 mm) the total lining thickness must be equal to or less than 2.125 inches (53.975 mm). Any combination of lining thickness may be used to obtain the 2.125 inches (53.975 mm).

E. The minimum running clearance has been decreased to 0.075 inch (1.90 mm) from the current minimum running clearance of 0.125 inch (3.175 mm). This decrease in the running clearance must be adhered to in order to accommodate the thicker heat stack.

F. After the brake has been assembled according to the instructions in the Component Maintenance Manual, determine the initial wear indicator depth as described below.

(1) Pressurize the brake to 2000 psig (13790 kPa) and measure the piston extension as shown in Figure 1.

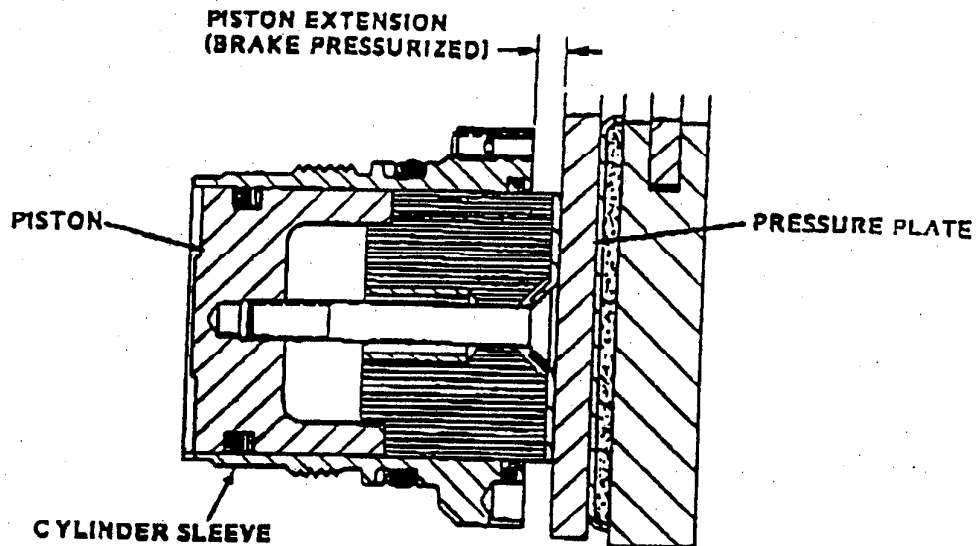


Figure 1.

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AlliedSignal Inc.
Aircraft Landing Systems
South Bend, Indiana 46628-1373 USA

- (2) From the largest measured piston extension per Figure 1, subtract 0.375 inch (9.53 mm) to determine the initial lining wear indicator pin setting as illustrated in Figure 2.

Initial pin setting = largest piston extension - 0.375 inch

NOTE: A negative number indicates the pin extends above the piston housing surface per Figure 2. This initial setting includes calculated values based upon adverse manufacturing tolerances of piece parts, and expected piston travel of a fully worn brake during a high energy rejected take-off.

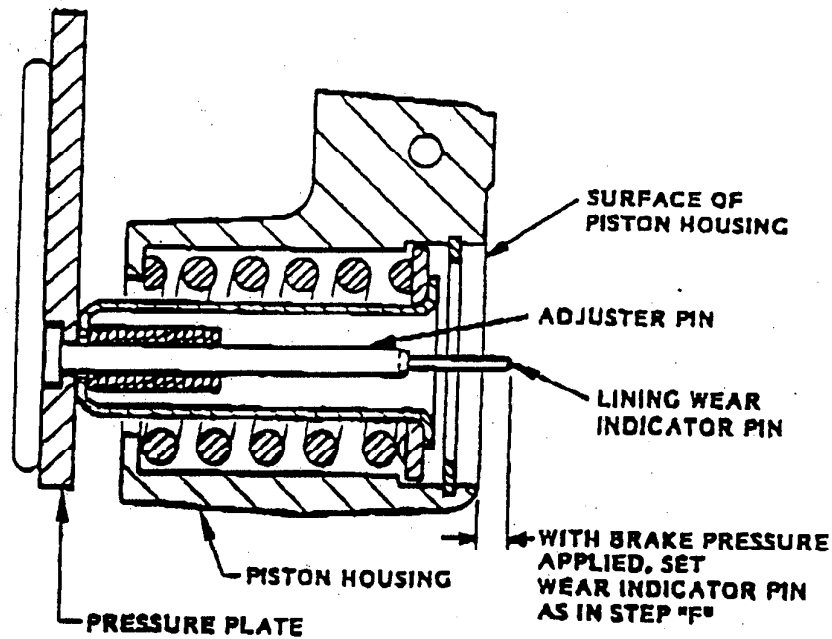


Figure 2.

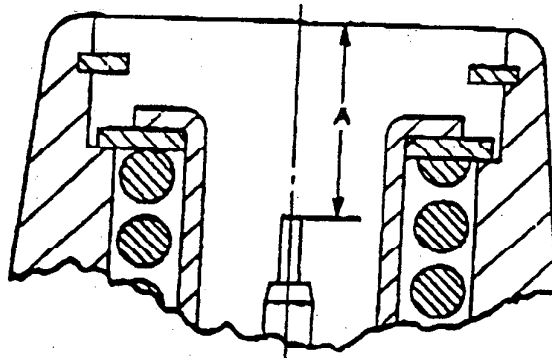
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AlliedSignal Inc.
Aircraft Landing Systems
South Bend, Indiana 46628-1373 USA

- (3) Under no circumstances shall the final service wear pin length of brake part number 2601412-2 exceed 0.225 inch (5.72 mm) (0.75 inch of allowable wear) above the piston housing surface per Figure 2. The thickness of the heat stack may be increased by adding lining thickness, increasing rotor thickness, or both. In order to obtain the maximum lining wear indicator pin setting of 0.225 inch (5.72 mm) above the surface of the piston housing per Figure 2.
- G. The maximum final lining wear indicator pin depth has been changed from 1.00 inch (25.4 mm) to 0.525 inch (13.34 mm) per Figure 3.



WITH PRESSURE APPLIED RELINE
WHEN "A" = 0.525 INCH (13.34 MM)

Figure 3.

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SERVICE BULLETIN

AlliedSignal Inc.
 Aircraft Landing Systems
 South Bend, Indiana 46628-1373 USA

NOTE: The worn brake lining wear indicator pin removal depth as defined in the aircraft maintenance manual is changed from 1.00 inch (25.4 mm) to 0.525 inch (13.34 mm).

H. IDENTIFICATION:

Brakes incorporating new rotor P/N 2611564 must be re-identified as P/N 2601412-2 by steel stamping the appropriate location on the piston housing.

3. MATERIAL INFORMATION:

<u>New P/N</u>	<u>Qty.</u>	<u>Unit List Price</u> <u>(USD)</u>	<u>Nomenclature</u>	<u>Old P/N</u>	<u>Disposition</u>
2611564	1	870.00	Rotor	N/A	N/A

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EMERY WORLDWIDE AIRLINES	REV. DATE 08/30/98	REV. NO. 0	PAGE NO. 4 OF 5	INSPEC. CK B-1	CARD NO. B004
DC-8			ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF MECHANIC ONLY	

- d. Inspect accumulators for leaks, air charge, general condition, and security. Flap lockout cylinders for proper extension. d.
2. Perform LH MLG assembly inspection as follows:
- a. Check for damaged or loose installations. a.
- b. Check for hydraulic leakage and improper oleo extension (see Placard for proper extension). Wipe down landing gear strut piston with rag moistened with MIL-H-5606. b.
- c. Check for signs of corrosion, bogie trim cylinder leakage, and security of attached installations. c.
- d. Check brake wear indicator. d.
- e. Check tires for proper inflation pressure. e.

MLG TIRE/BRAKE SERVICE LIMITS

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth
DC8-50 Series Light Gear	44 X 16	170 PSI	5/8" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	5/8" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	11/16" P/N 2601412-1 7/16" *P/N 2601412-2

*NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT.-

- f. Brake lockouts/deboosters-apply brakes. Check lockouts/deboosters leakage and proper heights. Fill if below limits. Release brakes on completion of check. f.
- g. Check tires and wheels for damage, general condition, and security. g.
- h. Lubricate bogie swivel, unlock cylinder and unlock linkage. h.

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES	REV. DATE 3/20/97	REV. NO. 16	PAGE NO. 3 OF 6	INSPEC. CK SERV. CHK.	CARD NO. SCI
DC-8			ACFT. NO.	STATION	DATE
LOG PAGE	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- | | | |
|--|----|--------------------------|
| b. Check that static ports and pitot tubes are clear. | b. | <input type="checkbox"/> |
| c. Visually check (from ground) horizontal/vertical stabilizers and flight control attachments for evidence of damage, leaks, and security. Tail skid for missing red paint. | c. | <input type="checkbox"/> |
| d. Sump all fuel tanks and check for contamination. | d. | <input type="checkbox"/> |
| e. Visually check forward and aft lower cargo compartment for cleanliness, evidence of damage, and that all compartment lights are operational. | e. | <input type="checkbox"/> |
| f. Inspect installed lavatory system for leakage and cleanliness. Correct as required. | f. | <input type="checkbox"/> |
| g. Check nose and main landing gear tires for proper pressure, cuts, excessive wear, or other visible defects. Check wheels for visible damage. Nose tire inflation (Series 54/63/71/73 - 155 PSI; 62 Series - 165 PSI). | g. | <input type="checkbox"/> |

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1 1/2" *P/N 2601412-2

***NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT**

- | | | |
|---|----|--------------------------|
| h. Check brake wear indicator and brake over-all condition. Installation should be warm to the touch, to indicate proper operation during previous landing. | h. | <input type="checkbox"/> |
| i. Brake Lockouts/Deboosters-Apply brakes. Check | i. | <input type="checkbox"/> |

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES DC-8	REV. DATE 06/11/96	REV. NO. 7	PAGE NO. 3 OF 9	INSPEC. CK WK END	CARD NO. WK1
			ACFT. NO.	STATION	DATE
LOG PAGE	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

MLG TIRE/BRAKE SERVICE LIMITS

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1 1/2" *P/N 2601412-2

*NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT

- | | | |
|---|----|---|
| <p>h. Check brake wear indicator and brake over-all condition. Brakes should be warm to the touch, to indicate proper operation during previous landing.</p> | h. | <input style="width: 80px; height: 20px;" type="text"/> |
| <p>i. Brake Lockouts/Deboosters. Check lockouts/ deboosters for leakage and proper height. Fill, if below limits. Release brakes on completion of check. (Limit top piston bleed screw below first shoulder on plastic piston cap).</p> | i. | <input style="width: 80px; height: 20px;" type="text"/> |
| <p>j. Visually check wheel wells for general condition, obvious damage, fluid leaks, and security of attachments. Inspect MLG doors, jams, hinges and all component installations in the nose and main wheelwells for condition, security and evidence of leaks. Check operation of lighting.</p> | j. | <input style="width: 80px; height: 20px;" type="text"/> |
| <p>k. Perform brake decay check.</p> <ol style="list-style-type: none"> 1. Parking brake on and main system pressurized. 2. Auxiliary Hydraulic Pump Off. 3. Check brake pressure and decay time. Maximum decay 125 PSIG. in 15 minutes. | k. | <input style="width: 80px; height: 20px;" type="text"/> |
| <p>l. Check precharge of accumulators and air brake bottle for correct pressure and the flap lockout cylinders for correct extension.</p> | l. | <input style="width: 80px; height: 20px;" type="text"/> |
| <p>m. Inspect nose and main landing gear struts for proper extension. Wipe down landing gear strut pistons with rag moistened with MIL-H-5606.</p> | m. | <input style="width: 80px; height: 20px;" type="text"/> |

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 19 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO.	STATION	DATE
LOG PAGE	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

e) Check tires for proper inflation pressure. e)

MLG TIRE/BRAKE SERVICE LIMITS

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1 1/2" *P/N 2601412-2

*NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT

f) Brake lockouts/deboosters-apply brakes. Check lockouts/deboosters leakage and proper heights. Fill if below limits. Release brakes on completion of check. f)

g) Check tires and wheels for damage, general condition, and security. g)

h) Lubricate bogie swivel, unlock cylinder and unlock linkage. h)

3) Perform RH wing root inspection as follows:

a) Inspect all system components and lines for damage, leakage, general condition, and security of installations. a)

b) Check emergency air brake bottle for signs of damage, general condition, security of installation, and proper charge. Service if required. (60 & 70 Series Only) b)

b. LH Main Landing Gear (MLG)

1) Perform LH MLG wheelwell and door inspection as follows:

a) Inspect MLG wheelwell area for signs of fluid leakage, and installed components for general condition and security. a)

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 20 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO.	STATION	DATE
LOG PAGE	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- | | |
|---|--|
| b) Inspect wheelwell service light for damage, security, and operation. | b) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|---|--|
- | | |
|--|--|
| c) Inspect wheelwell inner and outer doors for damage, deformation, condition, and security. | c) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|--|--|
- | | |
|--|--|
| d) Inspect accumulators for leaks, air charge, general condition, and security. Flap lockout cylinders for proper extension. | d) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|--|--|
- 2) Perform LH MLG assembly inspection as follows:

a) Check for damaged or loose installations.	a) <input style="width: 60px; height: 20px;" type="checkbox"/>
--	--
- | | |
|--|--|
| b) Check for hydraulic leakage and improper oleo extension (see Placard for proper extension). Wipe down landing gear strut piston with rag moistened with MIL-H-5606. | b) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|--|--|
- | | |
|---|--|
| c) Check for signs of corrosion, bogie trim cylinder leakage, and security of attached installations. | c) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|---|--|
- | | |
|--------------------------------|--|
| d) Check brake wear indicator. | d) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|--------------------------------|--|
- | | |
|---|--|
| e) Check tires for proper inflation pressure. | e) <input style="width: 60px; height: 20px;" type="checkbox"/> |
|---|--|

MLG TIRE/BRAKE SERVICE LIMITS

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1
			1/2" *P/N 2601412-2

*NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES DC-8	REV. DATE 11/15/95	REV. NO. 13	PAGE NO. 1 OF 2	INSPEC. CK 8	CARD NO. B019
	AREA 5 CENTER FUSELAGE		ACFT. NO.	STATION	DATE
INSTRUCTIONS				SIGN-OFF MECHANIC ONLY	

LH MAIN LANDING GEAR ASSEMBLY (MLG), WHEELWELL, AND WING ROOT INSPECTION

1. Perform LH MLG assembly inspection as follows:
- | | | |
|---|----|---|
| a. Visually inspect MLG and attachments for obvious damage, cracks, chipped paint, loose installations, general condition of lines, hoses, and wiring. Check strut for proper oleo extension. | a. | <input style="width: 100%;" type="text"/> |
| b. Inspect MLG wheels for visible damage including cracks and missing or broken tie bolts. Inspect tires for cuts, abnormal or excessive wear, and proper inflation. | b. | <input style="width: 100%;" type="text"/> |
| c. Visually inspect brakes for general condition, obvious damage, leaks, and check brake wear indicators. | c. | <input style="width: 100%;" type="text"/> |

MLG TIRE/BRAKE SERVICE LIMITS

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1
			1/2" *P/N 2601412-2

***NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT**

- d. Visually inspect the left hand MLG wheel well area and the following components and related control mechanisms, lines, hoses, and wiring for obvious damage, cracks, corrosion, leakage, and security:
- | | | |
|---|----|---|
| 1) MLG Strut and Attach Fittings | 1) | <input style="width: 100%;" type="text"/> |
| 2) Bogie Beam Assembly | 2) | <input style="width: 100%;" type="text"/> |
| 3) Bogie Trim Cylinder and Relief Valve | 3) | <input style="width: 100%;" type="text"/> |
| 4) MLG Actuating Cylinder | 4) | <input style="width: 100%;" type="text"/> |
| 5) MLG Bungee Cylinders | 5) | <input style="width: 100%;" type="text"/> |

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME I

EMERY WORLDWIDE AIRLINES DC-8	REV. DATE 03/20/97	REV. NO. 16	PAGE NO. 1 OF 3	INSPEC. CK B	CARD NO. B021
AREA 5 CENTER FUSELAGE			ACFT. NO.	STATION	DATE
INSTRUCTIONS				SIGN-OFF MECHANIC ONLY	

RH MAIN LANDING GEAR ASSEMBLY (MLG), WHEELWELL, AND WING ROOT INSPECTION

1. Perform RH MLG assembly inspection as follows:

- | | | |
|---|----|---|
| a. Visually inspect MLG and attachments for obvious damage, cracks, chipped paint, loose installations, general condition of lines, hoses, and wiring. Check strut for proper oleo extension. | a. | <input style="width: 100%;" type="text"/> |
| b. Inspect MLG wheels for visible damage including cracks and missing or broken tie bolts. Inspect tires for cuts, abnormal or excessive wear, and proper inflation. | b. | <input style="width: 100%;" type="text"/> |
| c. Visually inspect brakes for general condition, obvious damage, leaks, and check brake wear indicators. | c. | <input style="width: 100%;" type="text"/> |

MLG TIRE/BRAKE SERVICE LIMITS

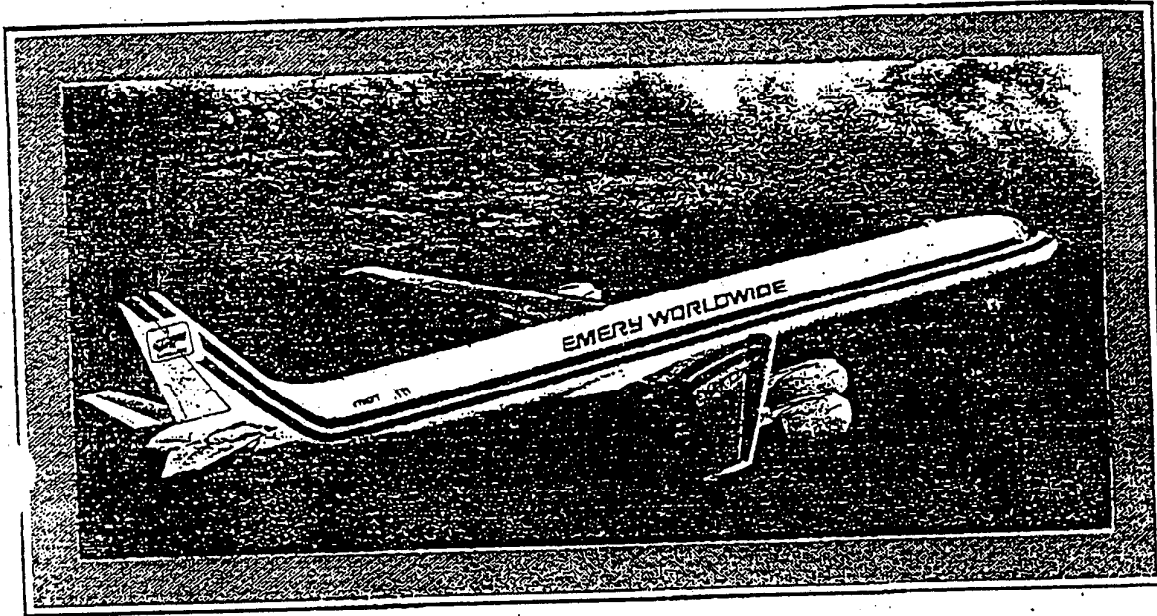
Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1
			1/2" *P/N 2601412-2

***NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT**

- d. Visually inspect the right hand MLG wheel well area and the following components and related control mechanisms, lines, hoses, and wiring for obvious damage, cracks, corrosion, leakage, and security:
- | | | |
|---|----|---|
| 1) MLG Strut and Attach Fittings | 1) | <input style="width: 100%;" type="text"/> |
| 2) Bogie Beam Assembly | 2) | <input style="width: 100%;" type="text"/> |
| 3) Bogie Trim Cylinder and Relief Valve | 3) | <input style="width: 100%;" type="text"/> |
| 4) MLG Actuating Cylinder | 4) | <input style="width: 100%;" type="text"/> |
| 5) MLG Bungee Cylinders | 5) | <input style="width: 100%;" type="text"/> |

MAINTENANCE SERVICE LETTER

NO. 93-26



TO: ALL MAINTENANCE/OPERATIONS PERSONNEL

FROM: THOMAS M. WOOD, DIRECTOR OF QUALITY CONTROL *TMW*

SUBJECT: DC-8 BRAKE WEAR LIMITATIONS, A.D. 93-09-10

DATE: DECEMBER 13, 1993

MAINTENANCE SERVICE LETTER NO. 93-26

SUBJECT: DC-8 Brake Wear Limitations, A.D. 93-09-10

DATE: December 13, 1993

The purpose of this Maintenance Service Letter is to provide training to EWA Mechanics and Flight Engineers on the revised brake service limits per Airworthiness Directive 93-09-10.

It will be necessary for all Maintenance/Operations Management to ensure that each Mechanic and Flight Engineer reads this MSL then signs and returns the attached Training Acknowledgement Form (TAF) within fifteen (15 working days upon receipt.

M.S.L. CONTENT

1. A.D. 93-90-10 Requirements
2. A.D. Effectivity
3. Modified Brake
4. Identification of Modified Brake
5. Maintenance Program Revision

1. A.D. 93-09-10 Requirements

Effective December 21, 1993, Emery Worldwide Airlines (EWA) will perform all brake wear limit inspections per the revised EWA Inspection Program Manual. UTILIZE THIS MSL TO INSPECT BRAKE WEAR UNTIL REVISION OF THE EWA IPM IS RECEIVED.

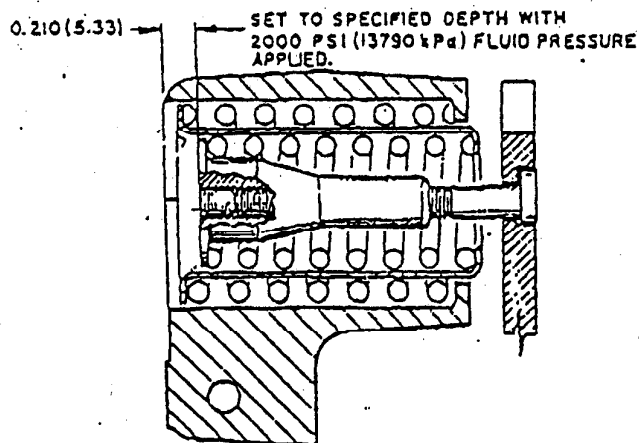
The attached revised Service Check reflects the new brake wear limit requirements. All other applicable inspection cards will reflect these new limits.

2. A.D. Effectivity

With reference to the "MLG TIRE/BRAKE SERVICE LIMITS" Table on page 6, EWA's DC-8 fleet represents three part numbers referenced in the A.D. The brakes wear pins are initially set, as described below, by the vendor during overhaul.

a. P/N 154252-2 - DC-8-50/62 Series, Light Gear

Set at 0.210 or approximately 3/16" deep. In this case the 1/2" measurement limit required by the AD will be extended to a measurable pin depth of 11/16" (reference figure 1).

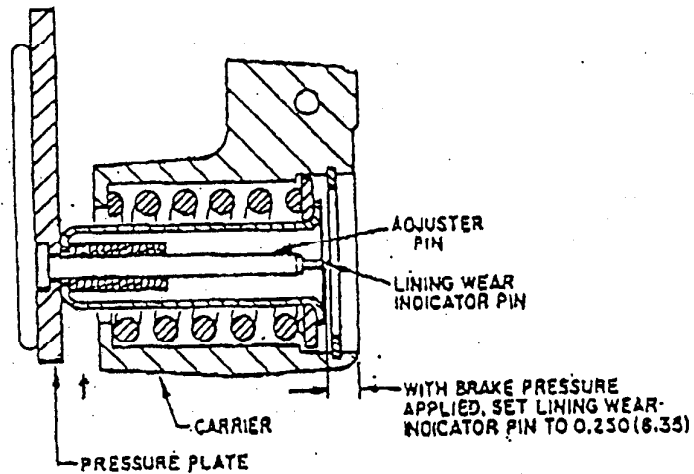


ADJUSTMENT OF LINING WEAR INDICATOR SLEEVE NUTS

FIGURE 1

b. P/N 2601412-1 - DC-8-62/62/73, Heavy Gear

Set at 0.250 or 1/4" deep. In this case the 1/2" measurement limit required by the AD will be extended to a measurable pins depth of 3/4" (reference figure 2).



LINING WEAR INDICATOR PIN SETTING DEPTH

FIGURE 2

c. 2601412-2 - DC-8-62/63/73, Heavy Gear

Set at 0.225 or approximately 1/4" above the surface of the piston housing (reference figure 3). In this case the 3/4" measurement limit required by the AD is reduced to a measurable pin depth of 0.525 or approximately 1/2" (reference figure 4).

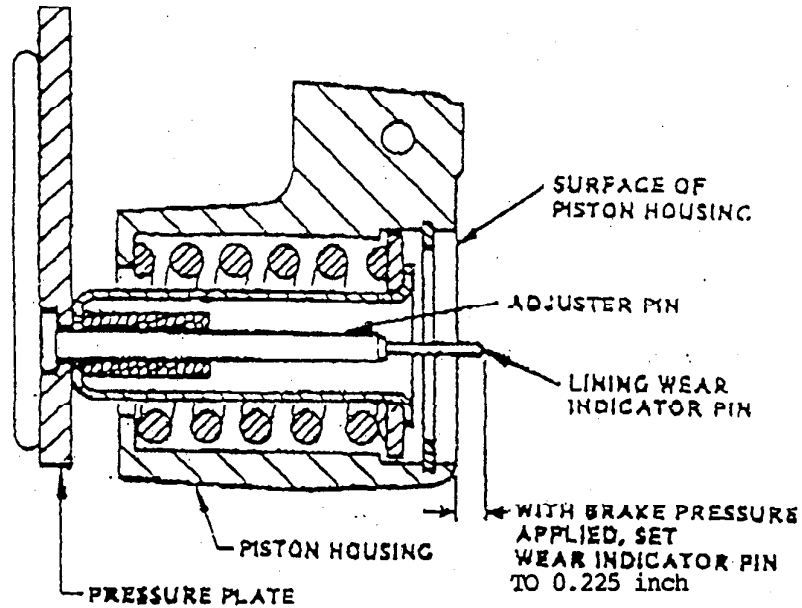
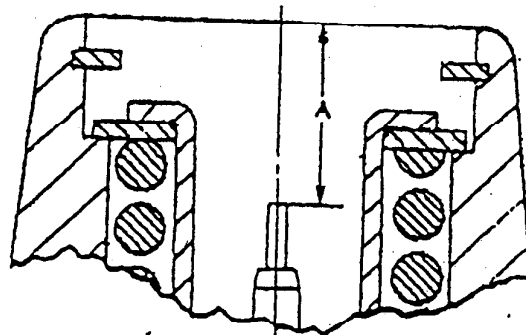


FIGURE 3



WITH PRESSURE APPLIED RELINE
WHEN "A" = 0.525 INCH (13.34 MM)

FIGURE 4

3. Modified Brake P/N 2601412-2

EWA's Reliability Board in past months made the decision to modify the brake P/N 2601412-1 to a P/N 2601412-2. This service bulletin provides increased brake wear limits, improved braking action, increases life of brake components and reduces brake cost due to part scrappage.

Brake modification has been in progress on an as required shop visit schedule. At the completion of this mod, EWA will only operate the two affected part numbers.

4. Identification of Modified Brakes/Wear Limitations

- A. In addition to re-identifying the modified brake as P/N 2601412-2, a yellow dot will be permanently marked on the brake housing (ref. figure 1).
- B. After modification the new brake wear limit is $\frac{1}{2}$ inch as measured per figure 2.

NOTE: The lining wear indicator pin (ref fig 2) will protrude from brake housing on a new overhauled pressurized brake approximately $\frac{1}{2}$ inch.

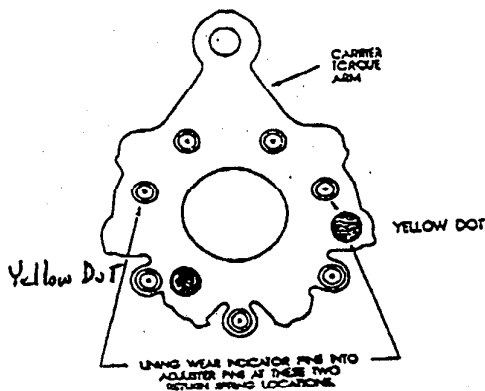


FIGURE 1

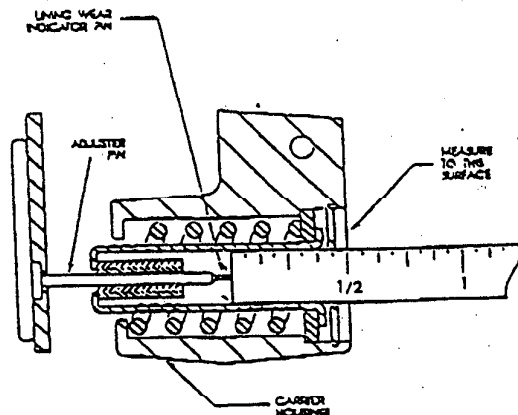


FIGURE 2

EMERY WORLDWIDE AIRLINES	REV. DATE 12/03/93	REV. NO. 10	PAGE NO. 4 OF 7	INSP. CHK SERV. CHK	CARD NO. SCI
	DC-8		A/C NO.	STATION	DATE
LOG PAGE	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

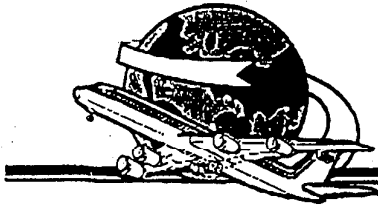
MLG TIRE/BRAKE SERVICE LIMITS

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 93-09-10
DC8-50 Series Light Gear	44 X 16	185 PSI	1 1/16" P/N 154252-2
DC8-62 Light Gear	44 X 16	190 PSI	1 1/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1
			1/2" *P/N 2601412-2

*NOTE: BRAKE ASSY IDENTIFIED BY YELLOW DOT

- g. Check brake wear indicator and brake over-all condition. Installation should be warm to the touch, to indicate proper operation during previous landing.
- h. Brake Lockouts/Deboosters-Apply brakes. Check lockouts/deboosters for leakage and proper height. Fill, if below limits. Release brakes on completion of check. (Limit top piston bleed screw below first shoulder on plastic piston cap).
- i. Visually check wheel wells for general condition, obvious damage, fluid leaks, and security of attachments.
- j. Check nose and main landing gear struts for proper extension. Wipe down landing gear strut pistons with rag moistened with MIL-H-5606.
- k. Check precharge of accumulators for correct level and the flap lockout cylinders for correct extension.
- l. Check MLG doors, jams, hinges and all component installations in the nose and main wheelwells for condition, security and evidence of leaks.

EMERY
WORLDWIDE
AIRLINES



Thomas M. Wood
DIRECTOR QUALITY CONTROL

303 CORPORATE CENTER DR. VANDALIA, OH 45377
FAX: (937) 898-2803 PHONE: (937) 454-3940

FACSIMILE TRANSMISSION COVER SHEET

DATE: 10/12/98

SEND TO FAX #: 408-279-5448

DELIVER IMMEDIATELY TO:

NAME: JOE ABRAMSKI

TELEPHONE #: [REDACTED]

COMPANY / DEPARTMENT: FAA SJC

This is page 1 of ___ pages sent in transmission regarding the following principal subject(s):

Joe: I have received all the Douglas and
Allied Signal Aerospace documents
representing the brake measurements
per your letter of investigation file number
99WP150001, dated October 9, 1998. I will
overnight this information to you tomorrow.

I am faxing you tonight the letter from Allied Signal
concerning the compliance issue.

FACSIMILE MESSAGE FROM:

NAME: Thomas M. Wood

TEL :

Oct 12 98 16:59 No.012 P.02



AlliedSignal Inc.
Aircraft Landing Systems
Suite 104
749 Roble Road
Allentown, PA 18103

610 266 9620
610 266 5382 Fax

Date: 10/10/98

To: Ed Jones
Manager of Quality Control
Emery Worldwide

From: Sean Wetzel

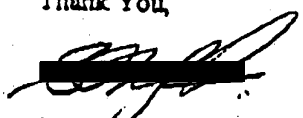
Subject: DC8 Brake Wear Pin Settings

Dear Mr. Jones,

In reference to the Maintenance Service Letter No. 93-26. After reviewing this document we can confirm the maintenance practices are consistent to our understanding of the applicable brake component maintenance manuals and AD 94-06-10. The figures referenced in this M.S.L. are identical to the figures in our CMM's. The first set of units received in our facility were measured to insure the wear limits were being adhered to. I personally confirmed these measurements were acceptable.

Hopefully this info will help to clear up any confusion of the multiple requirements. Should you have any questions, concerns, or comments. Please feel free to contact me at [REDACTED]

Thank You,


Sean P. Wetzel
ISO/Engineer
Aircraft Landing Systems
Allentown, PA 18103



RECEIVED
SEP 15 1998
WP-FSDO (SJC)

September 14, 1998

Mr. Joe Abramski
FSDO - SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to my letter to you dated August 17, 1998. We are pleased to have sent for your review and approval revision # 23 to the Inspection Program Manual (IPM) Volume I, in part.

Mr. Edward Jones has been the administrator of this program change, and will be your point of contact to support any questions you may have during your review.

After your initial review and acceptance, we will overnight to you the formal revision to include the list of effective pages. This process will reduce both time and unnecessary changes. The Time Limits Manual and other effected manual revisions will follow the approval of the IPM Volume I.

This revision to the "B" Check and lower checks was developed by the Technical Services Department MRB Management to add increased inspections, increase non-routine exposure and reduce intervals to improve dispatch reliability and safety.

I have provided an overview comparison of the two programs and a summary of program enhancements.

EWA's Current
Program

EWA's Revised
Program

"Service" Check, performed each 24 hours

"Weekend" Check, performed when aircraft layover 48 hours.

"A" Check, performed every 180 hours

"K" Check, performed every 350 hours

"B" Check, performed 545 hours

"Transit" Check, performed when less than 6 hours ground time.

"Terminating" Check, performed each 24 hours.

"Service" Check, performed when aircraft layover is 24 hours.

Segmented B Check, B1 thru B4 performed every 136 hours.

B1 (includes "A" & "K" Checks)

B2 (includes "A" Check)

B3 (includes "A" & "K" Checks)

B4 (includes "A" Check)

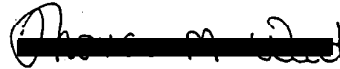
Mr. Joe Abramski
Page 2
September 14, 1998

Summary of Enhancements

- 1) Added an additional daily inspection; Transit Check which will add a minimum of 500 additional inspections a year.
- 2) Reduced "Weekend" Check (now the Service Check) one (1) day.
- 3) Reduced the overall "B" Check interval one (1) hour
- 4) Reduced the "A" Check interval forty four (44) hours which will add a minimum of three (3) more checks a year.
- 5) Reduced the "K" Check interval seventy eight (78) hours which will add a minimum of two (2) more checks a year.
- 6) Increases Corrosion Prevention and Control Program exposures and inspections.

I would like to reiterate per our telephone conversations the need for your expeditious review of this program change. Please contact Mr. Jones by phone or fax with any questions. Thank you in advance for your support.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachment

cc: Rene Visscher



October 13, 1998

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This is the second letter in response to your letter of investigation, file number 99WP15001, dated October 9, 1998, as promised in my first letter faxed to your office October 12, 1998.

Emery Worldwide Airlines (EWA) compliance of Airworthiness Directive (AD) 94-06-10.

- 1) The maximum brake wear pin depth limit was taken from the Allied Signal Service Bulletin No. 2601412-32-001 and Bendix Aircraft Brake and Strut Division Component Maintenance Manual. (See Attachment)

In addition to the letter I faxed to you October 12, 1998 from Sean Wetzel of Allied Signal dated October 10, 1998, I have enclosed an additional letter from him, dated October 13, 1998 that provides an explanation on the wear limits.

- 2) Douglas published a Temporary Revision to the Maintenance Manual 32-116, dated February 8, 1994 that incorporated these limits (see attachment).

The attached Douglas and OEM data provides you the technical data to substantiate EWA's Maximum Brake Pin Depth as incorporated in our inspection program that meets compliance of the subject AD.

Based on this submitted technical data, EWA requests this letter of investigation be closed with no action.

Please call if I can be of further assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas M. Wood", written over a horizontal line.

Thomas M. Wood
Director Quality Control

TMW/ra

Attachment

cc: Kent Scott
Rene Visscher



AlliedSignal Inc. (610) 231-1822
 Aircraft Landing Systems (610) 231-1840 Fax
 964 Postal Road
 Allentown, PA 18103

ISO 9002 CERTIFIED

Fax Transmission

To: TOM WOOD From: SEAN WETZEL - ISO ENGINEER
 Company: EMERY WORLDWIDE Date: 10/13/98
 Depart.: QUALITY No. of Pages (including cover sheet): 3
 Fax No.: 937-898-2803 Fax No.: ABOVE (PAGER) 800-678-3850
 Telephone No.: _____ Telephone No.: ABOVE

Message:

Dear Mr. Wood,

Below is an explanation on the wear limits based on the wear pin setting and the allowable wear limits from AD 94-06-10.

2601412-1 - In accordance with Figure 103 of CMM 32-40-08, the wear pin depth is to be set at .250" below the top of the carrier at 2000 psi. (See Attachment "A") In accordance with AD94-06-10, the wear limit is .500". This would establish a removal depth of .750".

154252-1 - In accordance with figure 102 of CMM 32-40-06, the wear pin depth is to be set at .210" below the top of the carrier at 2000psi. (See Attachment "B") In accordance with AD 32-40-06, the wear limit is .500". This would establish a removal depth of .710".

Should you have any other questions, please feel free to contact me at [REDACTED]

[Handwritten signature]
 Sean

A96065

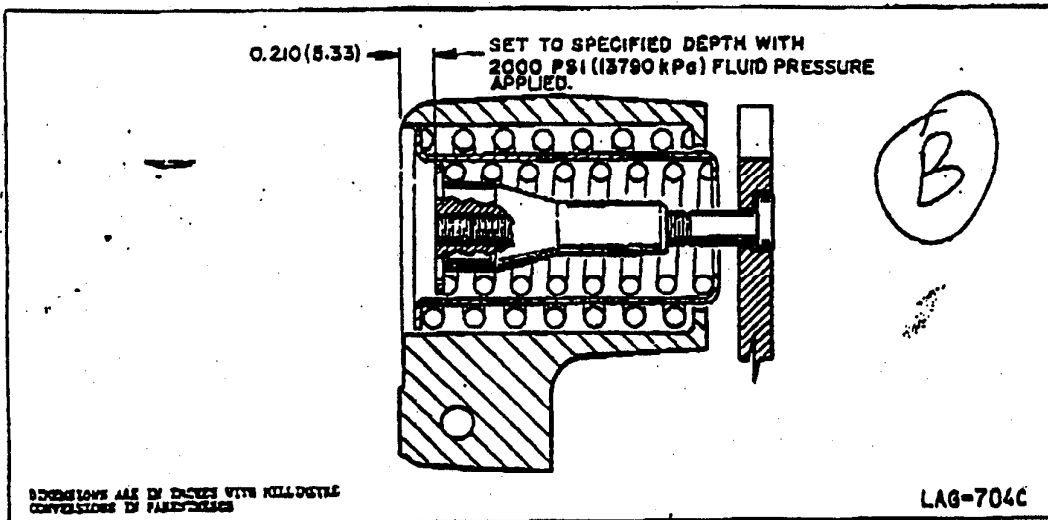
ALSFAX.DOC

10-7-97

BENDIX AIRCRAFT BRAKE AND STRUT DIVISION
 COMPONENT MAINTENANCE MANUAL

DC-8F/61/62 BRAKE ASSEMBLY, P/N 154252-1 AND -2
TESTING

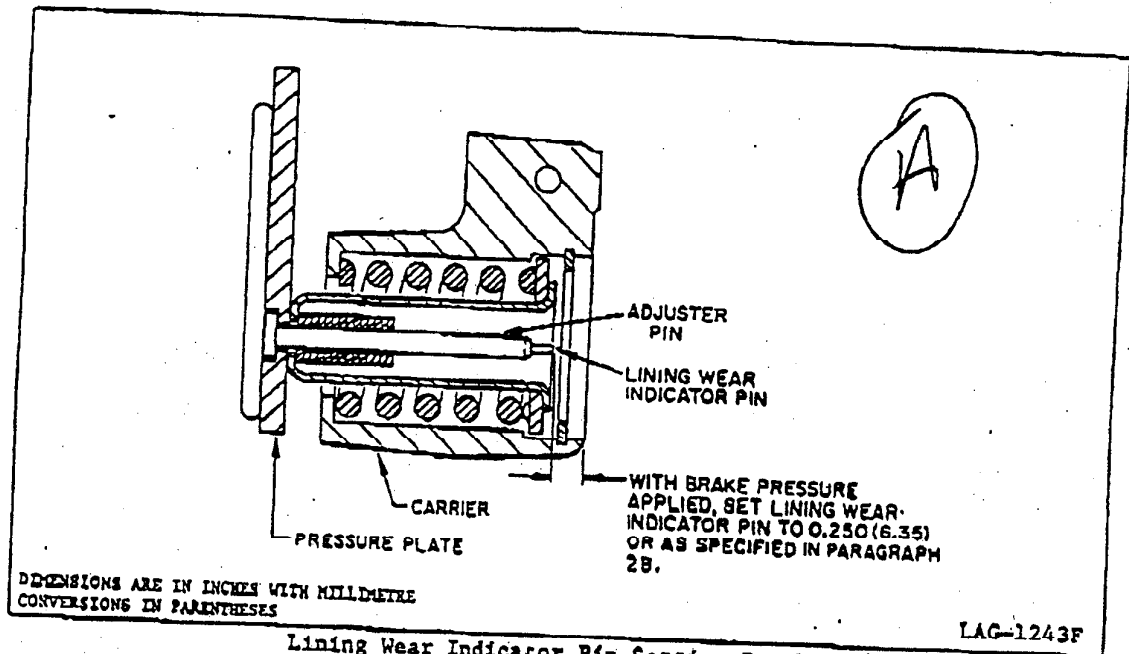
- (4) Release brake fluid pressure and check clearance between the pressure plate assembly (65) and the No. 1 rotor assembly (220). A minimum brake running clearance of 0.125 inch (3.18 mm) should be observed.
- B. On brake assemblies relined with service thickness linings selected for a specified service configuration, the adjuster screws and sleeve nuts may be set to a dimension less than that shown in Figure 102. The dimension should be altered by the operator based upon service experience so that the thinnest linings at worn brake removal are at least 0.075 inch (1.91 mm) thick.
- (1) Apply 2000 psi (13790 kPa) fluid pressure to the brake assembly. Turn the adjuster screws (70) until each screw makes contact with the pressure plate. Back screws off six turns (0.210 inch - 5.33 mm travel).
 - (2) Set the sleeve nuts (25) in accordance with Figure 102 to the predetermined dimension. Note that the increase in lining thickness must be subtracted from the specific pre-determined dimension in Figure 102.
- NOTE: Refer to Figure 626 on Page 632 for Lining Thickness Identification Chart.
- (3) Install setscrews (20) into sleeve nuts (25) and tighten to obtain the torque value specified in Figure 804.



Adjustment of Lining Wear Indicator Sleeve Nuts
 Figure 102

THE BENDIX CORPORATION
AIRCRAFT BRAKE & STRUT DIVISION
COMPONENT MAINTENANCE MANUAL

DC-8-63 BRAKE ASSEMBLY, P/N 2601412-1
TESTING



Lining Wear Indicator Pin Setting Depth
Figure 103

- (4) Check the brake for adequate brake running clearance by inserting a 0.030-inch (0.76-mm) feeler gage between the pressure plate and the No. 1 rotor. Move the gage around the full periphery of the brake.
- (5) Check pressure plate travel by gradually applying pressure to the brake until the rotors cannot be rotated freely. Note this pressure and then release the brake pressure. Apply 10 psi (69 kPa) more than the previously noted pressure (rotor tight pressure) and measure the travel of the pressure plate at two points approximately 180° apart on the OD of the pressure plate. Travel may be measured either by use of a dial indicator or by means of feeler gages inserted between the carrier side of the pressure plate and the contact points (pistons or piston bushings) which limit the return travel of the pressure plate. The average pressure plate travel, using the sum of the two foregoing measurements, must equal or exceed 0.110 inch (2.79 mm).
- (6) Release brake fluid pressure.
3. Lockwire Bleeder Screw (90) to Bleeder Valve (95).
- Lockwire bleeder screw (90) to bleeder valve (95) per Specification MS33540, using MS20995NC32 after installation on the airplane.

32-40-08

Pages 105/106

Oct 15/87

TEMPORARY
REVISION

TEL:

Oct 13 '98 12:13 No.002 P.06

DOUGLAS AIRCRAFT CO., INC.

DC-8 SIXTY SERIES

MAINTENANCE MANUAL

TEMPORARY REVISION 32-116

FILING INSTRUCTIONS:

Insert this Temporary Revision adjacent to
32-42-1, CODE 3, Page 502, Adjustment/Test.

Retain this Temporary Revision until
notified to remove it.

DESCRIPTION AND REASON:

This Temporary Revision revises Figure 501
and adds Figure 502 to update Main Landing
Gear brake wear dimension.

EFFECTIVITY:

UAL, EAL, SAS, ACA, ALI, TIA, CPA, JAL,
FTL, CAP, IBR, ALP, ONA, SEA, ATL, AFA,
AFQ, ACO

Feb 8/94

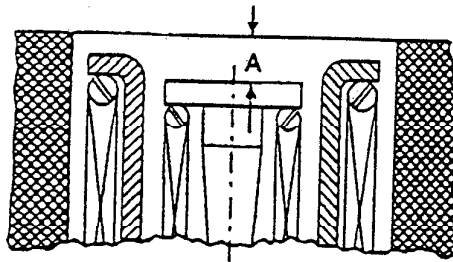
32-42-1
CODE 3
Temporary Revision 32-116, Page 1 of 2

TEMPORARY
REVISION

TEL:

DOUGLAS AIRCRAFT CO., INC.
DC-8 SIXTY SERIES
MAINTENANCE MANUAL

Oct 13 98 12:13 No.002 P.07



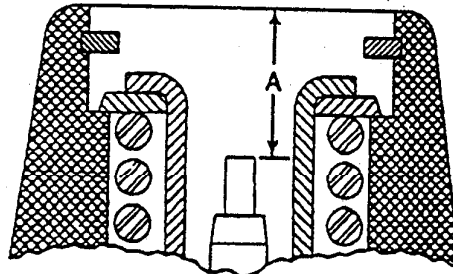
REPLACE BRAKE-
WHEN MEASUREMENT "A" REACHES
WEAR DIMENSION BELOW.

ADJUSTMENT-
PARKING BRAKES SET-TURN IN THE
3 ADJUSTING SCREWS UNTIL CONTACT IS
MADE WITH 0.215 INCH SHIM.
REMOVE SHIM, RELEASE BRAKES.

DOUGLAS BRAKE PART NUMBER	BENDIX PART NUMBER	MAXIMUM WEAR DIMENSION (INCHES)
5773335-5001	154252-1	0.710
5773335-5501	154252-2	0.710

NOTE: ANY BRAKE WORN MORE THAN THE MAXIMUM WEAR DIMENSION SPECIFIED ABOVE
MUST BE REPLACED, PRIOR TO FURTHER FLIGHT, WITH A BRAKE THAT IS WITHIN THIS LIMIT.

ADJUSTMENT/BRAKE WEAR DIMENSION
DC-8-61/DC-8-62 325,000/335,000 MAX. TAKE OFF GROSS WEIGHT
FIGURE 501



WITH PRESSURE APPLIED
REPLACE BRAKE-
WHEN MEASUREMENT "A" REACHES
WEAR DIMENSION BELOW.

DOUGLAS BRAKE PART NUMBER	BENDIX PART NUMBER	MAXIMUM WEAR DIMENSION (INCHES)
5759262-5001	*2801412-2	0.525

***NOTE:** BRAKES HAVING THIS PART NUMBER HAVE BEEN MODIFIED IN ACCORDANCE WITH
MCDONNELL DOUGLAS SERVICE BULLETIN 32-16L.

NOTE: ANY BRAKE WORN MORE THAN THE MAXIMUM WEAR DIMENSION SPECIFIED ABOVE
MUST BE REPLACED, PRIOR TO FURTHER FLIGHT, WITH A BRAKE THAT IS WITHIN THIS LIMIT.

BRAKE WEAR DIMENSION
DC-8-62/DC-8-63 350,000 MAX. TAKE OFF GROSS WEIGHT
FIGURE 502

CAG(I/GDS)

HA2-9118

Feb 8/94

32-42-1
CODE 3
Temporary Revision 32-116, Page 2 of 2

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.11.1

The Time Limits Manual was reviewed. It appears that the operator does not follow the Manual as written

RRXA Response

This finding does not state a specific finding, therefore cannot be responded to. EWA does follow the Time Limits Manual.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.3

The Emery Reliability Program does not appear to be tracking components. (Reference Order 8300. 10 Vol. 2 Chap. 66)

RRXA Response

The component performance is tracked through the Reliability system overpar program. Trends are identified and corrective actions are recommended.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

would begin at midnight Z on the 26th of January and expire at midnight Z on the 29th of January.

c. **Category C**

Category "C" items in this category shall be repaired within ten (10) consecutive calendar days (240) hours (Z time), excluding the day the malfunction was recorded in the aircraft maintenance record/log book. For example, if it were recorded at 10 A.M. on January 26th, the 10 day interval would begin at midnight the 26th of January and end at midnight February 5th.

d. **Category D**

Category "D" items shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. In some cases, items are listed with the number Required being equal to the number Installed. In such instances the Item(s) is/are Required to be operative. When this occurs, the symbol will be listed in the category column in lieu of A, B, C, or D. In unusual circumstances where the repair time limits described here cannot be met, Emery Worldwide Airlines may extend the repair deadline in accordance with the approved deferral program.

Note: The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

C. Configuration Deviation List Policy

An aircraft may be dispatched in revenue service with certain parts such as plates and doors removed as specified in the Configuration Deviation List (CDL). Where items are grouped under the same Gross Weight (GW) performance penalty, whenever more than one item from this or the MEL is missing or inoperative, the GW performance penalties are cumulative. The CDL is contained in the same manual as the MEL under the heading MEL/CDL Manual. The deferral procedures for CDL items is similar to the procedure for MEL items, but a category number (A, B, C, or D) is not required.

D. Non-MEL Item

1. **Policy**

As in the MEL/CDL, Non-MEL items that have no airworthiness connotations, such as reading lights, window shades, corrosion to non-structural parts, galley equipment, etc. While these items do not fall into the requirements of the MEL/CDL, EWA has developed a means to ensure that these items are corrected in a timely manner.

Since these items are non-airworthy, there is no set time interval to perform corrective action, but by maintaining an accurate list, they can be

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.2

The Data collected to be analyzed includes only non-routine items recorded in the aircraft logbook. The data source of non-routine items that are not in the log book are not used.

RRXA Response

In accordance with the EWA approved Maintenance Reliability Program, Document No. EWA-51990, chapter 4, page 1, paragraph A.2, the following data sources are used in the reliability analysis and control processes:

- Pilot Reports
- Departure Delays and Flight Cancellations
- Engine Shutdowns For Cause
- Unscheduled Engine Removals
- Component Removals
- Shop Teardown Reports
- Engine Condition Monitoring (ECM)
- Inspection Findings (Corrosion)
- Service Difficulty Reports (SDR)

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.1

The definition section contained in the Reliability Document does not contain definitions for some of the terms used frequently throughout the document.

RRXA Response

These recommended definitions have been incorporated into Revision 8 of the Reliability Program Manual currently being submitted for FAA approval.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.11.3

The Emery Time Limits Manual contains part of the Operators Maintenance Program. This Manual is not included in Paragraph D-72 of the Operations Specifications.

RRXA Response

This manual was not required to be part of the D-72 Operation Specification per EWA's previous FAA PMI. Refer to response finding 2.2.3, as this is a duplicate finding.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.11.2

The Maintenance Planning Document List is not a controlled document. This document should be incorporated into the Maintenance Policy and Procedures Manual.

RRXA Response

This procedure was put in place by the previous PMI, in interim period of the review of the Non-MEL procedure contained in the M.P.P., Chapter 3, page 22. The Non-MEL procedures were continued in Revision 21 to the M.P.P..

EWA's previous FAA PMI requested EWA to compare their Non-MEL procedures with other 121 Air Carriers, for the purpose of comparing EWA's procedures with these other operators in an effort to resolve concerns of EWA's Principal Avionics Inspector. This comparison was made to seven (7) other carriers, and improvements were added to the EWA procedures to reinforce the management controls. As a proactive measure, this draft Revision 22 is submitted to the FAA CVG PMI for review and acceptance (see attachment).

EWA does not consider this to be a finding.



FLEET RELIABILITY REPORT

FEBRUARY 2000

EMERY WORLDWIDE AIRLINES

**1 EMERY PLAZA
VANDALIA OHIO, 45377**

FLEET RELIABILITY REPORT

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EMERY WORLDWIDE AIRLINES

FLEET RELIABILITY REPORT

Emery Worldwide Airlines has developed and administers an FAA approved Maintenance Reliability Program identified as Document No. EWA-51990. The Maintenance Reliability Program was developed within the FAA approved guidelines provided in Advisory Circular 120-17A, Maintenance Control by Reliability Methods.

The Maintenance Reliability Program provides a means for Emery Worldwide Airlines to evaluate the overall effectiveness of its Continuous Airworthiness Maintenance Program and take appropriate actions to adjust the program as necessary to achieve and maintain optimum levels of performance and reliability.

The Fleet Reliability Report (FRR) is a monthly publication that provides various statistical data depicting the actual operational performance of the aircraft and powerplant systems.

The FRR is distributed by Reliability and formally reviewed by key delegates of the Maintenance, Quality Control, and Operations Organizations during the monthly Maintenance Review Board (MRB) Meeting.

Emery Worldwide Airlines has selected the following primary performance parameters to best represent the operational reliability of the aircraft, engines, systems, and associated appliances.

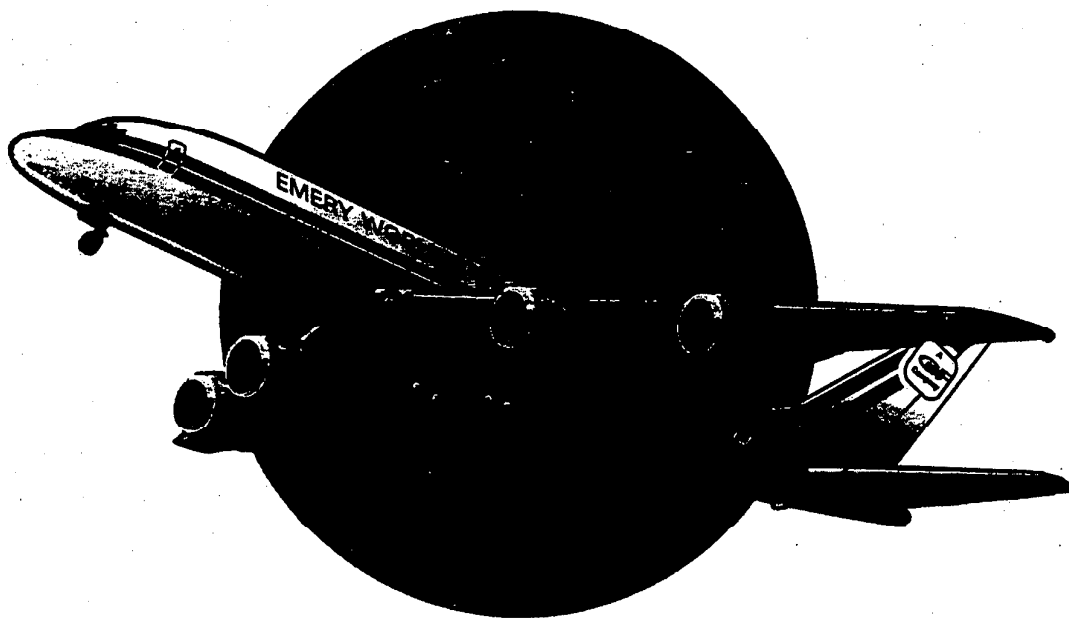
Reliability Performance Parameters

Unscheduled Engine Removals	x	1000	+	Engine Hours
Engine Shutdowns for Cause	x	1000	+	Engine Hours
Delay & Cancellations	x	100	+	Departures
Pilot Reports	x	100	+	Departures

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EMERY WORLDWIDE AIRLINES DC-8 FLEET STATISTICS



FEBRUARY 2000

**EMERY WORLDWIDE AIRLINES
AIRCRAFT UTILIZATION
February-00**

OPERATING FLEET SIZE:	31
TOTAL AIRCRAFT HOURS:	3941.7
TOTAL AIRCRAFT CYCLES:	2026

**THE FOLLOWING AIRCRAFT ARE NOT LISTED OR COUNTED IN THIS MONTHS
REPORT DUE TO HAVING NO HOURS OR CYCLES FOR THE MONTH.
N8085U, N8177U, N831AL, N832AL, AND N994CF.**

**EMERY WORLDWIDE AIRLINES
DC8-62-63 UTILIZATION
February-00**

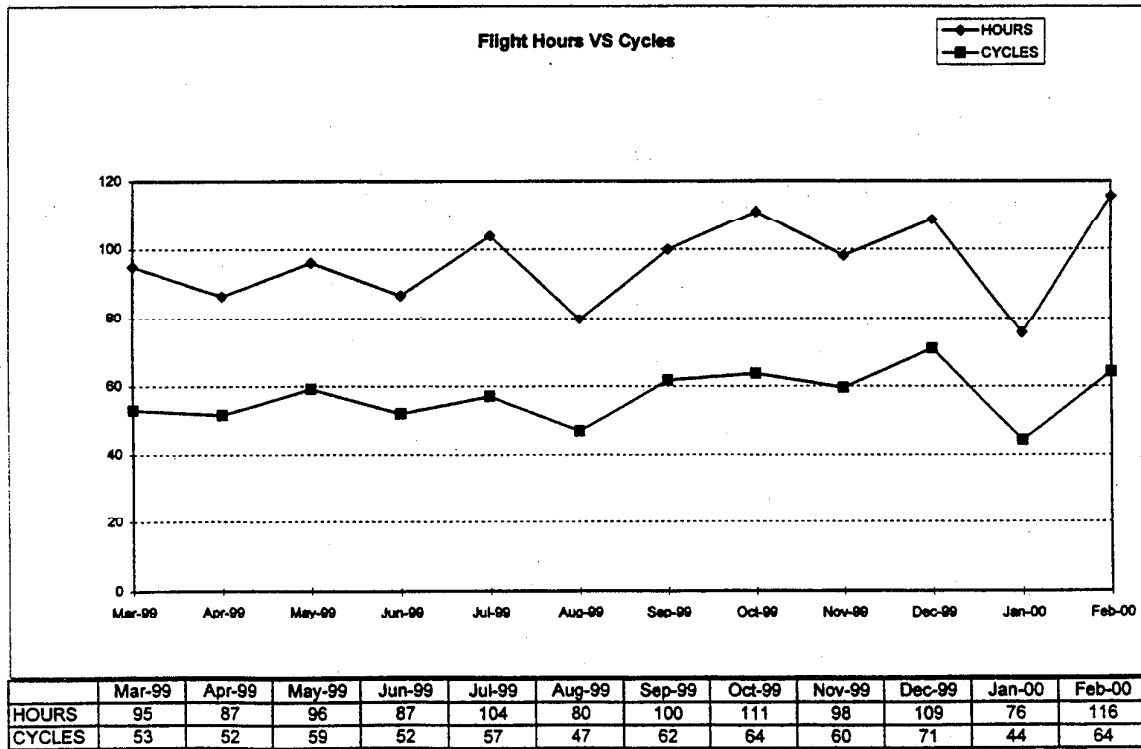
Fleet Size: 8

TOTAL AIRCRAFT HOURS: 925.2

TOTAL AIRCRAFT CYCLES: 513

AVG HOURS PER DAY PER AIRCRAFT: 4.0

AVG CYCLES PER DAY PER AIRCRAFT: 2.2



**EMERY WORLDWIDE AIRLINES
DC8-71/73 UTILIZATION
February-00**

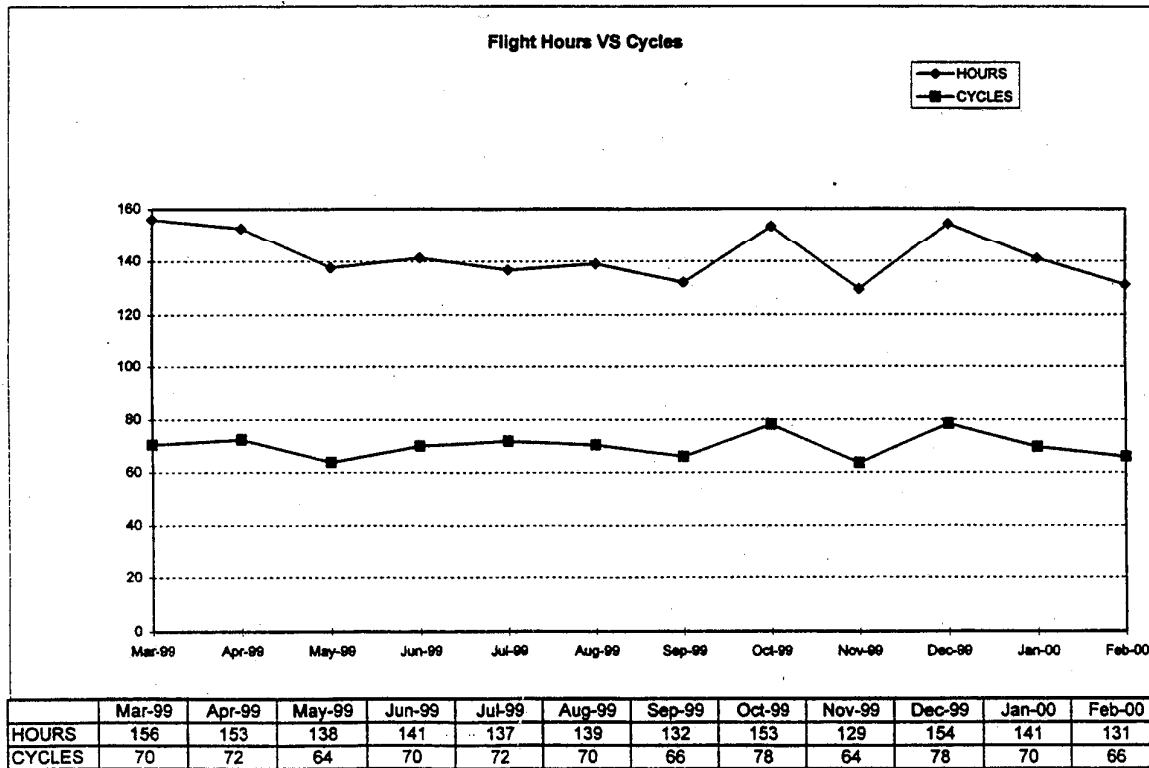
Fleet Size: 23

TOTAL AIRCRAFT HOURS: 3016.5

TOTAL AIRCRAFT CYCLES: 1513

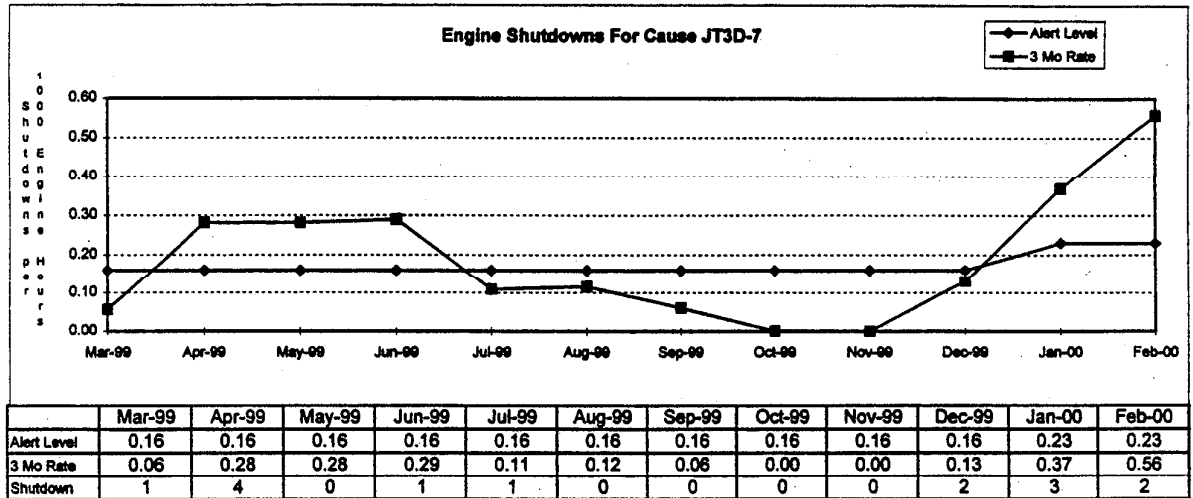
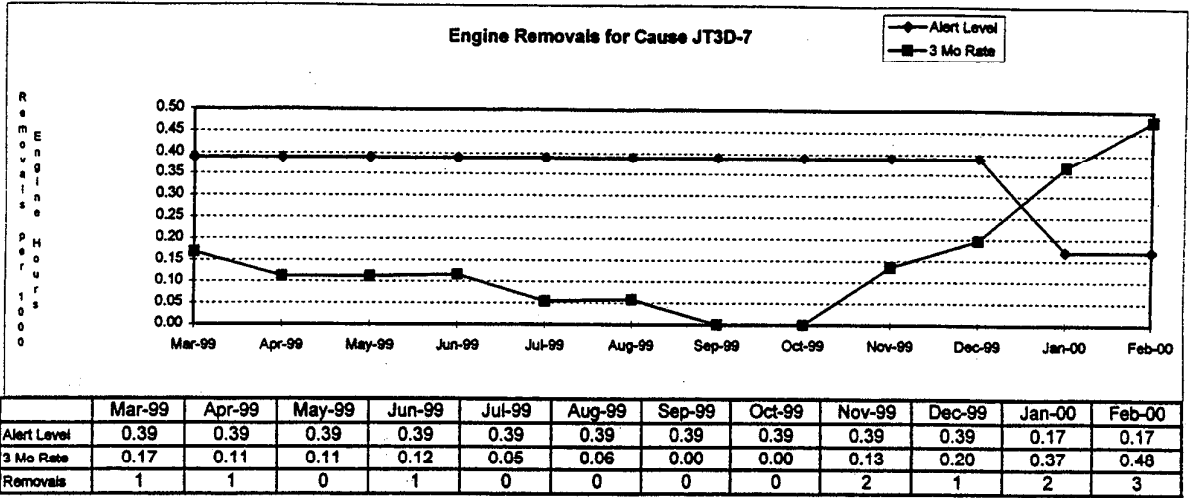
AVG HOURS PER DAY PER AIRCRAFT: 4.5

AVG CYCLES PER DAY PER AIRCRAFT: 2.3



**EMERY WORLDWIDE AIRLINES
POWERPLANT PERFORMANCE JT3D-7
February-00**

NUMBER OF AIRCRAFT:	8
NUMBER OF JT3D-7B ENGINES:	32
TOTAL ENGINE HOURS:	3700.8
UNSCHEDULED ENGINE REMOVALS:	3
REMOVAL RATE:	0.48
INFLIGHT SHUTDOWNS:	2
SHUTDOWN RATE:	0.56



**EMERY WORLDWIDE AIRLINES
UNSCHEDULED ENGINE REMOVAL SUMMARY**

JT3D-7

February, 2000

Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N997CF	DC8-62F	JT3D-7	669429	1	5091	2978	2/5/00
Reason for removal				Shop Findings			
OIL LEAK				PRELIMINARY FINDINGS NOT RECEIVED FROM WOOD GROUP AERO AT THIS TIME.			
Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N993CF	DC8-62	JT3D-7	645198	3	3410	2160	2/7/00
Reason for removal				Shop Findings			
GEAR BOX LEAK AND PARAMETER SHIFT				PRELIMINARY FINDINGS NOT RECEIVED FROM WOOD GROUP AERO AT THIS TIME.			
Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N996CF	DC8-62F	JT3D-7	678988	4	2384	1395	2/24/00
Reason for removal				Shop Findings			
ENGINE OVERTEMP				PRELIMINARY FINDINGS NOT RECEIVED FROM WOOD GROUP AERO AT THIS TIME.			

**EMERY WORLDWIDE AIRLINES
ENGINE SHUTDOWN SUMMARY**

JT3D-7

February, 2000

Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N997CF	DC8-62	JT3D-7	669429	1	4872	2877	2/2/00

Reason For Shutdown

DURING CLIMB OUT NOTED #1 ENGINE LOW OIL PRESSURE LIGHT ILLUMINATED, #1 OIL PRESSURE 20 PSI AND DROPPING, OIL TEMP DECREASING, #1 OIL QUANTITY 1.5 GALS AND DECREASING EVEN AFTER ENGINE WAS SHUTDOWN. PERFORMED INFLIGHT ENGINE SHUTDOWN AND QRH PROCEDURES INITIATED, FLIGHT RETURNED BACK.

Findings/Action Taken

REMOVED AND REPLACED #1 ENGINE OIL PRESSURE RELIEF VALVE NO HELP, OPS CHECK BAD. REMOVED AND REPLACED #1 ENGINE AS REQUIRED IAW EWA MM FR MEO 86. PERFORMED OPS AND LEAK CHECKS GOOD ON ENGINE RUN. ALL PARAMETERS GOOD IAW DC8 ENGINE JET RUN BOOK FORM MEO 70.

Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N797AL	DC8-63	JT3D-7	671141	2	2701	1630	2/14/00

Reason For Shutdown

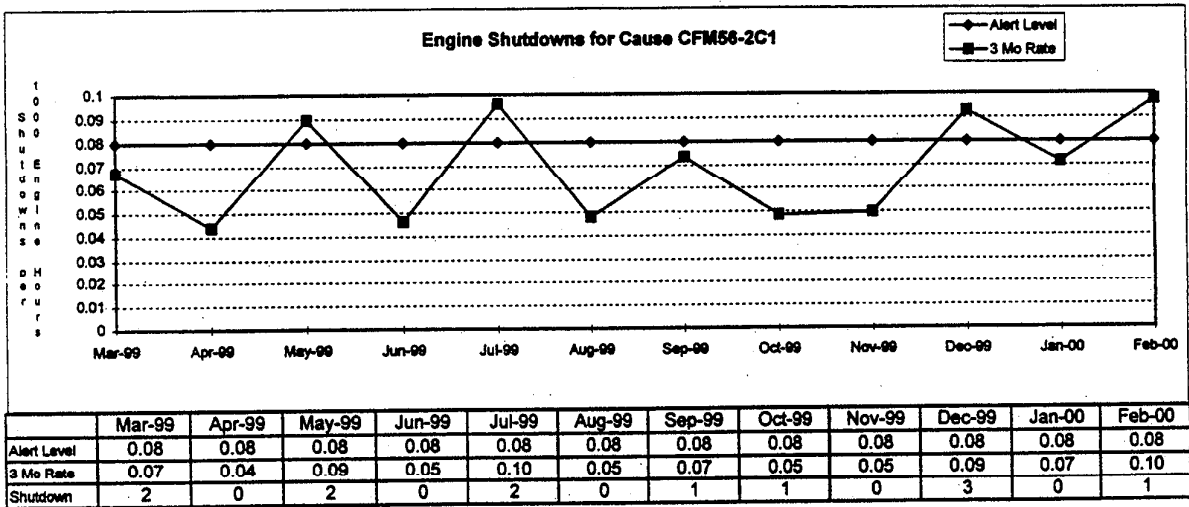
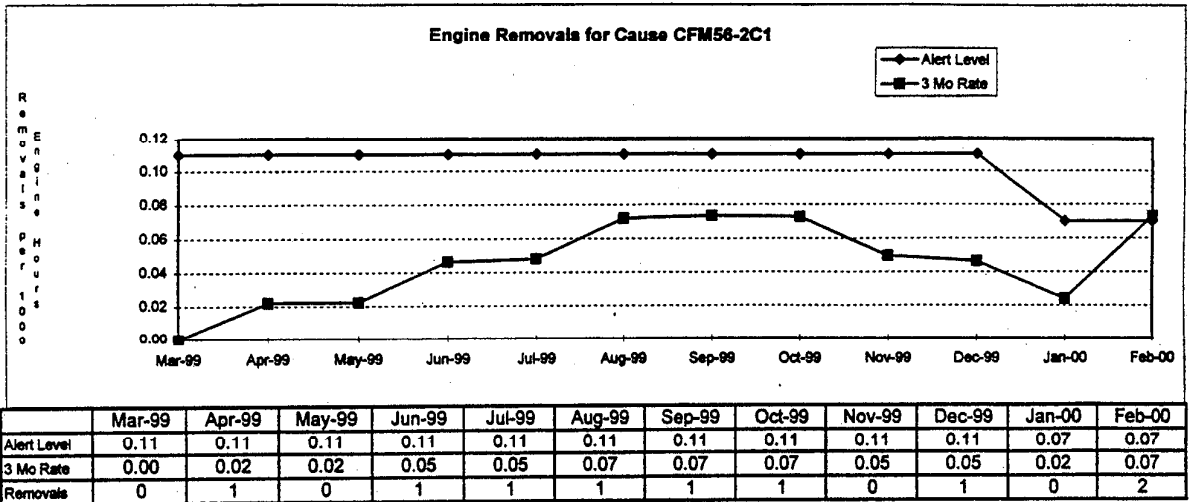
#2 EGT INDICATOR READS VERY LOW AT CLIMB POWER FLUCTUATES 100 DEG C DROP TO 100 DEG C ALL OTHER ENGINE INDICATIONS NORMAL. MOMENTARILY FLUCTUATED OFF SCALE LOW. PRECAUTIONARY ENGINE SHUTDOWN PERFORMED.

Findings/Action Taken

FOUND LOOSE CONNECTIONS, CLEANED TERMINAL CONNECTION, RESECURED TERMINAL. REPAIRED GRD WIRE, GROUND OPS CHECK OK PER DC8 MM.

EMERY WORLDWIDE AIRLINES
POWERPLANT PERFORMANCE CFM56-2C1
February-00

NUMBER OF AIRCRAFT:	23
NUMBER OF CFM56-2C1 ENGINES:	92
TOTAL ENGINE HOURS:	12066.0
UNSCHEDULED ENGINE REMOVALS:	2
REMOVAL RATE:	0.07
INFLIGHT SHUTDOWNS:	1
SHUTDOWN RATE:	0.10



EMERY WORLDWIDE AIRLINES
UNSCHEDULED ENGINE REMOVAL SUMMARY

CFM56-2

February, 2000

Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N873SJ	DC8-73F	CFM56-2	692520	4	4760	1645	2/20/00
Reason for removal				Shop Findings			
FLAME OUT				PRELIMINARY FINDINGS NOT RECEIVED FROM STROTHER AT THIS TIME.			
Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N870TV	DC8-73F	CFM56-2	692277	3	7114	2633	2/23/00
Reason for removal				Shop Findings			
COMPRESSOR STALL				PRELIMINARY FINDINGS NOT RECEIVED FROM STROTHER AT THIS TIME.			

**EMERY WORLDWIDE AIRLINES
ENGINE SHUTDOWN SUMMARY**

CFM56-2

February, 2000

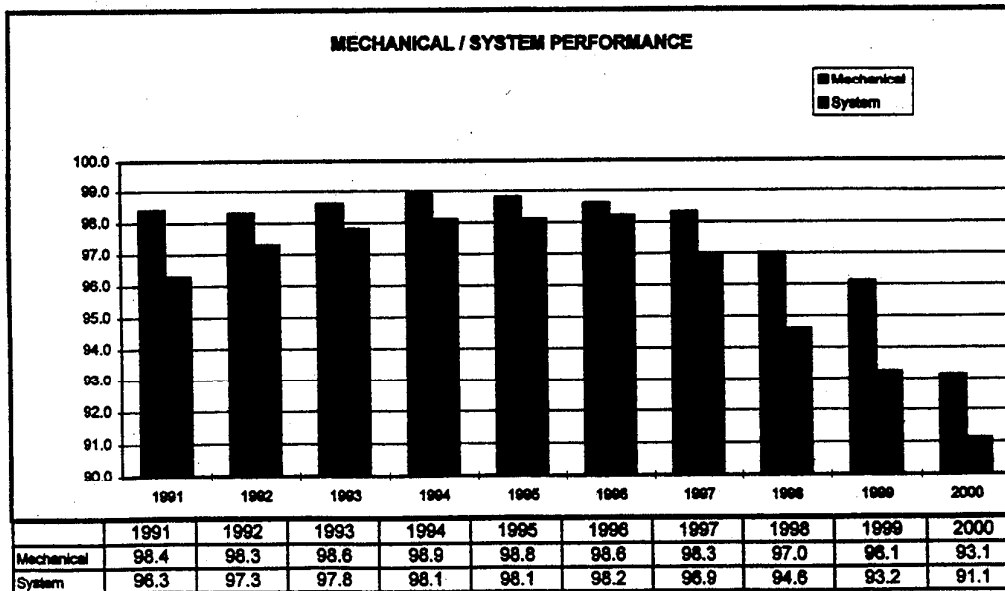
Tail #	Aircraft Model	Engine Type	Serial Number	Position	TSLV	CSLV	Date
N603AL	DC8-73F	CFM56-2	693333	2	1157	324	2/2/00

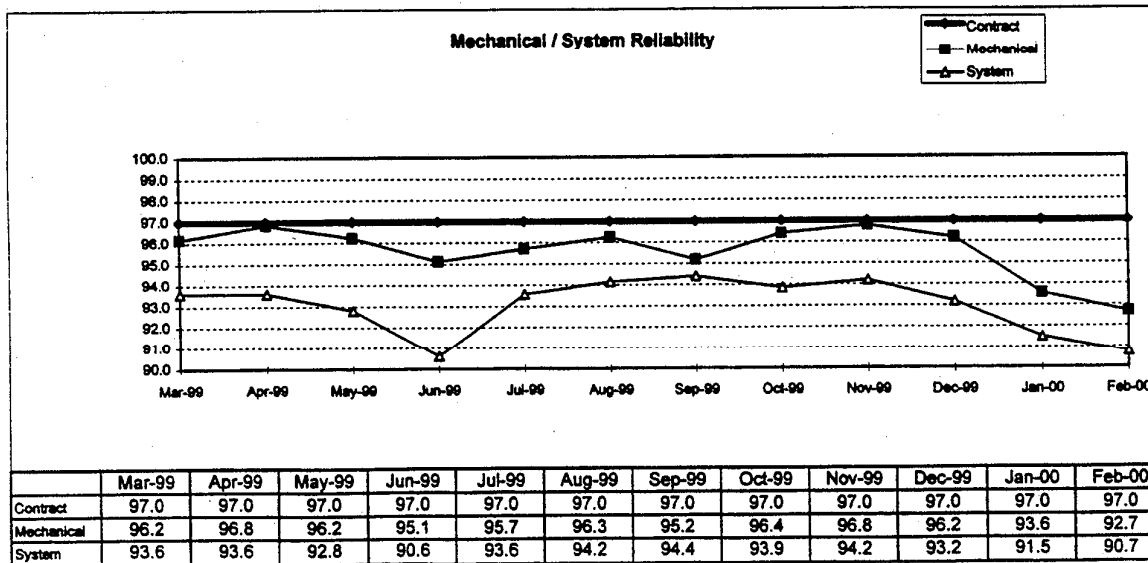
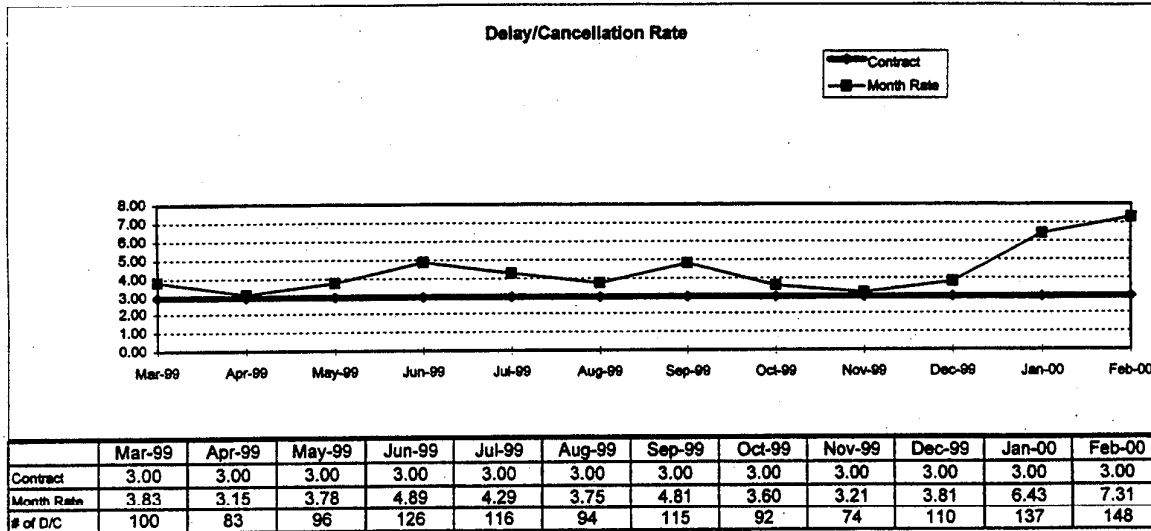
Reason For Shutdown	Findings/Action Taken
#2 ENGINE OIL PRESSURE LIGHT ONLY, QUANTITY 0, PRESSURE 10 PSI, ENGINE SHUTDOWN. SHUTDOWN 0125Z.	REMOVED AND REPLACED TRANSFER GEAR BOX LAW GE CMM56-2 MM SEC 72-62-00. RUN AND LEAK CHECK OK.

**EMERY WORLDWIDE AIRLINES
OPERATIONAL RELIABILITY
February-00**

MECHANICAL DISPATCH RELIABILITY: 92.7
YEAR TO DATE: 93.1

SYSTEM PERFORMANCE: 90.7
YEAR TO DATE: 91.1





EMERY WORLDWIDE AIRLINES
Delays and Cancellations Overview
February 2000

Emery Worldwide Airlines achieved a 92.7% Mechanical Dispatch Reliability performance factor for the month of February. One Hundred Forty-Eight (148) departure delays and flight cancellations were reported during February 2000. These interruptions in service resulted in a monthly performance rate of 7.3 delays per 100 departures. The monthly Delay & Cancellation performance rate increased 0.9 delays per 100 departures over the month of January. This decrease in the Mechanical Dispatch Reliability is due in part to the decrease in the number of cycles flown 2132 in January and 2026 in February) a 5.0% decrease, and the increase in the number of departure delays and cancellations. The number of departure delays and cancellations increased from 137 in January to 148 in February, a 8.0% increase.

A. FLIGHT CANCELLATION SUMMARY:

Forty-four (44) flight cancellation were reported during February 2000. The flight cancellations that occurred are summarized below:

N105WP	02/17/2000	ATA	5234	Scheduled Route: KDAY -to- KSWF
Discrepancy: CARGO DOOR APPEARS R TO BE SQUEALING SEVERELY AT CRUISE, DOOR SEAL APPEARS TO BE LEAKING, CABIN PRESSURE CAN NOT BE HELD ABOVE 4.5 PSI WITH MINIMUM FLOW. MUST BE MAX FLOWN TO MAINTAIN CADIN PRESSURE.				Corrective Action: INSTALLED NEW CARGO DOOR SEAL, PRESSURIZED AIRCRAFT TO CHECK FOR LEAKS, NO LEAKS NOTED.
N2674U	02/26/2000	ATA	2841	Scheduled Route: KMSY -to- KDAY
Discrepancy: 1. AIRCRAFT LEVEL #2 MFQI READS 9450 AND THE STICK READS 8750 LBS, # 3 MFQI READS 9150 AND THE STICK READS 8000 LBS.				Corrective Action: REMOVED AND REPLACED #2 AND #3 MAIN FUEL QTY INDICATORS PER DC-8 M/M CHAPTER 28-41. SYSTEM OPS CHECKS NORMAL , VERIFIED VIA DRIP STICK METHOD.
N2674U	02/18/2000	ATA	5331	Scheduled Route: KDAY -to- KPHL
Discrepancy: FOUND BREAK IN SKIN BETWEEN RIVETS LEFT SIDE OF AIRCRAFT APPROX MID POINT BETWEEN MAIN CARGO DOOR AFT EDGE AND WING.				Corrective Action: DISCOVERED BREAK TO BE CORROSION BUBBLE, REMOVED DAMAGED AREA AND REPAIRED IAW DC8 SRM 53-2-1 FIGURE 7, AIRCRAFT NOW GOOD FOR CONTINUED SERVICE.
N500MH	02/18/2000	ATA	5611	Scheduled Route: KDAY -to- KRNO
Discrepancy: ALL INNER WINDSHIELD PANELS REMOVED TO REPAIR BAD NUT PLATES ON RETAINERS FOR OUTER WINDOWS.				Corrective Action: ALL PANES REINSTALLED IAW DC8 M/M 56-10-3. AIRCRAFT WAS PRESSURIZED ON GRD, NO LEAKS NOTED.
N500MH	02/08/2000	ATA	3421	Scheduled Route: KDAY -to- KLRD
Discrepancy: CAPT'S RMI FLAG IN VIEW, RMI OPS CHECKS NORMAL.				Corrective Action: REMOVED AND REPLACED #2 D/G , ALSO THE SMART BOX , PERFORMED OPERATIONAL CHECK OF THE #2 COMPASS SYSTEM, OPS CHECKS IAW M/M 34
N603AL	02/22/2000	ATA	3614	Scheduled Route: KDAY -to- KPHL
Discrepancy: #3 ENGINE BLEED NOT PRODUCING ENOUGH AIR TO PREVENT DRASTIC SPLIT IN MANIFOLD AIR PSI AT MANIFOLD , X-FEED IN NORMAL.				Corrective Action: FOUND DUCT ASSY CRACKED AT #3 ENGINE , REMOVED AND REPLACED DUCT, ENGINE PRESSURE REGULATOR , RAN ENGINE OPS CHECKED GOOD ON GRND RUN UP.
N603AL	02/02/2000	ATA	7933	Scheduled Route: KLAX -to- MMEX
Discrepancy: #2 ENGINE OIL PRESSURE LIGHT ON , OIL QTY 0, PRESSURE 10PSI, ENGINE SHUT DOWN.				Corrective Action: FOUND HAND CRANK PAD SHAFT BEARING DESTROYED, HOLE IN PAD COVER, TGB SCAVANGE CHIP DETECTOR COMPLETELY FULL OF VARIOUS BEARING PIECES, IN PROCESS OF REMOVEING AND REPLACING ENGINE GEAR BOX.
N604AL	02/08/2000	ATA	8011	Scheduled Route: KPHX -to- KDAY
Discrepancy: #2 ENGINE WILL NOT START, ENGINE OVER PRESSURE LIGHT REMAINS ON WITH PNEUMATIC PRESSURE UP.				Corrective Action: REMOVED AND REPLACED #2 ENGINR BLEED AIR SHUT OFF VALVE IAW DC8 M/M 36-12-9 GROUND OPS CHECKS GOOD.

**EMERY WORLDWIDE AIRLINES
Delays and Cancellations Overview
February 2000**

N605AL	02/11/2000	ATA	7721	Scheduled Route: KELP -to- KDAY
Discrepancy: ON TAKE OFF #4 EGT WENT TO 900 DEG "C", ENGINE HAD TO BE PULLED BACK TO MCT TO KEEP ENGINE FROM OVER TEMP.ING, OAT +25 DEG, TARGET N1 93.3 %.				Corrective Action: CLEANED AND TESTED CIT SENSOR, CHECKED EGT SYSTEM WITH BARFIELD TESTER, C/W ALL VISUAL INSPECTIONS REQUIRED BY M/M NO RESULTS. ADJUSTED STATIC RIG ON VSV'S, ENGINE OPS CHECKED WITH IN LIMITS PER CFM M/M 71-00-00, PAGE 533 AND 55% POWER ASSURANCE CHAPTER 71-00-00, PAGE 521, C/W FAULT FREE 48 M/M 71-00-00.
N605AL	02/03/2000	ATA	2811	Scheduled Route: KDAY -to- KATL
Discrepancy: ON PREFLIGHT FUEL DRIPPING FROM REAR DRAIN TUBE#3 PYLON AND FUEL DRIPPING FROM #4 PYLON REAR AREA.				Corrective Action: FUEL TEAM IN PLACE AND WORKING FUEL LEAKS ON AIRCRAFT.
N606AL	02/11/2000	ATA	7111	Scheduled Route: KDAY -to- KMSY
Discrepancy: #3 ENGINE NOSE COWL TO BE REMOVED AND REPLACED DUE TO DAMAGE (DENT) NON MEL #N7552231-5160.				Corrective Action: NOSE COWL REMOVED AND REPLCED, HAD TO SWP GUIDE VANES FROM OLD COWL TO NEW COWL, OLD HARDWARE WAS NOT USABLE AND HAD TO ORDER NEW. HARDWARE CAME IN AND GUIDE VANES WERE INSTALLED.
N791FT	02/02/2000	ATA	3422	Scheduled Route: KHSV -to- KDAY
Discrepancy: CAPT'S RMI #1 VOR NEEDLE READS 180 DEG. OUT, F/O'S RMI NEEDLE OK. CAPT'S RMI #1 NEEDLE ALSO 180 DEG. OUT ON ADF.				Corrective Action: RE-RACKED AND SWAPPED COMPONENTS, RE-SET RMI C/B, SLAVED CAPT'S RMI TO F/O'S SIDE AND PROBLEM FOLLOWED. ACFT AWAITING RMI FROM DAYTON STORES VIA COMAT.
N796AL	02/24/2000	ATA	7111	Scheduled Route: KDAY -to- KMSF
Discrepancy: FAA REPORT MISSING ACOUSTIC MATERIAL #1 ENG INLET.				Corrective Action: REMOVED AND REPLACED #1 ENG NOSE COWL ASSY.
N796AL	02/18/2000	ATA	3415	Scheduled Route: KSTL -to- KDAY
Discrepancy: F/O'S AIRSPEED INDICATOR READ 120 KNOTS LOWER THAN CAPT'S DURING DESCENT.				Corrective Action: PUMPED UP BOTH F/O & CAPT PITOT SYSTEMS. BOTH SYSTEMS CHECKED WITHIN LIMITS. NO SPLITS WERE NOTED AT THIS TIME. SYSTEM OPS CHECKS GOOD IAW DC-8 M.M. 34.
N796AL	02/03/2000	ATA	8011	Scheduled Route: KATL -to- KDAY
Discrepancy: #2 ENGINE START VALVE HANGS OPEN				Corrective Action: REMOVED AND REPLACED STARTER AND START VALVE, ENGINE OPS CHECKED NORMAL.
N796FT	02/23/2000	ATA	2811	Scheduled Route: KDAY -to- KCUU
Discrepancy: FUEL LEAK #1 PYLON.				Corrective Action: INSPECTED LEADING EDGE GAMMA SEALS & PYLON GAMMA SEALS, NO LEAKS FOUND, INSPECTED ALL ASSOCIATED FUEL LINES NO LEAKS FOUND, FUEL LEAK REPAIR TEAM CALLED TO WORK AIRCRAFT. FUEL TEAM REPAIRING LEAKS AT PRESENT.
N796FT	02/18/2000	ATA	3263	Scheduled Route: KMSY -to- KDAY
Discrepancy: ON PREFLIGHT LANDING GEAR WARNING HORN INOP.				Corrective Action: REMOVED AND REPLACED MLG WARNING HORN AND HAD TO DUE A SERVICE CHECK ON AIRCRAFT BEFORE IT COULD DEPART THE STATION.
N796FT	02/17/2000	ATA	3263	Scheduled Route: KMSY -to- KDAY
Discrepancy: ON PREFLIGHT LANDING GEAR WARNING HORN INOP.				Corrective Action: REMOVED AND REPLACED MAIN LANDING GEAR WARNING HORN.

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N797AL	02/08/2000	ATA	2755	Scheduled Route: KDAY -to- KSTL
Discrepancy:				Corrective Action:
ON WAL AROUND FOUND LEFT FLAP STA #219 FLAP ACTUATOR BROKEN ALONG WITH THE CONNECTING INBOARD FLAP LINK.				REPLACED STA 219 L/H FLAP DRIVE LINK AND L/H FLAP ACTUATOR, RIGGED FLAP FOLLOW UP SYSTEM, OPS AND LEAK CHECKED GOOD AT THIS TIME IAW DC8 MM 27-50-0,27-51-9.
N8076U	02/17/2000	ATA	2811	Scheduled Route: KDAY -to- KLRD
Discrepancy:				Corrective Action:
#1 AND #4 PYLONS LEAKING FUEL.				REPAIRED FUEL LEAKS IAW M/M 28-10-01, PERFORMED LEAK CHECK, CHECKED GOOD.
N8076U	02/16/2000	ATA	2421	Scheduled Route: KONT -to- KDAY
Discrepancy:				Corrective Action:
UNABLE TO POWER #4 BUSS.				REMOVED AND REPLACED #4 GENERATOR CONTROL PANEL PER EWA DC8 TROUBLE SHOOTING GUIDE, OPS CHECKS NORMAL DURNING GROUND RUN UP.
N8079U	02/02/2000	ATA	3423	Scheduled Route: KELP -to- KDAY
Discrepancy:				Corrective Action:
ON INITIAL TAKE OFF ROLL BOTH GYRO AND FLT/DIRECTOR FLAGS CAME INTO VIEW ON CAPTS ADI, THREE TIMES INTERMITTENT, THEN STEADY ON THE FOURTH PRIOR TO TAXI IN.				REMOVED AND REPLACED #1 VERTICAL GYRO, SYSTEM OPS CHECKS GOOD ON THE GROUND.
N8084U	02/08/2000	ATA	5312	Scheduled Route: KDAY -to- KRNO
Discrepancy:				Corrective Action:
K-LOADER STRUCK ACFT DURING ONLOAD CAUSING 11" SCRATCH WITH APPROX 2" TO 3" CRACK OF AFT SILL GUARD. DAMAGE OUT OF LIMITS FOR FURTHER FLIGHT.				REPAIRED DAMAGE WITH EXTERNAL DOUBLER IAW DC-8 SRM CHAPTER 53-2-1 PG. 117/118 AND MESSAGE NO. EAF-ILM-00-00024 H DATED 08 FEB 00
N8087U	02/11/2000	ATA	2743	Scheduled Route: KMTY -to- KDAY
Discrepancy:				Corrective Action:
R/H STAB TRIM SUITCASE HANDLE WILL NOT MOVE NOSE UP WITH EITHER PICKLE SWITCH.				REMOVED AND REPLACED R/H SERVO ACTUATOR MOTOR, LONG TRIM OPS CHECKS NORMAL NOSE UP AND NOSE DOWN IAW DC8 M/M 27-40-06.
N811AL	02/17/2000	ATA	3621	Scheduled Route: KDAY -to- KLRD
Discrepancy:				Corrective Action:
CAN NOT MAINTAIN 10,000' CABIN PRESSURE WHEN AIRCRAFT GREATER THAN 19.0' WITH JUST R/H PACK.				REPAIRED 6' TEAR ON UPPER AFT CORNER OF MAIN CARGO DOOR SEAL.
N870TV	02/22/2000	ATA	7232	Scheduled Route: KDAY -to- KATL
Discrepancy:				Corrective Action:
#3 ENGINE COMPRESSOR STALLED UPON REVERSING ENGINE ON LANDING. ON DESCENT #3 MANIFOLD OVER TEMP LIGHT WHEN POWER IS PULLED BACK.				TOOK ACFT TO RUN UP PAD TO RUN ENGINE, FELT VIBRATION IN #3 ENGINE, ALSO FLAMED OUT, AT PRESENT TIME #3 ENGINE IS BEING REMOVED AND REPLACED.
N873SJ	02/16/2000	ATA	7321	Scheduled Route: KDAY -to- KPHL
Discrepancy:				Corrective Action:
#4 ENGINE FLAMES OUT.				REMOVED AND REPLACED #4 ENGINE ASSY IAW EWA FORM MEO91. ENG PARAMETERS GOOD IAW EWA DC-8 JET RUN BOOK. FORM MEO70 FILLED OUT.
N873SJ	02/12/2000	ATA	7321	Scheduled Route: KDAY -to- KAUS
Discrepancy:				Corrective Action:
AFTER ENGINE START #4 ENGINE N1 AND N2 ROLLED BACK, FUEL PRESSURE FLUCATES TO ZERO, ENGINE FLAMED OUT AFTER FOUR CYCLES.				REMOVED AND REPLACED SEALS ON #4 X-FEED VALVE AND #4 FUEL SELECT VALVE. REMOVED #4 MAIN FUEL CHECK VALVE AND CLEANED ICE CHUNKS OUT OF VALVE, REINSTALLED CHECK VALVE. #4 ENGINE OPS CHECKS GOOD.

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N873SJ	02/04/2000	ATA	7321	Scheduled Route: KLAX -to- KLAX
Discrepancy: ON TAXI TO RUNWAY ENGINE #4 AFTER THROTTLE ADVANCE FLAMED OUT.				Corrective Action: REMOVED AND REPLACED #4 ENGINE FEED LINE COUPLING SEAL (16EACH) AS PER M/M CHPT. 28-21-14. SEE ATTACHED R/O ENGINE RUN IAW EWA RUN CHECK LIST. OPS. CHECK NORMAL.
N950R	02/24/2000	ATA	2515	Scheduled Route: KPHX -to- KDAY
Discrepancy: PILOT'S ARMREST DMT'ED, PILOT REFUSED AIRCRAFT.				Corrective Action: REMOVED AND REPLACED L/H ARM REST AND STRICKER PLATE IAW DC8 M/M25-00, OPS CHECKS GOOD PLACARD REMOVED.
N950R	02/16/2000	ATA	2811	Scheduled Route: KDAY -to- KPHX
Discrepancy: FOUND FUEL LEAK ON FWD SPAR AREA OF #1 ALT TANK.				Corrective Action: FUEL TEAM CALLED OUT TO WORK , FOUND #1 ALT TANK OVER WING PANEL SEAL BAD, REMOVED AND REPLACED SEAL LEAKS OR DEFECTS NOTED OPS CHECKS GOOD.
N950R	02/13/2000	ATA	3233	Scheduled Route: KMCO -to- KTPA
Discrepancy: RMLG HYD GLAND LEAKING.				Corrective Action: REMOVED AND REPLACED RT GEAR SWIVEL GLAND HOUSEING, LEAK CHECKS GOOD IAWM/M 32-32-0.
N950R	02/08/2000	ATA	2811	Scheduled Route: KDAY -to- KMSY
Discrepancy: FUEL LEAK #3 ENGINE PYLON AREA, DRIPPING ONTO EXHAUST FOUND ON PREFLIGHT.				Corrective Action: INSPECTED AND FOUND FUEL LEAKING FROM PYLON TO WING MOUNT FASTENERS. TANK TEAM IS AT WORK LOCATEING AND REPAIRING FUEL LEAKS.
N961R	02/25/2000	ATA	2766	Scheduled Route: KRNO -to- KDAY
Discrepancy: SPOILERS DID NOT DEPLOY ON LANDING, MAIN OR NOSE GEAR TOUCH DOWN.				Corrective Action: TROUBLE SHOT AND REMOVED AND REPLACED GROUND CONTROL RELAY. RELAY R247. ALSO SPOILER CONTROL RELAY AND SPOILER CONTROL BOX, NO HELP, TRANSFERRED TO DMI LIST #C8787203-5427. (CLOSED ELP 2/28/00) GROUND SPOILERS OPS CHECK GOOD BY FLIGHT CREW. THIS CLEARS DMI #C8789203-5427, PLACARD REMOVED.
N961R	02/05/2000	ATA	3233	Scheduled Route: KDAY -to- KDRU
Discrepancy: ON WALK AROUND FOUND LT MLG RETRACT CYLINDER HAS PIN HOLE IN IT.				Corrective Action: REMOVED AND REPLACED LEFT HAND LANDING GEAR RETRACT CYLINDER, OPS CHECKED AND LEAK CHECKED GOOD.
N961R	02/01/2000	ATA	7321	Scheduled Route: KDAY -to- KJL
Discrepancy: #3 ENGINE FLAMED OUT ON TAXI OUT.				Corrective Action: REMOVED AND REPLACED #3 ENGINE MEC AND MAIN FUEL PUMP, #3 ENGINE OPS CHECKS GOOD ON ENGINE RUN AT ALL POWER SETTINGS.
N964R	02/11/2000	ATA	2743	Scheduled Route: KPHL -to- KDAY
Discrepancy: UPON PREFLIGHT FOUND ALT LONGITUDINLE TRIM INOPERATIVE, FOUND 3 CIRCUIT BREAKERS POPPED ON AUX RADIO BUS 3 FOR ALT LONG TRIM . (SEE PREVIOUS PAGE) PREVIOUS LOG ENTRY FOR AUTO PILOT AUTO TRIM LIGHT ON IN FLIGHT.				Corrective Action: RESET CIRCUIT BREAKERS, OPS CHECKED OK AS PER M/M 27-42-1.
N990CF	02/13/2000	ATA	2841	Scheduled Route: KMSP -to- MIND
Discrepancy: #2 MAIN FUEL QTY INDICATOR READS 1200# HIGH. #3 MAIN FUEL QTY INDICATOR ON DMI.				Corrective Action: CLEANED CORROSION FROM HI "Z" TERMINALS ON #7 PROBE, #2 MAIN TANK. #2 FUEL QTY SYSTEM CHECKS GOOD IAW M/M 28-41-0.

**EMERY WORLDWIDE AIRLINES
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N996CF	02/26/2000	ATA	3622	Scheduled Route: KBOS -to- KDAY
Discrepancy:				Corrective Action:
LEFT MANIFOLD AIR TEMP. ONLY READS 140C. DOES NOT MEET MINIMUM OF 182C AS REQUIRED BY EWA AOM VOL. 1, PAGE 5-01-12				REMOVED AND REPLACED #2 ENGINE FAN COOLING AIR CONTROL IAW DC-8 MM CHAP 36-13-4 ENGINE HIGH POWER RUN NEEDED SEE ITEM #6.
N996CF	02/25/2000	ATA	3622	Scheduled Route: KBOS -to- KDAY
Discrepancy:				Corrective Action:
LEFT MANIFOLD AIR TEMP ONLY READS 140C, DOES NOT MEET MINIMUM OF 182C AS REQUIRED.				R&R #2 ENG FAN COOLING AIR CONTROL VALVE IAW DC-8 MM CHAP 36-13-4 ENG HIGH POWER RUN NEEDED. RAN # 1,2,3,4, ENGINES IAW DC8 RUN UP HAND BOOK OPERATIONAL GROUND RUN UP CHECKS GOOD.
N996CF	02/23/2000	ATA	7208	Scheduled Route: KDAY -to- KMSP
Discrepancy:				Corrective Action:
#4 ENGINE SLOW TO SPOOL , EXCEEDED MAX POWER AFTER V1, TEMP READS 580 DEG.				BARFIELD TEST SHOW INDICATOR READS 30 DEG LOW. #4 ENGINE CHANGE IN PROGRESS.
N997CF	02/25/2000	ATA	2762	Scheduled Route: KDAY -to- KPHL
Discrepancy:				Corrective Action:
ON PREFLIGHT FOUND SPOILER BRACKET BROKEN IN LT MLG WHEEL WELL.				REMOVED AND REPLACED BRACKET, RIGGED GROUND SPOILERS PER DC8 M/M 27-60-0, OPS CHECKED GOOD ON GROUND.
N997CF	02/02/2000	ATA	7933	Scheduled Route: KDAY -to- KDEN
Discrepancy:				Corrective Action:
DURING CLIMB OUT, NOTED #1 ENGINE LOW OIL PRESSURE LIGHT ILLUMINATED, #1 OIL PRESSURE 26 PSI AND DROPPING, OIL QTY DECREASING, #1 OIL QTY 1.5 GALS AND DECREASING, ENGINE SHUT DOWN, FLIGHT TURNED BACK .				R/R #1 ENG. OIL PRESSURE RELIEF VALVE NO HELP OPS CHECK BAD R/R #1 ENG AS REQUIRED IAW EWA M/M FORM ME-086 PERFORMED OPS AND LK CHECKS GOOD ON ENG RUN ALL PARAMETERS GOOD IAW DC-8 EWA JET RUNBOOK FORM ME070
N997GE	02/17/2000	ATA	2731	Scheduled Route: KFLL -to- KDAY
Discrepancy:				Corrective Action:
AT ROTATION NOSE VERY HEAVY, SUSPECT MISLOAD OR INCORRECT ACFT INDEX.				REMOVED AND REPLACED ELEVATOR LOAD FEEL AND CENTERING SPRING.

B. RELIABILITY ANALYSIS AND FINDINGS

The Reliability Section reviewed and analyzed each of the one hundred forty-eight (148) interruptions in service that Emery Worldwide Airlines experienced during February 2000. The result of the analysis is summarized below.

1. Emery Worldwide Airlines experienced three (3) Air Turn Backs during February , 1999.

N997CF	02/02/2000	Flight Canceled	Yes	ATA	7933	Scheduled Route: KDAY -to- KDEN
Discrepancy:						Corrective Action:
DURING CLIMB OUT, NOTED #1 ENGINE LOW OIL PRESSURE LIGHT ILLUMINATED, #1 OIL PRESSURE 26 PSI AND DROPPING, OIL QTY DECREASING, #1 OIL QTY 1.5 GALS AND DECREASING, ENGINE SHUT DOWN, FLIGHT TURNED BACK						R/R #1 ENG. OIL PRESSURE RELIEF VALVE NO HELP OPS CHECK BAD R/R #1 ENG AS REQUIRED IAW EWA M/M FORM ME-086 PERFORMED OPS AND LK CHECKS GOOD ON ENG RUN ALL PARAMETERS GOOD IAW DC-8 EWA JET RUNBOOK FORM ME070
N603AL	02/02/2000	Flight Canceled	Yes	ATA	7933	Scheduled Route: KLAX -to- MMEX
Discrepancy:						Corrective Action:
#2 ENGINE OIL PRESSURE LIGHT ON , OIL QTY 0, PRESSURE 10PSI, ENGINE SHUT DOWN.						FOUND HAND CRANK PAD SHAFT BEARING DESTROYED, HOLE IN PAD COVER, TGB SCAVANGE CHIP DETECTOR COMPLETELY FULL OF VARIOUS BEARING PIECES, IN PROCESS OF REMOVING AND REPLACING ENGINE GEAR BOX.
N795FT	02/26/2000	Flight Canceled	No	ATA	2911	Scheduled Route: KMSY -to- KMCO
Discrepancy:						Corrective Action:
HYD FAILURE BOTH SYSTEMS						FOUND RUDDER RETURN HYDRAULIC LINE BROKEN AT WALL RESTRAINT. REMOVED 12 INCHES AND REPLACED LINE IAW M/M CHAPTER 20-12-1, RESERVICED HYD SYSTEM, RAN ENGINES. GROUND OPS CHECK NORMAL, LEAK CHECKS GOOD IAW M/M CHAPTER 29-00

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2. Emery Worldwide Airlines experienced sixteen (16) Block Turn Backs during February 2000. A summary of the Block Turn Backs is listed below.

N105WP 02/11/2000	Flight Canceled: No	ATA 2351	Scheduled Route: KDAY -to- KPHL
Discrepancy:		Corrective Action:	
LOUD AUDIBLE TONE EMANATING FROM OVER HEAD SPEAKER ADJACENT TO #1 FIRE LEVER, TONE BGAN WHEN RADAR WAS TURNED ON. INCREASED WHEN ANTI SKID WAS TURNED ON , WHEN EFIS WAS TURNED OFF, TONE WAS SILENCED.		COULD NOT DUPLICATE, CYCLED RADIO ALT C/B, CYCLED EFIS SWITCHES, CYCLED ANTI SKID SWITCH, TESTED ALL COCKPIT AURAL WARNINGS, ALL SYSTEMS OPS CHECK GOOD.	
N105WP 02/24/2000	Flight Canceled: No	ATA 2734	Scheduled Route: KTPA -to- KDAY
Discrepancy:		Corrective Action:	
EPI WOULD NOT MOVE DURING FLIGHT CONTROL CHECKS ON TAXI OUT.		VERIFIED ELEVATOR CONTROLS CKS NORMAL VISUALLY, BAD INDICATOR. PUT EPI ON DMI PER MEL 27-9 , #C8447171-5385. (CLOSED KDAY 2/29/00) EPI OPS CHECKED GOOD PER CREW COMMENT AND GROUND OPS CHECKED GOOD. THIS CLEARS DMI #8447171-5305 PLACARDS REMOVED.	
N791FT 02/02/2000	Flight Canceled: No	ATA 3245	Scheduled Route: KFLL -to- KDAY
Discrepancy:		Corrective Action:	
ON TAXI OUT ANTI-SKID LIGHT ON, ON FWD PANEL, LAI LIGHT ON ON THE FE'S PANEL.		RE-SEATED ANTI-SKID CONTROL BOX , SYSTEM OPS CHECKED GOOD ON GROUND.	
N795FT 02/26/2000	Flight Canceled: No	ATA 2111	Scheduled Route: KSWF -to- KDAY
Discrepancy:		Corrective Action:	
L/H PACK HAS NO AIR FLOW.		FOUND L/H FLOW CONTROL VALVE BAD, NONE IN SPK , DEFERRED PACK, ADJUSTED FUEL LOAD AND FLIGHT PLAN DIRECT TO DAYTON.	
N796FT 02/15/2000	Flight Canceled: No	ATA 2515	Scheduled Route: KDAY -to- KDEN
Discrepancy:		Corrective Action:	
FE'S RIGHT SHOULDER HARNESS WILL NOT RELEASE FROM REEL.		REMOVED AND REPLACED FE'S CHOULD HARNESS OPS CHECKS GOOD.	
N8079U 02/02/2000	Flight Canceled: Yes	ATA 3423	Scheduled Route: KERP -to- KDAY
Discrepancy:		Corrective Action:	
ON INITIAL TAKE OFF ROLL BOTH GYRO AND FLT/DIRECTOR FLAGS CAME INTO VIEW ON CAPT'S ADI, THREE TIMES INTERMITTENT, THEN STEADY ON THE FOURTH PRIOR TO TAXI IN		REMOVED AND REPLACED #1 VERITICAL GYRO, SYSTEM OPS CHECKS GOOD ONTHE GROUND.	
N811AL 02/17/2000	Flight Canceled: No	ATA 2111	Scheduled Route: KAUS -to- KDAY
Discrepancy:		Corrective Action:	
LEFT HAND PACK INOP		DEFERRED IAW EWA MEL PROCEDURES. DMI# C8671081-5284 (CLOSED KDAY 2/18/00) REMOVED AND REPLACED L/H FLOW CONTROL VALVE. OPS CHECK GOOD. THIS CLEARS DMI #C8671081-5284, PLACARD REMOVED.	
N870IV 02/06/2000	Flight Canceled: No	ATA 2771	Scheduled Route: KMSP -to- KDAY
Discrepancy:		Corrective Action:	
WHEN GUST LOCK OFF AILERON REVISION LIGHT DID NOT COME ON BUT PRESS TO TEST OK.		FILEMONT ON BACK OF LAMP WORN OUT, RELAMPED LIGHT TO TEST FOR AILERON MANUAL CONTROL , OPS CHECKED GOOD.	
N873SJ 02/04/2000	Flight Canceled: Yes	ATA 7321	Scheduled Route: KLAX -to- KLAX
Discrepancy:		Corrective Action:	
ON TAXI TO RUNWAY ENGINE #4 AFTER THROTTLE ADVANCE FLAMED OUT.		REMOVED AND REPLACED #4 ENGINE FEED LINE COUPLING SEAL (16EACH) AS PER M/M CHPT. 28-21-14. SEE ATTACHED R/O ENGINE RUN IAW EWA RUN CHECK LIST.OPS. CHECK NORMAL.	

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N873SJ	02/06/2000	Flight Canceled: No	ATA 7321	Scheduled Route: KEWR -to- KDAY
Discrepancy:		Corrective Action:		
ON TAXI FOR TAKE OFF #4 ENGINE FLAMED OUT		REMOVED AND REPLACED # 4 ENGINE NASH PUMP.		
N873SJ	02/16/2000	Flight Canceled: Yes	ATA 7321	Scheduled Route: KDAY -to- KPHL
Discrepancy:		Corrective Action:		
#4 ENGINE FLAMES OUT.		REMOVED AND REPLACED #4 ENGINE ASSY IAW EWA FORM MEO91. ENG PARAMETERS GOOD IAW EWA DC-8 JET RUN BOOK. FORM MEO70 FILLED OUT.		
N950R	02/22/2000	Flight Canceled: No	ATA 3245	Scheduled Route: KLAX -to- KDAY
Discrepancy:		Corrective Action:		
ANTI SKID INOP ON TAKE OFF , LAI LIGHT CAME ON AND ANTI SKID LIGHT ON PILOTS PANEL REMAINED ON.		CHECKED BRAKES AND 5&6 COLD TO THE TOUCH CHECKED ANTI SKID CONTROL VALVE C/B'S , TIGHTEND LOOSE BACKSHELL ON CANNON PLUG, OPS CHECKED ANTI SKID SYSTEM IAW TROUBLE SHOOTING GUIDE, OPS CHECKED		
NORMAL.				
N961R	02/01/2000	Flight Canceled: Yes	ATA 7321	Scheduled Route: KDAY -to- KELP
Discrepancy:		Corrective Action:		
#3 ENGINE FLAMED OUT ON TAXI OUT.		REMOVED AND REPLACED #3 ENGINE MEC AND MAIN FUEL PUMP, #3 ENGINE OPS CHECKS GOOD ON ENGINE RUN AT ALL POWER SETTINGS.		
N993CF	02/04/2000	Flight Canceled: No	ATA 7200	Scheduled Route: KDEN -to- KDAY
Discrepancy:		Corrective Action:		
SIGNIFICANT AND ABNORMAL SMOKE COMING FROM RIGHT SIDE OF AIRCRAFT FROM TOWER AND CONFIRMED BY DELTA BEHIND US. UNITED ALSO REPORTED ABNORMAL SMOKE FROM #1 ENGINE		PERFORMED ENGINE RUNS ON ALL 4 ENGINES PER EWA RUN UP HAND BOOK. COULD NOT DUPLICATE ABNORMAL SMOKE. ALL PARAMETERS NORMAL EACH ENGINE, NO DEFECTS NOTED AT THIS TIME , AIRCRAFT OK FOR FLIGHT.		
N993CF	02/17/2000	Flight Canceled: No	ATA 5270	Scheduled Route: KDAY -to- KSEA
Discrepancy:		Corrective Action:		
BELLY DOOR LIGHT ILLUMINATED DURING TAKE OFF ROLL, A/C COMPARTMENT #5.		ITEM DEFERRED IAW MEL 52-1, CAT "C", CONTROL # C8896061-5294, DUE DATE 02/27/00 , PLACARD INSTALLED. (CLOSED KSEA 17 FEB 00) REPAIRED WIRES ON SWITCH PLUG, OP'S. CK'S. GOOD IAW DC-8 MM 52-70-0. THIS CLEARS DM#C8896061-5294, PLACARD REMOVED.		
N997GE	02/01/2000	Flight Canceled: No	ATA 3441	Scheduled Route: KPDX -to- KDAY
Discrepancy:		Corrective Action:		
WEATHER RADAR FAILURE.		RERACKED R/T, RADAR TESTED AND OPS CHECKED OK.		

EMERY WORLDWIDE AIRLINES
Delays and Cancellations Overview
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3. The table below represents the primary systems that involved mechanical delays and cancellations in February , 2000.

Primary ATA Chapter	Number of Delays December 1999	Number of Delays January 2000	Number of Delays February 2000
21 Air Conditioning	3	5	3
22 Auto Flight	0	0	0
23 Communications	5	4	2
24 Electrical Power	6	5	8
25 Equip and Furnishings	2	4	4
26 Fire Protection	4	1	4
27 Flight Controls	8	10	10
28 Fuel	12	14	16
29 Hydraulic Power	5	7	2
30 Ice & Rain Protection	0	4	1
31 Instruments	0	0	0
32 Landing Gear	9	13	15
33 Lights	4	2	3
34 Navigation	10	13	16
35 Oxygen	1	0	0
36 Pneumatics	5	12	13
38 Water Waste	0	1	0
52 Doors	9	9	10
53 Fuselage	1	0	3
54 Nacelles/Pylons	0	0	0
55 Stabilizers	0	1	0
56 Windows	0	1	5
57 Wings General	0	0	0
71 Power Plant General	0	1	7
72 Engine (Turbine)	10	3	6
73 Engine Fuel & Control	3	5	8
74 Engine Ignition	1	0	1
75 Engine Air	4	1	1
76 Engine Control	1	1	1
77 Engine Indicating	3	8	3
78 Engine Exhaust	1	4	0
79 Engine Oil	2	5	3
80 Engine Starting	1	3	3
TOTAL	110	137	148
CYCLES	2888	2132	2026

EMERY WORLDWIDE AIRLINES
 DELAY/CANCELLATIONS
 DC-8 FLEET
 February, 2000

Month	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	38	49	62	63	64	65	66	67	71	72	73	74	75	76	77	78	79	80	Total Delay	Total Depart	Monthly Rate
Feb00	3	0	2	8	4	4	10	16	2	1	0	15	3	16	0	13	0	0	10	3	0	0	5	0	7	6	8	1	1	1	3	0	3	3	148	2026	7.31
Jan00	5	0	4	5	4	1	10	14	7	4	0	13	2	13	0	12	1	0	9	0	0	1	1	0	1	3	5	0	1	1	8	4	5	3	137	2132	6.43
Dec99	3	0	5	6	2	4	8	12	5	0	0	9	4	10	1	5	0	0	9	1	0	0	0	0	0	10	3	1	4	1	3	1	2	1	110	2888	3.81
Nov99	2	1	0	7	4	1	6	11	6	0	1	9	1	3	0	1	0	0	3	1	0	0	3	1	0	6	1	0	3	0	0	1	1	1	74	2302	3.21
Oct99	6	2	4	6	1	0	15	8	7	1	0	7	0	12	1	4	0	0	3	0	0	0	0	0	1	6	1	0	2	1	2	2	0	0	92	2558	3.60
Sep99	4	0	4	1	2	1	10	12	2	0	0	8	3	16	5	5	0	0	11	0	0	0	1	3	0	6	1	0	6	1	4	4	1	4	115	2389	4.81
Aug99	6	0	0	4	1	0	5	14	8	0	0	4	1	10	6	4	0	0	9	1	0	1	0	1	4	2	2	0	0	0	5	2	0	4	94	2509	3.75
Jul99	3	0	3	6	1	2	13	6	11	0	0	13	3	14	1	3	0	0	4	1	0	0	0	0	2	4	4	0	4	1	10	4	2	1	116	2707	4.29
Jun99	5	1	1	5	1	2	9	15	12	2	0	10	0	18	0	4	0	0	7	0	0	0	1	1	2	2	2	0	2	1	13	3	5	2	128	2579	4.69
May99	1	0	1	0	1	0	10	9	12	1	0	14	1	12	2	3	0	0	7	2	0	0	3	0	0	1	0	0	0	1	9	1	3	2	96	2541	3.78
Apr99	5	2	3	3	0	1	9	10	3	2	0	9	0	17	0	0	1	0	5	0	0	0	1	2	1	1	1	0	0	0	2	2	2	1	83	2634	3.15
Mar99	3	0	0	3	1	0	14	3	14	2	0	9	4	8	4	2	0	0	7	0	1	0	3	1	0	4	4	0	1	0	5	3	2	2	100	2606	3.83
Rpts	46	6	27	54	22	16	119	130	89	13	1	120	22	149	20	56	2	0	84	9	1	2	18	9	18	51	32	2	24	6	64	27	26	24	1291	29873	4.32

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	02/04/2000	EB019	KLRD -to- KDAY	0 Hr. 24 Min.	5234
Discrepancy:				Corrective Action:		
MAIN CARGO DOOR LIGHT ON F/E PANEL CAME ON IN FLIGHT , NO LOSS OF CABIN PRESSURE, DIFF WAS 6.0"				FOUND AFT MICRO SWITCH LOOSE AT LINK TUBE ASSY., ADJUSTED AND SECURED AFT MICRO SWITCH. MAIN CARGO DOOR CLOSED, LATCHED AND LOCKED NORMAL THRU SEVERAL CYCLES OF MAIN CARGO DOOR LIGHT OUT.		
N105WP	DC8-73	02/04/2000	EB310	KDAY -to- KDEN	0 Hr. 20 Min.	5273
Discrepancy:				Corrective Action:		
AFTER CARGO LOADING FOUND "B" PIT DOOR OPEN LIGHT REMAINED ILLUMINATED.				FOUND "B" PIT DOOR WARNING LIGHT SWITCH ROLLER BROKEN AND MISSING, TRANSFERRED TO DMI, 52-1 CAT "C", #C6881011-5122. (CLOSED KDEN 2/5/00) REPLACED SWITCH OPS CHECK GOOD LAW DC-8MM 52-70-0 THIS CLEARS DMI C6881011-5122 PLACARD REMOVED.		
N105WP	DC8-73	02/11/2000	EB132	KDAY -to- KSWF	0 Hr. 00 Min.	3224
Discrepancy:				Corrective Action:		
AIRCRAFT DIVERTED TO KIND AFTER MAKING TWO MISSED APPROACHES TO KDAY. FLIGHT DIRECTORS UNABLE TO TRACK ILS, VERY ERRATIC AND UNUSABLE ON ILS.				RERACKED #1 FLIGHT DIRECTOR COMPUTER, FLIGHT DIRECTOR OPS CHECKS GOOD WITH T-30D RAMP TESTER SET.		
N105WP	DC8-73	02/11/2000	EB316	KDAY -to- KPHL	0 Hr. 42 Min.	2351
Discrepancy:				Corrective Action:		
LOUD AUDIBLE TONE EMENATING FROM OVER HEAD SPEAKER ADJACENT TO #1 FIRE LEVER, TONE BGAN WHEN RADAR WAS TURNED ON. INCREASED WHEN ANTI SKID WAS TURNED ON, WHEN EFIS WAS TURNED OFF, TONE WAS SILENCED.				COULD NOT DUPLICATE, CYCLED RADIO ALT C/B, CYCLED EFIS SWITCHES, CYCLED ANTI SKID SWITCH, TESTED ALL COCKPIT AURAL WARNINGS, ALL SYSTEMS OPS CHECK GOOD.		
N105WP	DC8-73	02/17/2000	EB120	KDAY -to- KSWF	Cancelled	5234
Discrepancy:				Corrective Action:		
CARGO DOOR APPEARS R TO BE SQUEALING SEVERELY AT CRUISE, DOOR SEAL APPEARS TO BE LEAKING, CABIN PRESSURE CAN NOT BE HELD ABOVE 4.5 PSI WITH MINIMUM FLOW. MUST BE MAX FLOWN TO MAINTAIN CABIN PRESSURE.				INSTALLED NEW CARGO DOOR SEAL, PRESSURIZED AIRCRAFT TO CHECK FOR LEAKS, NO LEAKS NOTED.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	02/18/2000	EB013	KBOS -to- KDAY	1 Hr. 30 Min.	3621

Discrepancy:

AT FLT 330 CABIN DIFF. PRESS IS 7 PSI AND CABIN ALT IS 8000' WITH MAX FLOW, CABIN STILL CLIMBING @ 100' PER MIN.

Corrective Action:

DEFERRED AUTOMATIC PRESSURIZATION SYSTEM IAW MEL 21-10-1, DMI #C8447041-5306, DUE DATE 2-28-00. PLACARD INSTALLED. (CLOSED 22 FEB 00 KDAY) REFER ITEM #1 L/P 8447-07 OPERATIONAL CHECKED TO 8 PSI DEFF. PRESS NO LEAKS FOUND ON M/C/D SEAL THIS CLEARS DMI PLACARD REMOVED. REMOVED & REPLACED MAIN CARGO DOOR SEAL, AND FWD LOWER CARGO SEAL DEPRESSOR I/A/W 52-36-8. OPS CHK NORMAL.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	02/22/2000	EB032	KDAY -to- KFLL	1 Hr. 13 Min.	3428

Discrepancy:

SAI OSCILLATING AND SHOW 5 DEG. NOSE DOWN.

Corrective Action:

REMOVED AND REPLACED SAI, SYSTEM OPS CHECKED GOOD.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	02/23/2000	EB031	KFLL -to- KDAY	0 Hr. 30 Min.	2811

Discrepancy:

ON PREFLIGHT FOUND FUEL SEEP INBRD SIDE OF #4 ENGINE PYLON.

Corrective Action:

DID FUEL LEAK INSPECTION CALLED MX CONTROL FOR PAPER WORK ASSIGNING NONMEL 8447124-5358 FOR GROUP B SEEP.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	02/24/2000	EB103	KTPA -to- KDAY	1 Hr. 06 Min.	2734

Discrepancy:

EPI WOULD NOT MOVE DURING FLIGHT CONTROL CHECKS ON TAXI OUT.

Corrective Action:

VERIFIED ELEVATOR CONTROLS CKS NORMAL VISUALLY, BAD INDICATOR. PUT EPI ON DMI PER MEL 27-9, #C8447171-5385. (CLOSED KDAY 2/29/00) EPI OPS CHECKED GOOD PER CREW COMMENT AND GROUND OPS CHECKED GOOD. THIS CLEARS DMI #8447171-5305 PLACARDS REMOVED.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N2674U	DC8-73F	02/09/2000	EB031	KTPA -to- KDAY	0 Hr. 30 Min.	5331

Discrepancy:

APPROX 1 1/2 INCH DENT IN SCAB PATCH ON LOWER AFT CORNER OF MAIN CARGO DOOR, AFT OUT ON FUSELAGE SKIN. SAME METAL DESTORATION AND RIGHT DISPLACEMENT.

Corrective Action:

M/C NOTIFIED, RESEARCHED SRM, NEGLIGABLE DAMAGE, NO STRUCTURAL DAMAGE NOTED, PER SRM 53-1-0 OK FOR CONTINUED SERVICE.

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N2674U	DC8-73F	02/18/2000	EB115	KDAY -to- KPHL	Cancelled	5331
Discrepancy:				Corrective Action:		
FOUND BREAK IN SKIN BETWEEN RIVETS LEFT SIDE OF AIRCRAFT APPROX MID POINT BETWEEN MAIN CARGO DOOR AFT EDGE AND WING.				DISCOVERED BREAK TO BE CORROSION BUBBLE, REMOVED DAMAGED AREA AND REPAIRED IAW DC8 SRM 53-2-1 FIGURE 7, AIRCRAFT NOW GOOD FOR CONTINUED SERVICE.		
N2674U	DC8-73F	02/22/2000	EB042	KDAY -to- KMSY	0 Hr. 34 Min.	5233
Discrepancy:				Corrective Action:		
C-PIT DOOR INOP, DO NOT OPEN.				FOUND HANDLE TURNED AND WOULD NOT STOW OR OPERATE LOWER SIDE GUIDE PINS, NEEDS RIGGED, PLACED ON MEL.		
N2674U	DC8-73F	02/26/2000	EB041	KMSY -to- KDAY	Cancelled	2841
Discrepancy:				Corrective Action:		
1. AIRCRAFT LEVEL #2 MFQI READS 9450 AND THE STICK READS 8750 LBS, # 3 MFQI READS 9150 AND THE STICK READS 8000 LBS.				REMOVED AND REPLACED #2 AND #3 MAIN FUEL QTY INDICATORS PER DC-8 M/M CHAPTER 28-41. SYSTEM OPS CHECKS NORMAL, VERIFIED VIA DRIP STICK METHOD.		
N500MH	DC8-71F	02/08/2000	EB020	KDAY -to- KLRD	Cancelled	3421
Discrepancy:				Corrective Action:		
CAPT'S RMI FLAG IN VIEW, RMI OPS CHECKS NORMAL.				REMOVED AND REPLACED #2 D/G, ALSO THE SMART BOX, PERFORMED OPERATIONAL CHECK OF THE #2 COMPASS SYSTEM. OPS CHECKS IAW M/M 34		
N500MH	DC8-71F	02/11/2000	EB382	KDAY -to- KOAK	0 Hr. 45 Min.	3270
Discrepancy:				Corrective Action:		
TAIL STRIKE ON DEPARTURE FROM KOAK.				ACCOMPLISHED TAIL STRIKE INSPECTION, HAD TO REPLACE CARTRIDGE MOUNT BOLTS WERE FROZEN IN AIRCRAFT.		
N500MH	DC8-71F	02/12/2000	EB316	KDAY -to- KPHL	2 Hr. 20 Min.	5611
Discrepancy:				Corrective Action:		
REF DMI # C8844181-5161 AND C81930072-5313 CENTER WINDOW NO HEAT, F/O'S WINDOW DELAMINATED				REMOVED AND REPLACED CENTER WINDOW AND TEMP CONTROLLER, REMOVED AND REPLACED F/O'S WINDOW AND TEMP CONTROLLER, BOTH CHECKED GOOD		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N500MH	DC8-71F	02/15/2000	EB332	KDAY -to- KOAK	0 Hr. 36 Min.	5611
Discrepancy:				Corrective Action:		
ON PREFLIGHT TEST OF RAIN REMOVAL SPEEDTAPE IN ALL FOR SIDES BLEW UP (F/O'S SIDE)				REMOVED AND REPLACED SPEED TAPE AROUND F/O'S WINDSHIELD, SPEED TAPE WAS COVERING SEALANT AFTER WINDOW CHANGE.		
N500MH	DC8-71F	02/15/2000	EB115	KPHL -to- KDAY	0 Hr. 27 Min.	3342
Discrepancy:				Corrective Action:		
TAIL NAV LIGHT INOP				REPLACED LAMP BULB - TAIL LIGHT OPS CHECKED NORMAL.		
N500MH	DC8-71F	02/18/2000	EB056	KDAY -to- KRNO	Cancelled	5611
Discrepancy: Tail Swap to: N603AL				Corrective Action:		
ALL INNER WINDSHIELD PANELS REMOVED TO REPAIR BAD NUT PLATES ON RETAINERS FOR OUTER WINDOWS.				ALL PANES REINSTALLED IAW DC8 M/M 56-10-3. AIRCRAFT WAS PRESSURIZED ON GRD, NO LEAKS NOTED.		
N500MH	DC8-71F	02/29/2000	EB013	KBOS -to- KDFW	1 Hr. 35 Min.	2822
Discrepancy:				Corrective Action:		
#3 MAIN CROSS FEED VALVE LEAKING.				REMOVED 2 PANELS ON LEADING EDGE OF RT WING TO EXPOSE THE VALVE. AFTER SEVERAL ATTEMPTS OF MANUALLY EXERCISING THE VALVE IT STOPPED LEAKING.		
N603AL	DC8-73F	02/02/2000	EB811	KLAX -to- MMEX	Cancelled	7933
Discrepancy:				Corrective Action:		
#2 ENGINE OIL PRESSURE LIGHT ON, OIL QTY 0, PRESSURE 10PSI, ENGINE SHUT DOWN.				FOUND HAND CRANK PAD SHAFT BEARING DESTROYED, HOLE IN PAD COVER, TGB SCAVANGE CHIP DETECTOR COMPLETELY FULL OF VARIOUS BEARING PIECES, IN PROCESS OF REMOVEING AND REPLACING ENGINE GEAR BOX.		
N603AL	DC8-73F	02/12/2000	EB116	KDAY -to- KPHL	0 Hr. 43 Min.	2411
Discrepancy:				Corrective Action:		
#1 GENERATOR DRIVE OIL LIGHT CAME ON AFTER ENGINE STARTED, SUSPECT SHERRED SHAFT				TRANSFERRED TO DMI # C8830231-5226 IAW MEL 24-1, CAT "C", PLACARD INSTALLED. (CLOSED KDAY 16 FEB 00) #1 ENG CHANGED ON LOG PAGE 8446-03 GENERATOR AND CSD OP CK GOOD THIS CLEARS DMI #C8830231-5224 PLACARD REMOVED		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N603AL	DC8-73F	02/22/2000	EB116	KDAY -to- KPHL	Cancelled	3614
Discrepancy:				Corrective Action:		
#3 ENGINE BLEED NOT PRODUCING ENOUGH AIR TO PREVENT DRASTIC SPLIT IN MANIFOLD AIR PSI AT MANIFOLD , X-FEED IN NORMAL.				FOUND DUCT ASSY CRACKED AT #3 ENGINE , REMOVED AND REPLACED DUCT, ENGINE PRESSURE REGULATOR , RAN ENGINE OPS CHECKED GOOD ON GRND RUN UP.		
N603AL	DC8-73F	02/29/2000	EB310	KDAY -to- KDEN	0 Hr. 40 Min.	2611
Discrepancy:				Corrective Action:		
DURING TAXI OUT ,#1 ENGINE SHORTCIRCUIT LIGHT ILLUMINATED AND NO FIRE WARNING LIGHT ON TEST, NO BELLS.				CLEANED AND RESECURED #1 ENGINE FIRE LOOP CONNECTORS, NO OTHER DEFECTS NOTED, OPS CHECKS GOOD ON GROUND RUN,		
N604AL	DC8-73F	02/08/2000	EB045	KPHX -to- KDAY	Cancelled	8011
Discrepancy:				Corrective Action:		
#2 ENGINE WILL NOT START, ENGINE OVER PRESSURE LIGHT REMAINS ON WITH PNEUMATIC PRESSURE UP.				REMOVED AND REPLACED #2 ENGINR BLEED AIR SHUT OFF VALVE IAW DC8 M/M 36-12-9 GROUND OPS CHECKS GOOD.		
N604AL	DC8-73F	02/10/2000	EB380	KDAY -to- KLAX	0 Hr. 22 Min.	2515
Discrepancy:				Corrective Action:		
ENGINEER'S SEAT LATCH IS BROKEN ON BOTTOM R/H SIDE.				REMOVED AND REPLACED FE'S SEAT, OPS CHECKED GOOD NO DEFECTS NOTED.		
N605AL	DC8-73F	02/02/2000	EB028	KDAY -to- KRDU	0 Hr. 45 Min.	3615
Discrepancy:				Corrective Action:		
PNEUMATIC X-FEED VALVE NOT FUNCTIONING NORMALLY, 22PSI MANIFOLD SPLIT WITH X-FEED OPEN.				THIS ITEM DEFERRED UNDER 36-9 CAT "C" DMI # C8781222-5047, DUE DATE 02/12/00 PLACARD INSTALLED, FOUND GUAGE TO BE INOP. (CLOSED KDAY 2/4/00) R&R'ED MANIFOLD PRESS. IND. PERFORMED ENG RUN, MANIFOLD AIR PRESS IND OPS CHECKS NORMAL. NO DEFECTS NOTED THIS CLEARS DMI #C8781222-5047 PLACARD REMOVED.		
N605AL	DC8-73F	02/03/2000	EB038	KDAY -to- KATL	Cancelled	2811
Discrepancy:				Corrective Action:		
ON PREFLIGHT FUEL DRIPPING FROM REAR DRAIN TUBE#3 PYLON AND FUEL DRIPPING FROM #4 PYLON REAR AREA.				FUEL TEAM IN PLACE AND WORKING FUEL LEAKS ON AIRCRAFT.		

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DELAY SUMMARY**

DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N605AL	DC8-73F	02/08/2000	EB117	KEWR -to- KDAY	2 Hr. 55 Min.	2811
Discrepancy:				Corrective Action:		
FUEL DRIPPING FROM TRIPPLEX ABOVE #3 PYLON, FUEL DRIPPING FROM TRIPPLER ABOVE #4 PYLON AND FUEL NOTED DRIPPING FROM AFT PYLON				WIPED AND CLEANED ALL AREAS AROUND #3 & #4 PYLONS, FUEL SEEPAGE FOUND TO BE WITHIN LIMITS PER EWA A/C M/M CHPT. 6 PAGES 2,3,4 & 5. OPENED AND VENTED #4 PYLON, REMOVED QTY OF RESIDUAL FUEL FROM PREVIOUS REPAIR.		
N605AL	DC8-73F	02/11/2000	EB033	KELP -to- KDAY	Cancelled	7721
Discrepancy:				Corrective Action:		
ON TAKE OFF #4 EGT WENT TO 900 DEG "C", ENGINE HAD TO BE PULLED BACK TO MCT TO KEEP ENGINE FROM OVER TEMP.ING, OAT +25 DEG, TARGET N1 93.3 %.				CLEANED AND TESTED CIT SENSOR, CHECKED EGT SYSTEM WITH BARFIELD TESTER, C/W ALL VISUAL INSPECTIONS REQUIRED BY M/M NO RESULTS. ADJUSTED STATIC RIG ON VSV'S, ENGINE OPS CHECKED WITH IN LIMITS PER CFM M/M 71-00-00, PAGE 533 AND 55% POWER ASSURANCE CHAPTER 71-00-00, PAGE 521, C/W FAULT FREE 48 M/M 71-00-00.		
N605AL	DC8-73F	02/14/2000	EB336	KDAY -to- KORD	0 Hr. 00 Min.	7321
Discrepancy:				Corrective Action:		
SCHEDULED DYNAMIC RIG #4 ENGINE.				PERFORMED HIGH POWER TAKE OFF ENGINE RUN ON #4 ENGINE. OAT 2 DEG "C", N1 88%, N2 95%, EGT 792 DEG "C". ALL PERAMOTORS RECORDED ON EWA ENGINE RUN DATA SHEET ME070. EGT ON #4 ENGINE OPS CHECKED GOOD WITHIN LIMITS IAW EWA DC8 RUN UP HAND BOOK NO DEFECTS NOTED.		
N605AL	DC8-73F	02/19/2000	EB028	KDAY -to- KRDU	2 Hr. 49 Min.	3428
Discrepancy:				Corrective Action:		
SAI HAS INTERMITTANT 5 DEG RIGHT BANK AND 2 DEG. NOSE DOWN IN CRUISE.				INSTALLED INDICATOR OPS CHECKED SYSTEMS.		
N605AL	DC8-73F	02/23/2000	EB533	KELP -to- KDAY	0 Hr. 38 Min.	2721
Discrepancy:				Corrective Action:		
ON FLT CONTROL CHECK (TAXI OUT) THE RUDDER HAS AN UNUSUAL THUMP AND ACCOMPANING NOISE IN THE LEFT PEDAL APPLICATION.				FOUND DIRT IN SPOILER GROUND SHIFT MECHANISM AND LINKAGE, CLEANED AND LUBED OPS CHECKS NORMAL ON GROUND.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N605AL	DC8-73F	02/24/2000	EB025	KSEA -to- KDAY	0 Hr. 27 Min.	3613
Discrepancy:				Corrective Action:		
WITH #2 AND #3 ENGINE PNEUMATICS ON MAX, MANIFOLD TEMP. 150 DEG. WITH #2 AND #3 OFF TEMP IN NORMAL RANGE.				ON ENGINE RUN FOUND #2 AND #3 PRECOOLER VALVES FAILED OPEN. REMOVED AND REPLACED PRECOOLER VALVES, SYSTEM OPS CHECKS NORMAL IAW DC8 MM 36-13-0.		
N606AL	DC8-73F	02/04/2000	EB342	KDAY -to- KEWR	0 Hr. 20 Min.	7200
Discrepancy:				Corrective Action:		
#3 ENGINE REQUIRES VIBRATION ANALYSIS DUE TO PREVIOUS SQUAKS.				PERFORMED FAN TRIM BALANCE IAW DC8 M/M 71-00-00 VIBES WITH IN LIMITS.		
N606AL	DC8-73F	02/08/2000	EB380	KDAY -to- KLAX	5 Hr. 32 Min.	7111
Discrepancy:				Corrective Action:		
DING FOUND ON OUTSIDE OF #3 ENGINE NOSE COWLING.				RECEIVED LETTER FOR APPROVAL TO FLY AIRCRAFT FO 50 FLT HOURS FROM BOEING COMPANY SERVICE ENGINEERING CUSTOMER SUPPORT, WITH SAID DENT IN COWLING.		
N606AL	DC8-73F	02/09/2000	EB379	KLAX -to- KDAY	2 Hr. 22 Min.	5211
Discrepancy:				Corrective Action:		
MAIN ENTRY DOOR BAYONET BRACKET IS CRACKED.				REMOVED AND REPLACED BRACKET ON MAIN ENTRY DOOR, ADJUSTED DOOR, SYSTEM OPS CHECKED NORMAL.		
N606AL	DC8-73F	02/11/2000	EB042	KDAY -to- KMSY	Cancelled	7111
Discrepancy:				Corrective Action:		
#3 ENGINE NOSE COWL TO BE REMOVED AND REPLACED DUE TO DAMAGE (DENT) NON MEL #N7552231-5160.				NOSE COWL REMOVED AND REPLCED, HAD TO SWP GUIDE VANES FROM OLD COWL TO NEW COWL, OLD HARDWARE WAS NOT USABLE AND HAD TO ORDER NEW. HARDWARE CAME IN AND GUIDE VANES WERE INSTALLED.		
N606AL	DC8-73F	02/12/2000	EB038	KDAY -to- KATL	0 Hr. 20 Min.	7721
Discrepancy:				Corrective Action:		
AFTER ROTATION #3 EGT CLIMBED TO 905-18 C, N1 SET AT 87.65, ENGINE HAD TO BE PULLED BACK TO MAINTAIN EGT LIMITS, COULD NOT PRDUCE FULL CLIMB POWER AT ANY PHASE OF FLIGHT. TURNED PMC OFF NO HELP.				PERFORMED POWER TRIM RUN, FOUND 8 % N1 RISE ON INITIAL PMC DROP CHECK, ADJUSTED TO 5% DROP PER EWA RUN UP HAND BOOK. EGT WITHIN LIMITS PER EWA RUN UP HAND BOOK, ENGINE OPS CHECKED GOOD AT THIS TIME.		

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N606AL	DC8-73F	02/18/2000	EB107	KAUS -to- KDAY	1 Hr. 31 Min.	3421
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND DG'S #1 AND #2 WOULD NOT SLAVE TO SEPARATE COMPASSES, WHEN SELECTED TO BOTH ON COMPASS ONE OR TWO.				RERACKED INST. AMP OPS CHECKED NORMAL THIS STATION.		
N606AL	DC8-73F	02/23/2000	EB120	KDAY -to- KSWF	0 Hr. 20 Min.	7933
Discrepancy:				Corrective Action:		
#3 OIL PRESSURE DROPS TO 25 PSI AND RETURNS.				REMOVED AND REPLACED #3 ENG OIL PSI TRANSMITTER, OPS & LEAK CK GOOD PER MM 79.		
N791FT	DC8-73F	02/02/2000	EB031	KFLL -to- KDAY	0 Hr. 38 Min.	3245
Discrepancy:				Corrective Action:		
ON TAXI OUT ANTI-SKID LIGHT ON, ON FWD PANEL, LAI LIGHT ON ON THE F/E'S PANEL.				RE-SEATED ANTI-SKID CONTROL BOX , SYSTEM OPS CHECKED GOOD ON GROUND.		
N791FT	DC8-73F	02/02/2000	EB031	KHSV -to- KDAY	Cancelled	3422
Discrepancy:				Corrective Action:		
CAPT'S RMI #1 VOR NEEDLE READS 180 DEG. OUT, F/O'S RMI NEEDLE OK. CAPT'S RMI #1 NEEDLE ALSO 180 DEG. OUT ON ADF.				RE-RACKED AND SWAPPED COMPONENTS, RE-SET RMI C/B, SLAVED CAPT'S RMI TO F/O'S SIDE AND PROBLEM FOLLOWED. ACFT AWAITING RMI FROM DAYTON STORES VIA COMAT.		
N795FT	DC8-73F	02/01/2000	EB031	KFLL -to- KDAY	0 Hr. 50 Min.	2552
Discrepancy:				Corrective Action:		
AIRCRAFT FERRIED FROM MIA TO FLL FOR MAINTENANCE, 9G-NET WAS CUT DURING CHARTER FLIGHT, REF LOG PAGE 8185-05.				REMOVED AND REPLACED 9G- NET AS REQUIRED.		
N795FT	DC8-73F	02/16/2000	EB324	KDAY -to- KMSP	0 Hr. 23 Min.	3622
Discrepancy:				Corrective Action:		
WITH CLIMB PWR SET #1 AND #2 ENGINES CAUSE MANIFOLD OVER TEMP, IN CRUISE #1 240 DEG. AND #2 230 DEG., BUT OVER TEMP WITH MGT SET.				REMOVED AND REPLACED #1 ENGINE PRE COOLER CONTROL VALVE, SYSTEM OPS CHECKS GOOD ON GROUND RUN , #2 ENGINE SYS OPS CHECKS GOOD AT THIS TIME		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N795FT	DC8-73F	02/18/2000	EB151	KDAY -to- KMEX	11 Hr. 48 Min.	7410
Discrepancy:				Corrective Action:		
AIRCRAFT DIVERTED TO DFW STATION WITH SMOKE IN THE COCKPIT, #2 IGNITION CIRCUIT BREAKER POPPED.				REMOVED AND REPLACED IGNITION STATIC INVERTER AND BATTERY BUS BLOCKING RECTIFIER, STARTED SYSTEMS AND TACHS FUNCTION NORMAL, NO DEFECTS FOUND ON GROUND RUN.		
N795FT	DC8-73F	02/26/2000	EB119	KSWF -to- KDAY	2 Hr. 35 Min.	2111
Discrepancy:				Corrective Action:		
L/H PACK HAS NO AIR FLOW.				FOUND L/H FLOW CONTROL VALVE BAD, NONE IN SPK , DEFERRED PACK, ADJUSTED FUEL LOAD AND FLIGHT PLAN DIRECT TO DAYTON.		
N796AL	DC8-63	02/01/2000	EB336	KDAY -to- KORD	0 Hr. 41 Min.	7611
Discrepancy:				Corrective Action:		
#2 ENGINE THROTTLE LEVER BINDING IN SEVERAL PLACES THROUGH PEDISTAL QUADRANT TRAVEL.				LUBED LINKAGE AT FUEL CONTROL AND #2 PYLON OPS CHECKS GOOD .		
N796AL	DC8-63	02/03/2000	EB037	KATL -to- KDAY	Cancelled	8011
Discrepancy:				Corrective Action:		
#2 ENGINE START VALVE HANGS OPEN				REMOVED AND REPLACED STARTER AND START VALVE, ENGINE OPS CHECKED NORMAL.		
N796AL	DC8-63	02/18/2000	EB015	KSTL -to- KDAY	Cancelled	3415
Discrepancy:				Corrective Action:		
F/O'S AIRSPEED INDICATOR READ 120 KNOTS LOWER THAN CAPT'S DURING DESCENT.				PUMPED UP BOTH F/O & CAPT PITOT SYSTEMS. BOTH SYSTEMS CHECKED WITHIN LIMITS. NO SPLITS WERE NOTED AT THIS TIME. SYSTEM OPS CHECKS GOOD IAW DC-8 M.M. 34.		
N796AL	DC8-63	02/19/2000	EB132	KDAY -to- KBRO	5 Hr. 15 Min.	7111
Discrepancy:				Corrective Action:		
#2 ENGINE NOSE COWL CSD OIL INTAKE DAMAGED AND CRACKED.				REMOVED AND REPLACED NOSE COWL.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796AL	DC8-63	02/19/2000	EB123	KMSP -to- KDAY	0 Hr. 24 Min.	3621
Discrepancy:				Corrective Action:		
RELIEF VALVES FOR CABIN PRESSURE RELIEF OPENED @ 8" DIFFERENTIAL PRESSURE DURING CRUISE @ FLT LEVEL 310				PRESSURIZED AIRCRAFT TO 8.7 DIFF PRESSURIZATION , SYSTEM OPS CKS GOOD PER M/M CHAPTER 21-30-0.		
N796AL	DC8-63	02/23/2000	EB314	KDAY -to- KBOS	6 Hr. 25 Min.	3212
Discrepancy:				Corrective Action:		
LEFT HAND STRUT BLOWN WILL NOT HOLD AIR OR FLUID.				REPACKED LEFT MAIN GEAR STRUT ,LEAK CHECKS GOOD , NO DEFECTS NOTED IAW DC8 MM 32-22-2.		
N796AL	DC8-63	02/23/2000	EB333	KTPA -to- KDAY	1 Hr. 32 Min.	3212
Discrepancy:				Corrective Action:		
LEFT MAIN GEAR STRUT LEAKING.				CLEANED AND LUBED STRUT, SERVICED WITH FLUID AND DRY NITROGEN TO PROPER LIMITS, NO LEAKS NOTED IAW M/M32-11-2.		
N796AL	DC8-63	02/23/2000	EB253	KMCI -to- KDAY	0 Hr. 45 Min.	3245
Discrepancy:				Corrective Action:		
ON TAXI OUT JUST BEFORE TAKE OFF ANTI SKID ON, ANTI SKID INOP LIGHT ILLUMINATED, REMAINED ON MARK III AS INDICATED RFI F/W.				CLEANED AND TIGHTENED CANNON PLUG, OPS CHECKS GOOD.		
N796AL	DC8-63	02/24/2000	EB334	KDAY -to- KMSP	Cancelled	7111
Discrepancy:				Corrective Action:		
FAA REPORT MISSING ACOUSTIC MATERIAL #1 ENG INLET.				REMOVED AND REPLACED #1 ENG NOSE COWL ASSY.		
N796AL	DC8-63	02/25/2000	EB124	KDAY -to- KMSP	3 Hr. 10 Min.	7111
Discrepancy:				Corrective Action:		
FAA REPORTED MISSING ACOSTIC MATERIAL IN #1 ENGINE INLET.				REMOVED AND REPLACED #1 ENGINE NOSE COWL.		

**EMERY WORLDWIDE AIRLINES
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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	02/15/2000	EB110	KDAY -to- KDEN	0 Hr. 49 Min.	2515
Discrepancy:				Corrective Action:		
FE'S RIGHT SHOULDER HARNESS WILL NOT RELEASE FROM REEL.				REMOVED AND REPLACED FE'S SHOULDER HARNESS OPS CHECKS GOOD.		

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	02/17/2000	EB041	KMSY -to- KDAY	Cancelled	3263
Discrepancy:				Corrective Action:		
ON PREFLIGHT LANDING GEAR WARNING HORN INOP.				REMOVED AND REPLACED MAIN LANDING GEAR WARNING HORN.		

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	02/18/2000	EB041	KMSY -to- KDAY	Cancelled	3263
Discrepancy:				Corrective Action:		
ON PREFLIGHT LANDING GEAR WARNING HORN INOP.				REMOVED AND REPLACED MLG WARNING HORN AND HAD TO DO A SERVICE CHECK ON AIRCRAFT BEFORE IT COULD DEPART THE STATION.		

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	02/23/2000	EB034	KDAY -to- KCUU	Cancelled	2811
Discrepancy:				Corrective Action:		
Tail Swap to: N997GE FUEL LEAK #1 PYLON.				INSPECTED LEADING EDGE GAMMA SEALS & PYLON GAMMA SEALS, NO LEAKS FOUND, INSPECTED ALL ASSOCIATED FUEL LINES NO LEAKS FOUND, FUEL LEAK REPAIR TEAM CALLED TO WORK AIRCRAFT. FUEL TEAM REPAIRING LEAKS AT PRESENT.		

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N797AL	DC8-63	02/01/2000	EB211	KSLC -to- KDAY	0 Hr. 29 Min.	7512
Discrepancy:				Corrective Action:		
#4 ANTI-ICE VALVE LIGHT COMES ON , BUT DOES NOT GO OUT.				REMOVED CLEANED AND RESECURED CANNON PLUG TO #4 ANTI-ICE VALVE, OPS CHECKED GOOD.		

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N797AL	DC8-63	02/08/2000	EB253	KDAY -to- KSTL	Cancelled	2755
Discrepancy:				Corrective Action:		
ON WAL AROUND FOUND LEFT FLAP STA #219 FLAP ACTUATOR BROKEN ALONG WITH THE CONNECTING INBOARD FLAP LINK.				REPLACED STA 219 L/H FLAP DRIVE LINK AND L/H FLAP ACTUATOR, RIGGED FLAP FOLLOW UP SYSTEM , OPS AND LEAK CHECKED GOOD AT THIS TIME IAW DC8 MM 27-50-0,27-51-9.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N797AL	DC8-63	02/11/2000	EB107	KAUS -to- KDAY	0 Hr. 30 Min.	2615
Discrepancy:				Corrective Action:		
#4 SMOKE DETECTOR FAILED TO TEST.				REMOVED AND REPLACED #4 SMOKE DETECTOR, P/N 30-231-3, OPS CHECKED NORMAL.		
N797AL	DC8-63	02/19/2000	EB212	KDAY -to- KSLC	1 Hr. 50 Min.	2421
Discrepancy:				Corrective Action:		
WHEN STARTING #3 ENGINE , AFTER IT GETS TO SPEED #3 GEN. PICKS UP LOAD WITH BATTERY SWITCH IN EXTERNAL POWER POSITION. AFTER ALL ENGINES STARTED #3 GEN PICKS UP LOADS FROM ANY GEN AND PREF CHECK.				FOUND #3 GCP AND #2 BTR INOP, REPLACED GEN CONTROL PANEL AND DMT'ED #2 BUS TIE RELAY.		
N801GP	DC8-71F	02/12/2000	EB028	KDAY -to- KRDU	0 Hr. 48 Min.	3244
Discrepancy:				Corrective Action:		
HYD LEAK AT #6 BRAKE AREA				RETORQUED JAM NUT ON #5 BRAKE		
N8076U	DC8-71F	02/10/2000	EB212	KDAY -to- KSLC	0 Hr. 18 Min.	3245
Discrepancy:				Corrective Action:		
REF DMI #c8775141-5173 ANTI SKID INOP LIGHT ON.				REMOVED AND REPLACED LEFT OUTBOARD ANTI SKID CONTROL VALVE , ANTI SKID SYSTEM OPS CHECKS GOOD, THIS CLEARS DMI, PLACERD REMOVE.		
N8076U	DC8-71F	02/16/2000	EB023	KONT -to- KDAY	Cancelled	2421
Discrepancy:				Corrective Action:		
UNABLE TO POWER #4 BUSS.				REMOVED AND REPLACED #4 GENERATOR CONTROL PANEL PER EWA DC8 TROUBLE SHOOTING GUIDE, OPS CHECKS NORMAL DURNING GROUND RUN UP.		
N8076U	DC8-71F	02/17/2000	EB020	KDAY -to- KLRD	Cancelled	2811
Discrepancy:				Corrective Action:		
#1 AND #4 PYLONS LEAKING FUEL.				REPAIRED FUEL LEAKS IAW M/M 28-10-01, PERFORMED LEAK CHECK, CHECKED GOOD.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8079U	DC8-71F	02/02/2000	EB045	KELP -to- KDAY	Cancelled	3423
Discrepancy:				Corrective Action:		
ON INITIAL TAKE OFF ROLL BOTH GYRO AND FLT/DIRECTOR FLAGS CAME INTO VIEW ON CAPT'S ADI, THREE TIMES INTERMITTENT, THEN STEADY ON THE FOURTH PRIOR TO TAXI IN.				REMOVED AND REPLACED #1 VERITICAL GYRO, SYSTEM OPS CHECKS GOOD ONTHE GROUND.		
N8079U	DC8-71F	02/15/2000	EB020	KDAY -to- KMTY	6 Hr. 30 Min.	5611
Discrepancy:				Corrective Action:		
CAPT'S FWD WINDSHIELD APPEARS BLEARY, OBJECTS ARE VISABLELY DISTORTED, AND IS UNSAFE FOR FLIGHT.				REPLACED CAPT'S WINDSCREEN AND WINDSHIELD TEMP CONTROLLER, OPS CHECKS GOOD, THIS CLEARS DMI C81922110-5393		
N8079U	DC8-71F	02/16/2000	EB018	KDAY -to- KRNO	4 Hr. 00 Min.	5613
Discrepancy:				Corrective Action:		
NOISE LEVEL IN COCKPIT WAS SUCH THAT CONVERSATION WAS VERY DIFFICULT FROM T/O TO 250' FLT. DUE TO PRESSURIZATION LEAKAGE. (CAPT'S W/S)				REMOVED AND REINSTALLED CAPT'S SIDE WINDSHIELD, ALL MOUNT SCREWS AROUND SEAL, OPS CHECKS GOOD.		
N8084U	DC8-71F	02/01/2000	EB314	KDAY -to- KBOS	0 Hr. 25 Min.	5278
Discrepancy:				Corrective Action:		
VENT DOOR DOES NOT APPEAR TO BE LOCKING PROPERLY PER MARKINGS ON AIRCRAFT.				READJUSTED VENT DOOR INDICATING ARM, OPS CHECKS GOOD.		
N8084U	DC8-71F	02/08/2000	EB018	KDAY -to- KRNO	Cancelled	5312
Discrepancy:				Corrective Action:		
K-LOADER STRUCK ACFT DURING ONLOAD CAUSING 11" SCRATCH WITH APPROX 2" TO 3" CRACK OF AFT SILL GUARD. DAMAGE OUT OF LIMITS FOR FURTHER FLIGHT.				REPAIRED DAMAGE WITH EXTERNAL DOUBLER IAW DC-8 SRM CHAPTER 53-2-1 PG. 117/118 AND MESSAGE NO. EAF-ILM-00-00024 H DATED 08 FEB 00		
N8087U	DC8-71F	02/02/2000	EB017	KRNO -to- KDAY	1 Hr. 40 Min.	5231
Discrepancy:				Corrective Action:		
PRIOR TO DEPARTURE A-PIT DOOR HANDLE BROKE WHILE CLOSING DOOR.				A-PIT DOOR WAS CLOSED FROM THE INSIDE AND REPLACEMENT PARTS TO REPAIR DOOR WERE ORDERED, DOOR WAS PUT ON THE DMI LIST.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8087U	DC8-71F	02/03/2000	EB032	KDAY -to- KFLI	1 Hr. 26 Min.	3621
Discrepancy:				Corrective Action:		
ENGINE #1 OVER PRESSURE LIGHT STAYS ILLUMINATED WITH MANIFOLD PRESSURIZED.				REMOVED AND REPLACED #1 ENGINE PYLON SHUT OFF VALVE, #1 ENGINE OVER PRESSURE LIGHT OPS CHECKS NORMAL.		
N8087U	DC8-71F	02/11/2000	EB019	KMTY -to- KDAY	Cancelled	2743
Discrepancy:				Corrective Action:		
R/H STAB TRIM SUITCASE HANDLE WILL NOT MOVE NOSE UP WITH EITHER PICKLE SWITCH.				REMOVED AND REPLACED R/H SERVO ACTUATOR MOTOR, LONG TRIM OPS CHECKS NORMAL NOSE UP AND NOSE DOWN LAW DC8 M/M 27-40-06.		
N8087U	DC8-71F	02/15/2000	EB018	KDAY -to- KRNO	0 Hr. 50 Min.	2841
Discrepancy:				Corrective Action:		
WHILE REFUELING #3 MAIN TANK QTY WENT FROM 16.5 TO 0.				CLEANED PROBE CONNECTORS INBRD FWD PROBE, #3 MAIN TANK QTY AND DRIP STICK AGREE.		
N8087U	DC8-71F	02/19/2000	EB016	KDAY -to- KPHX	1 Hr. 07 Min.	2847
Discrepancy:				Corrective Action:		
#4 ALT FUEL QTY IND READS "000".				REPLACED COAX CONNECTOR ON #4 ALT FUEL QTY IND. GAUGE AND MAG STICK AGREE PER MM 28.		
N8091U	DC8-71F	02/02/2000	EB023	KONT -to- KDAY	0 Hr. 19 Min.	3342
Discrepancy:				Corrective Action:		
RIGHT HAND NAV LIGHT BULB BURNED OUT				REPLACED INOP RIGHT HAND NAV LIGHT BULB, OPS CHECKED NORMAL.		
N811AL	DC8-71F	02/17/2000	EB107	KAUS -to- KDAY	0 Hr. 55 Min.	2111
Discrepancy:				Corrective Action:		
LEFT HAND PACK INOP				DEFERRED IAW EWA MEL PROCEDURES. DMI# C8671081-5284 (CLOSED KDAY 2/18/00) REMOVED AND REPLACED L/H FLOW CONTROL VALVE. OPS CHECK GOOD. THIS CLEARS DMI #C8671081-5284, PLACARD REMOVED.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	02/17/2000	EB0042	KDAY -to- KLRD	Cancelled	3621
Discrepancy:		Tail Swap to: N950R		Corrective Action:		
CAN NOT MAINTAIN 10,000' CABIN PRESSURE WHEN AIRCRAFT GREATER THAN 19.0' WITH JUST R/H PACK.				REPAIRED 6' TEAR ON UPPER AFT CORNER OF MAIN CARGO DOOR SEAL.		
N811AL	DC8-71F	02/23/2000	EB023	KONT -to- KDAY	0 Hr. 19 Min.	2615
Discrepancy:				Corrective Action:		
ONPREFLIGHT FOUND #7 SMOKE DETECTOR INOP.				RELAMPED #7 SMOKE DETECTOR, OPS CHECKS GOOD.		
N870TV	DC8-73F	02/05/2000	EB323	KMSP -to- KDAY	1 Hr. 17 Min.	3241
Discrepancy:				Corrective Action:		
ON WALK AROUND FOUND TIRE RUB MARK /SCUFFING ON RIGHT TIRE RUB INDICATOR IN RIGHT GEAR WELL.				INSPECTED LANDING GEAR DOORS AND WHEEL WELL AREA, FOUND SCUFF TO BE EXCEPTABLE AS WITH INCREASED WHEEL AND TIRE SIZE ON 63 AND 73, SIGNED OFF IN ACCORDANCE WITH M/M CH. 15-32-2.		
N870TV	DC8-73F	02/06/2000	EB323	KMSP -to- KDAY	0 Hr. 18 Min.	2771
Discrepancy:				Corrective Action:		
WHEN GUST LOCK OFF AILERON REVISION LIGHT DID NOT COME ON BUT PRESS TO TEST OK.				FILEMONT ON BACK OF LAMP WORN OUT, RELAMPED LIGHT TO TEST FOR AILERON MANUAL CONTROL , OPS CHECKED GOOD.		
N870TV	DC8-73F	02/08/2000	EB104	KDAY -to- KTPA	0 Hr. 00 Min.	3222
Discrepancy:				Corrective Action:		
NOSE GEAR STRUT BLEW SEAL/LEAKS EXCUESSIVELY ON PUSH BACK.				REPACKED NOSE LANDING GEAR STRUT IAW DACO M/M CHAPTER 32-21-2, SERVICED STRUT TO PROPER LIMITS, NO DEFECTS NOTED.		

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DELAY SUMMARY**

DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N870TV	DC8-73F	02/17/2000	EB324	KDAY -to- KMSP	0 Hr. 58 Min.	2841
Discrepancy:				Corrective Action:		
#4 FUEL INDICATOR ROLLING OFF SCALE HIGH, FILL VALVE CLOSING WITH 9600 LBS OF FUEL , DIFFICULT VERIFYING FUEL QUTY.				TXSFERRED FUEL TO VERIFY #4 ALT DRIPSTICK CENTER APPEARED INOP, BUT OK. SWAPPED INDICATORS OK TILL 9600 LBS, FILL VALVE CLOSED , DISCONNECTED INDICATOR RECONNECTED , PRESSED TO TEST FILL VALVE OPENED AGAIN. TRANS FERRED TO DMI 7405061-5296 CAT"C". (CLOSED KATL 2/20/00) R & R #4 ALT F/Q IND., #23 & #24 RW PROBES CAL'D IND PER DC-8 M/M 28-41-0 & F/Q TEST SET. OPS CK GOOD PER DC8 MM 28-41-0 THIS CLEARS DMI #C7405061- 5296 PLACARD REMOVED		
N870TV	DC8-73F	02/18/2000	EB315	KPHL -to- KDAY	0 Hr. 00 Min.	3622
Discrepancy:				Corrective Action:		
#2 ENG. MANIFOLD TEMP. LIGHT ILLUMINATED AT TOP OF CLIMB. TEMP INDICATOR READ 280 DEG C. REF LOG SHEET 7405-10.				REPAIRED PNEUMATIC MANIFOLD LEAK IN #2 ENGINE PYLON.		
N870TV	DC8-73F	02/22/2000	EB036	KDAY -to- KATL	Cancelled	7232
Discrepancy:				Corrective Action:		
#3 ENGINE COMPRESSOR STALLED UPON REVERSING ENGINE ON LANDING. ON DESCENT #3 MANIFOLD OVER TEMP LIGHT WHEN POWER IS PULLED BACK.				TOOK ACFT TO RUN UP PAD TO RUN ENGINE, FELT VIBRATION IN #3 ENGINE, ALSO FLAMED OUT. AT PRESENT TIME #3 ENGINE IS BEING REMOVED AND REPLACED.		
N870TV	DC8-73F	02/24/2000	EB123	KDAY -to- KMSP	5 Hr. 15 Min.	2821
Discrepancy:				Corrective Action:		
#3 MAIN FUEL VALVE SWITCH IS VERY STIFF, NO DETENT FUNCTION.				TRANSFERRED TO DMI LIST IAW MEL 28-16 CAT "C" CONTROL # C7405191-5394 PLACARD INSTALLED (CLOSED KDAY 2/24/00) REPLACED #3 MAIN FUEL VALVE SWITCH CHECKS GOOD IAW MM 28-21-2 THIS CLEARS DMI C 7405191-5394 PLACARD REMOVED.		
N873SJ	DC8-73	02/04/2000	EB813	KLAX -to- KLAX	Cancelled	7321
Discrepancy:				Corrective Action:		
ON TAXI TO RUNWAY ENGINE #4 AFTER THROTTLE ADVANCE FLAMED OUT.				REMOVED AND REPLACED #4 ENGINE FEED LINE COUPLING SEAL (16EACH) AS PER M/M CHPT. 28-21-14. SEE ATTACHED R/O ENGINE RUN IAW EWA RUN CHECK LIST.OPS. CHECK NORMAL.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N873SJ	DC8-73	02/06/2000	EB341	KEWR -to- KDAY	3 Hr. 43 Min.	7321
Discrepancy:				Corrective Action:		
ON TAXI FOR TAKE OFF #4 ENGINE FLAMED OUT				REMOVED AND REPLACED # 4 ENGINE NASH PUMP.		
N873SJ	DC8-73	02/12/2000	EB105	KDAY -to- KAUS	Cancelled	7321
Discrepancy: Tail Swap to: N791FT				Corrective Action:		
AFTER ENGINE START #4 ENGINE N1 AND N2 ROLLED BACK, FUEL PRESSURE FLUCATES TO ZERO, ENGINE FLAMED OUT AFTER FOUR CYCLES.				REMOVED AND REPLACED SEALS ON #4 X-FEED VALVE AND #4 FUEL SELECT VALVE. REMOVED #4 MAIN FUEL CHECK VALVE AND CLEANED ICE CHUNKS OUT OF VALVE, REINSTALLED CHECK VALVE. #4 ENGINE OPS CHECKS GOOD.		
N873SJ	DC8-73	02/16/2000	EB014	KDAY -to- KPHL	Cancelled	7321
Discrepancy:				Corrective Action:		
#4 ENGINE FLAMES OUT.				REMOVED AND REPLACED #4 ENGINE ASSY IAW EWA FORM MEO91. ENG PARAMETERS GOOD IAW EWA DC-8 JET RUN BOOK. FORM MEO70 FILLED OUT.		
N873SJ	DC8-73	02/23/2000	EB382	KDAY -to- KOAK	0 Hr. 48 Min.	2112
Discrepancy:				Corrective Action:		
LOUD AIR NOISE UNDER DECK.				CLEANED AND SECURED CANNON PLUG ON ANIMAL COMPARTMENTHEAT SOLENIOD, SYS OPS CHECKS GOOD.		
N873SJ	DC8-73	02/23/2000	EB013	KBOS -to- KDAY	0 Hr. 19 Min.	3428
Discrepancy:				Corrective Action:		
SAI FLAG APPEARED 15 MINUTES BEFORE DEPARTURE.				REMOVED AND REPLACED SAI WITH INDICATOR TAKEN FROM AIRCRAFT N993CF, OPS CHECKS NORMAL ON GROUND.		
N873SJ	DC8-73	02/23/2000	EB014	KDAY -to- KBOS	0 Hr. 21 Min.	7721
Discrepancy:				Corrective Action:		
#1 ENGINE NO EGT ON START, SHUT DOWN IAW QRH. #2 ENGINE NO EGT ON START, SHUT DOWN ENGINE. #3 ENGINE EGT INDICATOR FLUCTUATE -0 TO STATIC.				REMOVED AND REPLACED #1&2 EGT INDICATORS, PERFORMED ENGINE RUNS AND #1,2,&3 INDICATORS OPS CHECKS ON START NO DEFECTS NOTED.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N873SJ	DC8-73	02/29/2000	EB107	KAUS -to- KDAY	6 Hr. 00 Min.	3315
Discrepancy:				Corrective Action:		
PEDESTAL LIGHTING INOP.				BEGAN TRACING WIRES, HAD TO REMOVE SEVERAL PANELS AND F/O SEAT , FOUND SHORTED WIRE IN RADAR SCOPE WIRE BUNDLE, REPAIRED WIRE RREINSTALLED COMPONETS, SEAT PANELS, OPS CHECKED GOOD AIRCRAFT BLOCKED.		
N950R	DC8-63	02/02/2000	EB042	KDAY -to- KMSY	0 Hr. 27 Min.	2421
Discrepancy:				Corrective Action:		
#1 ENGINE FAILED PREFERRNTIAL CHECK				FOUND OPEN FUSE ON #1 GCP, INSTALLED NEW FUSE, ALL GENERATORS PREFERENTIAL AND PARALLEL CHECKED GOOD.		
N950R	DC8-63	02/08/2000	EB042	KDAY -to- KMSY	Cancelled	2811
Discrepancy:				Corrective Action:		
FUEL LEAK #3 ENGINE PYLON AREA, DRIPPING ONTO EXHAUST FOUND ON PREFLIGHT.				INSPECTED AND FOUND FUEL LEAKING FROM PYLON TO WING MOUNT FASTENERS. TANK TEAM IS AT WORK LOCATEING AND REPAIRING FUEL LEAKS.		
N950R	DC8-63	02/09/2000	EB316	KDAY -to- KPHL	0 Hr. 46 Min.	5234
Discrepancy:				Corrective Action:		
UNABLE TO CLOSE CARGO DOOR.				ADJUSTED MAIN CARGO DOOR SEQUENCE VALVE , OPS CHECKS GOOD , NO DEFECTS NOTED.		
N950R	DC8-63	02/13/2000	EB334	KMCO -to- KTPA	Cancelled	3233
Discrepancy:				Corrective Action:		
RMLG HYD GLAND LEAKING.				REMOVED AND REPLACED RT GEAR SWIVEL GLAND HOUSEING, LEAK CHECKS GOOD IAWM/M 32-32-0.		
N950R	DC8-63	02/15/2000	EB108	KDAY -to- KAUS	1 Hr. 00 Min.	3031
Discrepancy:				Corrective Action:		
ALT PITOT HEAT INOP				REMOVED AND REPLACED ALT PITOT HEAD SYSTEM OPS CHECKED NORMAL.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N950R	DC8-63	02/16/2000	EB016	KDAY -to- KPHX	Cancelled	2811
Discrepancy:				Corrective Action:		
FOUND FUEL LEAK ON FWD SPAR AREA OF #1 ALT TANK.				FUEL TEAM CALLED OUT TO WORK , FOUND #1 ALT TANK OVER WING PANEL SEAL BAD. REMOVED AND REPLACED SEAL FILLED TANK TO CAPACITY. OPERATED BOOST PUMPS , NO LEAKS OR DEFECTS NOTED OPS CHECKS GOOD.		
N950R	DC8-63	02/18/2000	EB031	KFLL -to- KDAY	1 Hr. 17 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR WILL NOT CLOSE.				FOUND 6 EA. WIRES CUT ON MAIN CARGO DOOR HARNESS. REPAIRED AND SECURED HARNESS.		
N950R	DC8-63	02/22/2000	EB511	KLAX -to- KDAY	3 Hr. 00 Min.	3245
Discrepancy:				Corrective Action:		
ANTI SKID INOP ON TAKE OFF , LAI LIGHT CAME ON AND ANTI SKID LIGHT ON PILOTS PANEL REMAINED ON.				CHECKED BRAKES AND 5&6 COLD TO THE TOUCH CHECKED ANTI SKID CONTROL VALVE C/B'S , TIGHTEND LOOSE BACKSHELL ON CANNON PLUG, OPS CHECKED ANTI SKID SYSTEM IAW TROUBLE SHOOTING GUIDE, OPS CHECKED NORMAL.		
N950R	DC8-63	02/23/2000	EB131	KBRO -to- KDAY	0 Hr. 32 Min.	3441
Discrepancy:				Corrective Action:		
RADAR CONTROL PANEL MODE SELECTOR SHAFT SHEARED WITH RADAR IN TEST MODE.				DEFERRED WEATHER RADAR PER MEL 34-21, DMI CONTROL NUMBER C8822231-5359, DUE 03/04/00. (CLOSED KDAY 2/23/00) REMOVED AND REPLACED WEATHER RADAR CONTROL PANEL AND FO'S WEATHER RADAR SCOPE. PERFORMED OPS CEHCK OF WEATHER RADAR SYSTEM. OPS CHECKS GOOD IAW DC-8 MM. THIS CLEARS DMI #C8822231-5359, PLACARD REMOVED.		
N950R	DC8-63	02/24/2000	EB015	KPHX -to- KDAY	Cancelled	2515
Discrepancy:				Corrective Action:		
PILOT'S ARMREST DMT'ED, PILOT REFUSED AIRCRAFT.				REMOVED AND REPLACED L/H ARM REST AND STRICKER PLATE IAW DC8 M/M25-00, OPS CHECKS GOOD PLACARD REMOVED.		

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DC8 FLEET

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Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N961R	DC8-73F	02/01/2000	EB054	KDAY -to- KELP	Cancelled	7321
Discrepancy:				Corrective Action:		
#3 ENGINE FLAMED OUT ON TAXI OUT.				REMOVED AND REPLACED #3 ENGINE MEC AND MAIN FUEL PUMP, #3 ENGINE OPS CHECKS GOOD ON ENGINE RUN AT ALL POWER SETTINGS.		
N961R	DC8-73F	02/05/2000	EB028	KDAY -to- KDRU	Cancelled	3233
Discrepancy:				Corrective Action:		
ON WALK AROUND FOUND LT MLG RETRACT CYLINDER HAS PIN HOLE IN IT.				REMOVED AND REPLACED LEFT HAND LANDING GEAR RETRACT CYLINDER, OPS CHECKED AND LEAK CHECKED GOOD.		
N961R	DC8-73F	02/25/2000	EB055	KRNO -to- KDAY	Cancelled	2766
Discrepancy:				Corrective Action:		
SPOILERS DID NOT DEPLOY ON LANDING, MAIN OR NOSE GEAR TOUCH DOWN.				TROUBLE SHOT AND REMOVED AND REPLACED GROUND CONTROL RELAY, RELAY R247, ALSO SPOILER CONTROL RELAY AND SPOILER CONTROL BOX, NO HELP, TRANSFERRED TO DMI LIST #C8787203-5427. (CLOSED ELP 2/28/00) GROUND SPOILERS OPS CHECK GOOD BY FLIGHT CREW. THIS CLEARS DMI #C8789203-5427, PLACARD REMOVED.		
N964R	DC8-63	02/03/2000	EB398	KDAY -to- KDEN	0 Hr. 00 Min.	2434
Discrepancy:				Corrective Action:		
AIRCRAFT BATTERY VOLTAGE LOW				REMOVED AND REPLACED AIRCRAFT BATTERY, OPS CHECKS GOOD.		
N964R	DC8-63	02/11/2000	EB115	KPHL -to- KDAY	Cancelled	2743
Discrepancy:				Corrective Action:		
UPON PREFLIGHT FOUND ALT LONGITUDINLE TRIM INOPERATIVE, FOUND 3 CIRCUIT BREAKERS POPPED ON AUX RADIO BUS 3 FOR ALT LONG TRIM. (SEE PREVIOUS PAGE) PREVIOUS LOG ENTRY FOR AUTO PILOT AUTO TRIM LIGHT ON IN FLIGHT.				RESET CIRCUIT BREAKERS, OPS CHECKED OK AS PER M/M 27-42-1.		
N964R	DC8-63	02/18/2000	EB104	KDAY -to- KTPA	5 Hr. 37 Min.	3611
Discrepancy:				Corrective Action:		
#3 ENGINE HIGH STAGE BLEED INOP. AND #2 ENGINE LOW STAGE BLEED INOP.				REMOVED AND REPLACED #3 ENGINE BLEED REGULATOR, OPS CHECKS GOOD ON ENGINE GROUND RUN, #2 REGULATOR BLEED REMOVED AND REPLACED OPS CHECKED GOOD.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N964R	DC8-63	02/19/2000	EB511	KDAY -to- KPIA	13 Hr. 54 Min.	3428
Discrepancy:		Tail Swap to: N993CF		Corrective Action:		
STANDBY ADITUDE INDICATOR DROPS TO 6 DEG NOSE DOWN AFTER BEING RESET TWICE.				REMOVED AND REPLACED THE INVERTER AND SAI, OPS CHECKED GOOD.		
N964R	DC8-63	02/19/2000	EB028	KDAY -to- KRDU	13 Hr. 54 Min.	3428
Discrepancy:				Corrective Action:		
STAND BY ATTITUDE INDICATOR DROPS TO 6 DEG. NOSE DOWN , AFTER BEING RESET "CAGED" TWICE.				REMOVED AND REPLACED INVERTER AND WHEN ATTEMPTING INDICATOR REMOVAL, ALL 3 NUT PLATES SPUN, REMOVED ALL AND INSTALLED NEW RIVNUTS. SAI WAS BAD FROM STOCK, ORDERED NEW SAI.		
N990CF	DC8-62	02/13/2000	EB738	KMSP -to- MIND	Cancelled	2841
Discrepancy:				Corrective Action:		
#2 MAIN FUEL QTY INDICATOR READS 1200# HIGH. #3 MAIN FUEL QTY INDICATOR ON DMI.				CLEANED CORROSION FROM HI "Z" TERMINALS ON #7 PROBE, #2 MAIN TANK. #2 FUEL QTY SYSTEM CHECKS GOOD IAW M/M 28-41-0.		
N990CF	DC8-62	02/18/2000	EB638	KIND -to- KMSP	2 Hr. 34 Min.	7113
Discrepancy:				Corrective Action:		
ON TRANSIT CHECK FOUND #2 ENGINE AFT COWL LATCH EYEBOLT BROKEN .				REMOVED AND REPLACED #2 ENGINE AFT COWL LATCH EYE BOLT ASSY PER DC-8 M/M REF 71-10.		
N990CF	DC8-62	02/23/2000	EB738	KMSP -to- KIND	0 Hr. 56 Min.	3441
Discrepancy:				Corrective Action:		
RADAR INOP, WILL NOT PAINT TEST PATTERN.				REMOVED AND REPLACED RADAR R/T, SYSTEM OPS CHECKS NORMAL ON GROUND.		
N990CF	DC8-62	02/25/2000	EB738	KMSP -to- KIND	1 Hr. 10 Min.	2321
Discrepancy:				Corrective Action:		
#1 VHF RADIO UNREADABLE.				REMOVED AND REPLACED #1 VHF COM TRANSIVER IAW M/M 22-20, OPS CKS GOOD.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N993CF	DC8-62	02/04/2000	EB025	KSEA -to- KDAY	0 Hr. 47 Min.	2912
Discrepancy:				Corrective Action:		
HYD LINE LEAKING ON MAIN CARGO DOOR.				REPLACED HYD. LINE, NO LEAKS NOTED, NOTE; REPLACED FLEX LINE WITH FLEX LINE.		
N993CF	DC8-62	02/04/2000	EB309	KDEN -to- KDAY	1 Hr. 10 Min.	7200
Discrepancy:				Corrective Action:		
SIGNIFICANT AND ABNORMAL SMOKE COMING FROM RIGHT SIDE OF AIRCRAFT FROM TOWER AND CONFIRMED BY DELTA BEHIND US. UNITED ALSO REPORTED ABNORMAL SMOKE FROM #1 ENGINE				PERFORMED ENGINE RUNS ON ALL 4 ENGINES PER EWA RUN UP HAND BOOK. COULD NOT DUPLICATE ABNORMAL SMOKE. ALL PARAMETERS NORMAL EACH ENGINE, NO DEFECTS NOTED AT THIS TIME, AIRCRAFT OK FOR FLIGHT.		
N993CF	DC8-62	02/17/2000	EB026	KDAY -to- KSEA	0 Hr. 26 Min.	2745
Discrepancy:				Corrective Action:		
DURING PREFLIGHT OF STABILIZER, THE INDICE ON THE PEDESTAL (0 MARK) DOES NOT LINE UP WITH THE (0 MARK) ON THE AUCTUAL STABILIZER.				RIGGEDCHECKED THE STABILIZER, STABILIZER RIGGS AND OPS CHECKS GOOD ATTHIS TIME, NO DEFECTS NOTED AT THIS TIME.		
N993CF	DC8-62	02/17/2000	EB026	KDAY -to- KSEA	1 Hr. 09 Min.	5270
Discrepancy:				Corrective Action:		
BELLY DOOR LIGHT ILLUMINATED DURING TAKE OFF ROLL, A/C COMPARTMENT #5.				ITEM DEFERRED IAW MEL 52-1, CAT "C", CONTROL # C8896061-5294, DUE DATE 02/27/00, PLACARD INSTALLED. (CLOSED KSEA 17 FEB 00) REPAIRED WIRES ON SWITCH PLUG, OPS. CK'S. GOOD IAW DC-8 MM 52-70-0. THIS CLEARS DMI#C8896061-5294, PLACARD REMOVED.		
N993CF	DC8-62	02/18/2000	EB321	KDFW -to- KDAY	4 Hr. 03 Min.	7232
Discrepancy:				Corrective Action:		
DURING CLIMB OUT #3 ENGINE HAD A COMPRESSOR STALL WHEN TURNING ANTIICE FROM ON TO OFF.				FOUND NOSE COWL ANTI ICE VALVE (MANIFOLD SIDE) GASKET MISSING, INSTALLED GASKET NO LEAKS ON ENGINE RUN, OPS CHECKS GOOD.		
N993CF	DC8-62	02/29/2000	EB279	KBOS -to- KPIA	1 Hr. 14 Min.	7111
Discrepancy:				Corrective Action:		
DENT DISCOVERED ON #2 ENGINE INLET LIP DURING PREFLIGHT, 9 O'CLOCK POSITION.				AFTER SEARCHING SRM FOR DENT LIMITS CONTACTED MX CONTROL AND DECIDED THE DENT WAS IN LIMITS AND OK FOR FURTHER FLIGHT, DENT WAS PLACED IN THE MERIT DAMAGE FILE.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N996CF	DC8-62F	02/05/2000	EB738	KMSP -to- KIND	2 Hr. 58 Min.	2434
Discrepancy:				Corrective Action:		
AIRCRAFT BATTERY VOLTAGE AT 19 VOLTS.				REMOVED AND REPLACED AIRCRAFT BATTERY.		
N996CF	DC8-62F	02/19/2000	EB638	KIND -to- KMSP	2 Hr. 13 Min.	3423
Discrepancy:				Corrective Action:		
F/O'S ADI UNRELIABLE, LAGS BEHIND CAPT'S BY AT LEAST 5 DEG. IN ALL FLIGHT CONFIGURATIONS.				FOUND BROKEN WIRE IN SYSTEM, REPAIRED WIRE AND SYSTEM OPS CHECKED GOOD.		
N996CF	DC8-62F	02/20/2000	EB323	KMSP -to- KDAY	1 Hr. 24 Min.	3423
Discrepancy:				Corrective Action:		
F/O'S ADI SHOWS 5 DEG OFF AT ALL FLIGHT CONFIGURATIONS.				SWAPPED INDICATORS PROBLEM FOLLOWED , REMOVED AND REPLACED INDICATOR , SYSTEM OPS CHECKED GOOD.		
N996CF	DC8-62F	02/23/2000	EB124	KDAY -to- KMSP	Cancelled	7208
Discrepancy:				Corrective Action:		
#4 ENGINE SLOW TO SPOOL , EXCEEDED MAX POWER AFTER V1, TEMP READS 580 DEG.				BARFIELD TEST SHOW INDICATOR READS 30 DEG LOW. #4 ENGINE CHANGE IN PROGRESS.		
N996CF	DC8-62F	02/24/2000	EB314	KDAY -to- KBOS	6 Hr. 35 Min.	7208
Discrepancy:				Corrective Action:		
#4 ENGINE SLOW TO SPOOL, EXCEEDED MAX POWER AFTER V2, TEMP READ 580 FOR 3 SECONDS.				REMOVED AND REPLACED #4 ENGINE ASSY IAW EWA WORK CARDS MEO77, LEAK AND OPS CHECKS GOOD, FORM MEO20 FILLED OUT.		
N996CF	DC8-62F	02/25/2000	EB013	KBOS -to- KDAY	Cancelled	3622
Discrepancy:				Corrective Action:		
LEFT MANIFOLD AIR TEMP ONLY READS 140C, DOES NOT MEET MINIMUM OF 182C AS REQUIRED.				R&R #2 ENG FAN COOLING AIR CONTROL VALVE IAW DC-8 MM CHAP 36-13-4 ENG HIGH POWER RUN NEEDED. RAN # 1,2,3,4, ENGINES IAW DC8 RUN UP HAND BOOK OPERATIONAL GROUND RUN UP CHECKS GOOD.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N996CF	DC8-62F	02/26/2000	EB013	KBOS -to- KDAY	Cancelled	3622
Discrepancy:				Corrective Action:		
LEFT MANIFOLD AIR TEMP. ONLY READS 140C. DOES NOT MEET MINIMUM OF 182C AS REQUIRED BY EWA AOM VOL. 1, PAGE 5-01-12				REMOVED AND REPLACED #2 ENGINE FAN COOLING AIR CONTROL LAW DC-8 MM CHAP 36-13-4 ENGINE HIGH POWER RUNN NEEDED SEE ITEM #6.		
N997CF	DC8-62F	02/02/2000	EB310	KDAY -to- KDEN	0 Hr. 27 Min.	8011
Discrepancy:				Corrective Action:		
ON START UP #2 ENGINE START VALVE WOULD NOT CLOSE.				CLEANED AND SECURED CONNECTOR ON #2 ENGINE START VALVE, PERFORMED ENGINE START, OPS CHECKS NORMAL, NO DEFECTS NOTED.		
N997CF	DC8-62F	02/02/2000	EB310	KDAY -to- KDEN	Cancelled	7933
Discrepancy:				Corrective Action:		
DURING CLIMB OUT, NOTED #1 ENGINE LOW OIL PRESSURE LIGHT ILLUMINATED, #1 OIL PRESSURE 26 PSI AND DROPPING, OIL QTY DECREASING, #1 OIL QTY 1.5 GALS AND DECREASING, ENGINE SHUT DOWN, FLIGHT TURNED BACK .				R/R #1 ENG. OIL PRESSURE RELIEF VALVE NO HELP OPS CHECK BAD R/R #1 ENG AS REQUIRED LAW EWA M/M FORM ME-086 PERFORMED OPS AND LK CHECKS GOOD ON ENG RUN ALL PARAMETERS GOOD LAW DC-8 EWA JET RUNBOOK FORM ME070		
N997CF	DC8-62F	02/08/2000	EB110	KDAY -to- KDEN	0 Hr. 21 Min.	2811
Discrepancy:				Corrective Action:		
FUEL LEAK INBD #2 PYLON				FOUND GAMMA COUPLING OUTBD OF FUEL SHUT OFF VALVE, TIGHTENED COUPLING, NO LEAKS NOTED AT THIS TIME.		
N997CF	DC8-62F	02/17/2000	EB109	KDEN -to- KDAY	1 Hr. 30 Min.	3428
Discrepancy:				Corrective Action:		
STBY ATTITUDE INDICATOR SHOWS 3 DEG. DOWN IN LEVEL ATTITUDE.				REMOVED AND REPLACED STANDBY ATTITUDE INDICATOR OPS CHECKS GOOD LAW DC-8 M/M.		
N997CF	DC8-62F	02/22/2000	EB026	KDAY -to- KSLC	0 Hr. 42 Min.	2932
Discrepancy:				Corrective Action:		
WITH STANDBY RUDDER PUMP ON AND REVERSER HYD PUMP ON, AILERON AND RUDDER POWERED, LOST APPROXAMATLY 50% OF NORMAL HYD QTY.				INSPECTED AIRCRAFTLANDING GEAR, LINES & BRAKES & HYD QTY, SERVICED TO PROPER LIMITS, LEAK AND OPS CHECKED GOOD AT THIS TIME.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N997CF	DC8-62F	02/25/2000	EB316	KDAY -to- KPHL	Cancelled	2762
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND SPOILER BRACKET BROKEN IN LT MLG WHEEL WELL.				REMOVED AND REPLACED BRACKET, RIGGED GROUND SPOILERS PER DC8 M/M 27-60-0, OPS CHECKED GOOD ON GROUND.		
N997CF	DC8-62F	02/29/2000	EB280	KDAY -to- KPIA	0 Hr. 00 Min.	2421
Discrepancy:				Corrective Action:		
INITIAL ZNS FUNCTION LOCKS OUT THE BTR, BUT DOES NOT TRIP FIELD RELAY IMMEDIATELY, FIELD RELAY WILL RESET AND POWER BUS TEMPORALY, BUT TRIP AGAIN AND CLOSE #4 BUS.				REMOVED AND REPLACED BUS PROTECTION PANEL, PERFORMED ENGINE RUN, SYSTEM CHECKS GOOD ON GROUND LAW ENGINE RUN HAND BOOK NO OTHER DEFECTS NOTED.		
N997GE	DC8-71F	02/01/2000	EB338	KDAY -to- KATL	1 Hr. 36 Min.	3615
Discrepancy:				Corrective Action:		
ON START UP AT DAY PNEUMATIC X-FEED FAILED TO OPEN.				REPAIRED BROKEN WIRE AT X-FEED VALVE, CROSS FEED OPS CHECKS NORMAL.		
N997GE	DC8-71F	02/01/2000	EB025	KPDX -to- KDAY	0 Hr. 18 Min.	3441
Discrepancy:				Corrective Action:		
WEATHER RADAR FAILURE.				RERACKED R/T, RADAR TESTED AND OPS CHECKED OK.		
N997GE	DC8-71F	02/09/2000	EB045	KELP -to- KDAY	2 Hr. 48 Min.	7321
Discrepancy:				Corrective Action:		
ON TAXI IN AT ELP #3 ENGINE IDLE WENT FROM 21% N1 DOWN TO 15% N1 AND WOULD NOT ACCELRATE UNTIL ALMOST IN THE BLOCKS.				REMOVED AND CLEANED #3 ENGINE CIT SENSOR AND LINE P6 AND PB LAW CFM M/M 73-21-20, #3 ENGINE OPS CHECKS NORMAL ON GROUND ENGINE RUN.		
N997GE	DC8-71F	02/09/2000	EB324	KDAY -to- KMSP	0 Hr. 20 Min.	7321
Discrepancy:				Corrective Action:		
#3 ENGINE CIT SENSOR AND MAIN FUEL FILTERS REQUIRE REPLACEMENT FOR PREVIOUS SLOW TO SPOOLWRITE UP.				REMOVED AND REPLACED #3 ENGINE CIT SENSOR AND MAIN FUEL FILTERS.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N997GE	DC8-71F	02/15/2000	EB509	KSJC -to- KDAY	5 Hr. 27 Min.	2611
Discrepancy:				Corrective Action:		
ON PREFLIGHT CHECK FOR FIRE WARNING TEST, BELL IS INTERMITTENT				REMOVED AND REPLACED FIRE WARING BELL LAW DC8 MM 26-11-13 , OPS CHECKED OK.		
N997GE	DC8-71F	02/17/2000	EB031	KFLY -to- KDAY	Cancelled	2731
Discrepancy:				Corrective Action:		
AT ROTATION NOSE VERY HEAVY, SUSPECT MISLOAD OR INCORRECT ACFT INDEX.				REMOVED AND REPLACED ELEVATOR LOAD FEEL AND CENTERING SPRING.		
N997GE	DC8-71F	02/22/2000	EB123	KMSP -to- KDAY	0 Hr. 34 Min.	2434
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND SHIPS BATTERY READING "6" VOLTS.				REPLACED BATTERY WITH BORROWED PART FROM UPS, OPS CHECKS GOOD.		
N997GE	DC8-71F	02/22/2000	EB056	KDAY -to- KRNO	5 Hr. 00 Min.	2811
Discrepancy: Tail Swap to: N795FT				Corrective Action:		
STEADY FUEL DRIP ON #1 PYLON				TROUBLE SHOT AND REPAIRED FUEL LEAK ON #1 PYLON PER M/M 28-10-1. NOTE LEAK WAS IN #1 ALT TANK.		

**EMERY WORLDWIDE AIRLINES
SYSTEMS OVERPAR
DC8 FLEET
February,2000**

ATA SYSTEM

23 COMMUNICATIONS

25 EQUIPMENT & FURNISHINGS

27 FLIGHT CONTROLS

36 PNEUMATICS

72 ENGINE(TURBINE/TURBO)

75 ENGINE AIR

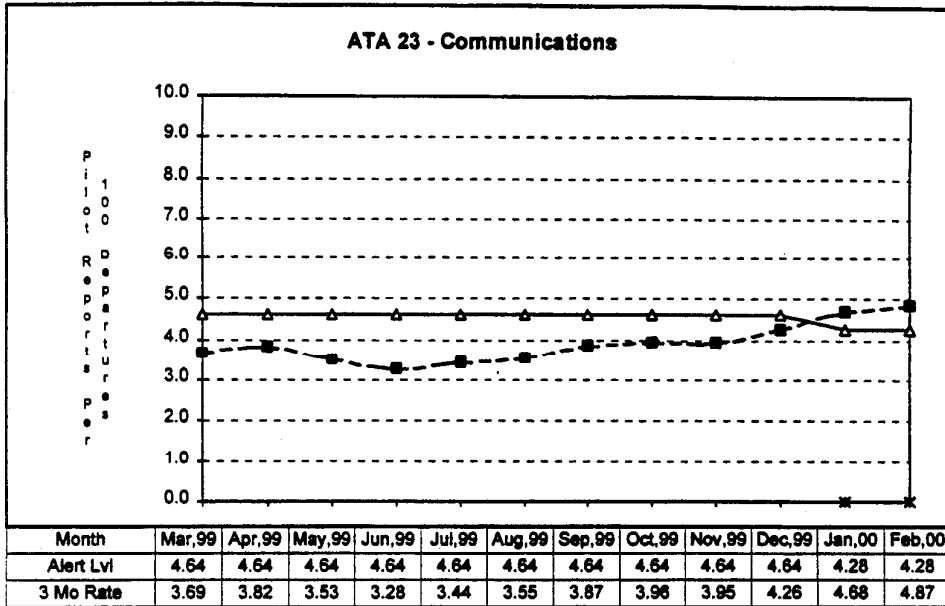
**Emery Worldwide Airlines
Monthly Pilot Reports
DC8 Fleet**

February, 2000

ATA	System	Twelve Month Rate	Alert Value	Three Month Rate	
21	Air Conditioning	5.06	5.77	4.85	
22	Auto Flight	2.32	2.93	2.84	
23	Communications	3.95	4.28	4.87	*
24	Electrical Power	2.40	2.80	2.71	
25	Equipment and Furnishin	5.21	5.64	6.17	*
26	Fire Protection	0.35	0.49	0.48	
27	Flight Controls	2.56	2.80	2.92	*
28	Fuel	5.49	6.64	5.34	
29	Hydraulic Power	1.53	1.92	1.41	
30	Ice and Rain Protection	1.24	1.66	1.52	
31	Indicating/Recording	0.37	0.48	0.34	
32	Landing Gear	4.40	4.76	4.73	
33	Lights	5.81	6.42	6.41	
34	Navigation	15.24	16.47	15.94	
35	Oxygen	0.81	0.92	0.82	
36	Pneumatics	3.04	3.32	3.78	*
38	Water/Waste	0.23	0.35	0.18	
49	Aux Power	0.00	0.00	0.00	Not Installed
52	Doors	2.58	2.91	2.61	
53	Fuselage	0.16	0.22	0.21	
54	Nacelles/Pylons	0.05	0.10	0.07	
55	Stabilizers	0.01	0.10	0.04	
56	Windows	1.26	1.78	1.08	
57	Wings	0.07	0.11	0.07	
71	Engine	0.15	0.23	0.10	
72	Engine (Turbine/Turbo)	0.48	0.73	0.84	*
73	Engine Fuel and Control	1.28	1.60	0.97	
74	Engine Ignition	0.34	0.52	0.40	
75	Engine Air	0.77	0.90	1.18	*
76	Engine Control	0.82	1.25	0.87	
77	Engine Indicating	1.94	2.73	1.31	
78	Engine Exhaust	1.96	2.22	2.10	
79	Engine Oil	1.01	1.22	1.19	
80	Engine Starting	0.39	0.50	0.37	

* Overpar
(Rates are per 100 Departures.)

**EMERY WORLDWIDE AIRLINES
SYSTEM OVER-PAR REPORT
ATA 23 - COMMUNICATIONS**



PERFORMANCE SUMMARY

ATA Chapter 23 (Communications) was Over Par for the month of February. The Alert Level for this chapter is 4.28 and the current three month rate is 4.87 for an alert variance of 0.59.

During the three month period, 75 PIREPS (21.9%) involved difficulties with crew microphones. Thirty-Seven microphones were removed and replaced during this period. The most common write-up dealing with the crew microphones was for weak, intermittent, garbled transmissions or for inoperative microphones.

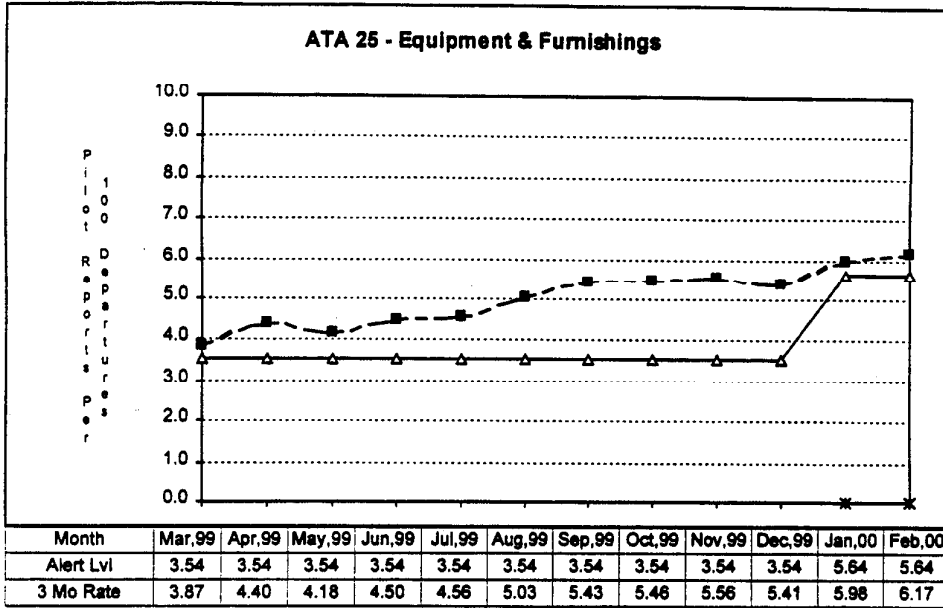
It was found that TELEX microphones with date stamps of 9932 had faulty circuit cards internal to the microphone. Numerous failures were due to worn microphone cords caused by hanging the microphones on the window handle.

Action Item 00-02-01 assigned to check stock for TELEX microphones with date stamps of 99-32 and return to vendor for exchange.

Action Item 00-02-02 assigned to install microphone holders in the cockpit in a convenient location to prevent premature wear of the microphone cord.

Action Item 00-02-03 assigned to revise B-Check job cards to inspect the microphone cords for wear.

**EMERY WORLDWIDE AIRLINES
SYSTEM OVER-PAR REPORT
ATA 25 - EQUIPMENT AND FURNISHINGS**



PERFORMANCE SUMMARY

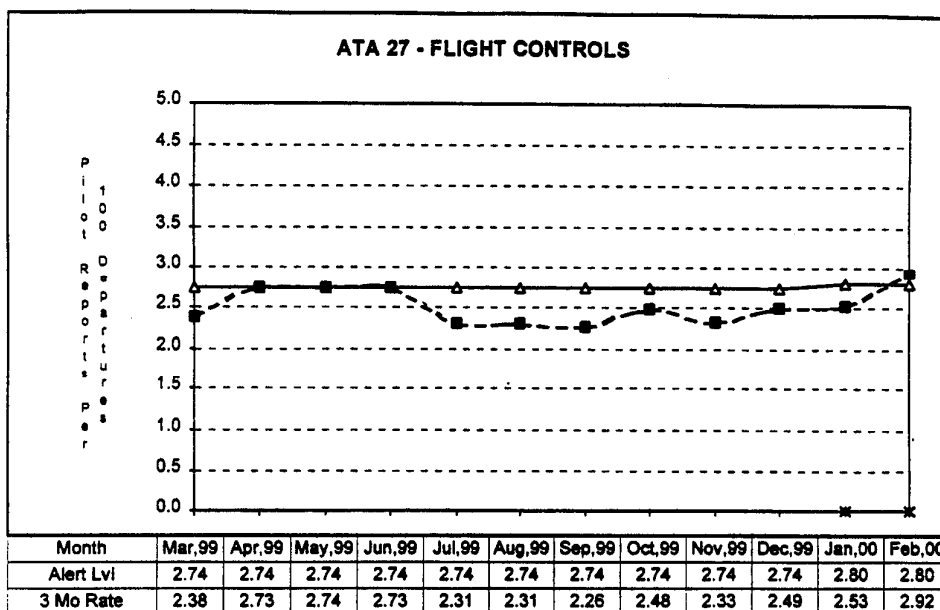
ATA Chapter 25 Equipment and Furnishing was Over Par for the month of February. The Alert Level for this chapter is 5.64 and the current three month rate is 6.17 for an alert variance of 0.53. The three month rate increased 0.19 from the previous three month period ending January.

There were 435 PIREPS for the three month period ending in February. ATA sub chapters 2515 (Flight Compartment Seats) accounted for 216 (50%) of the PIREPS. Of the 216 PIREPS reported, 120 (56%) were signed of with a lubrication action.

The B2 and B4 Check cards have been revised and are in the process of being approved to clean the area prior to lubricating. Also the check cards will be more specific as to the type of lubricant to use. Training is to create a MSL on cockpit seat lubrication and cleaning procedures.

The Reliability section will continue to monitor this system.

**EMERY WORLDWIDE AIRLINES
SYSTEM OVER-PAR REPORT
ATA 27 - FLIGHT CONTROLS**



PERFORMANCE SUMMARY

ATA Chapter 27 (Flight Controls) was Over Par for the month of February. The Alert Level for this chapter is 2.80 and the current three month rate is 2.92 for an alert variance of 0.12. The three month rate increased 0.39 from the previous three month period ending in January.

There were 206 PIREPS generated during the three month period. The following trends were noted:

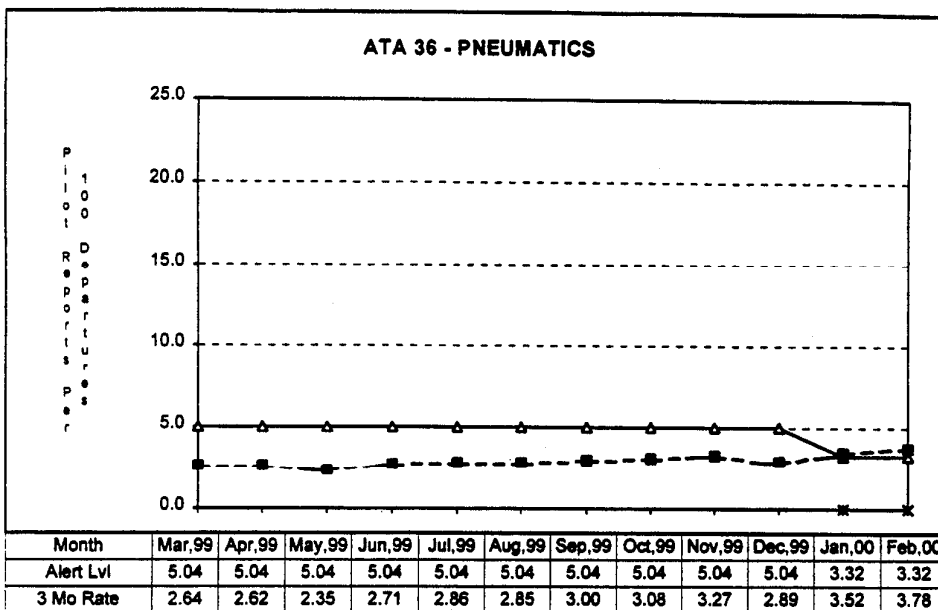
N811AL - Eight PIREPS in December for the rudder kicking right when longitudinal trim was applied. The problem was solved on December 21 with the replacement of the rudder package.

N604AL - Six PIREPS for the take-off warning horn sounding after flap retraction on takeoff. The problem could not be duplicated on the ground. The last PIREP was written on February 13 with no defects noted since.

N964R - Four PIREPS in two days for the spoiler light being intermittent. The problem was solved by repairing a broken spoiler extend switch wire on February 11.

The Reliability section will continue to monitor this system.

**EMERY WORLDWIDE AIRLINES
SYSTEM OVER-PAR REPORT
ATA 36 - PNEUMATICS**



PERFORMANCE SUMMARY

ATA Chapter 36 (Pneumatics) was Over Par for the month of February. The Alert Level for this chapter is 3.32 and the current three month rate is 3.78 for an alert variance of 0.46. The three month rate increased 0.26 from the previous three month period ending January 2000.

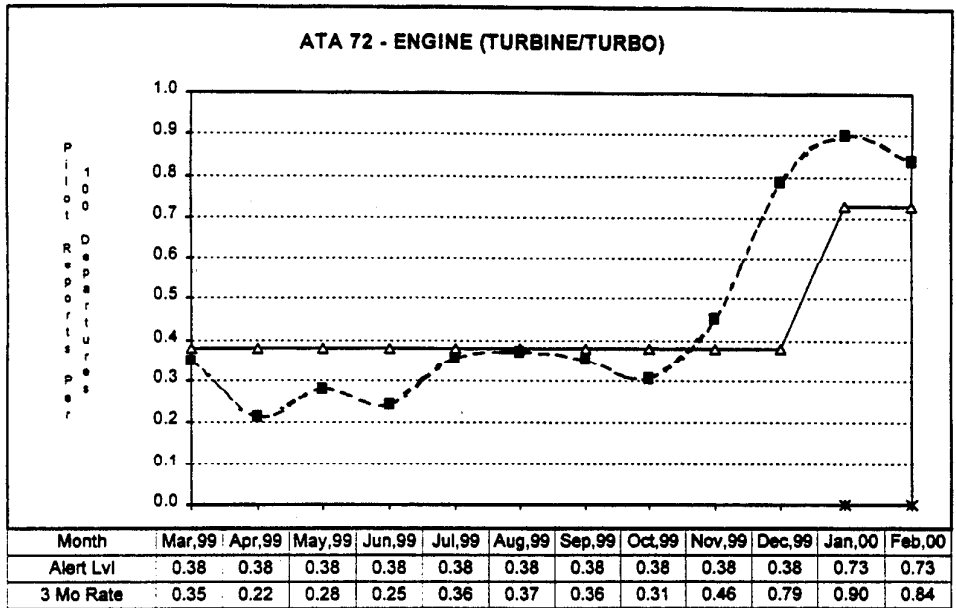
There were 266 PIREPS generated during the three month period. ATA 3622 (Manifold Temperature Indication) accounted for 106 PIREPS (40%). ATA 3611 (Low/High Bleed) accounted for 75 PIREPS (28%).

There were 82 PIREPS generated during the month of February. Aircraft 870TV had 22 PIREPS (27%) for pneumatic over-temperature indications, and aircraft 603AL had seven PIREPS (9%) for pneumatic over-temperature indications.

A twelve month analysis was accomplished and it was determined that the component most likely to fail and cause a pneumatic over-temperature or under-temperature indication is the Pre-Cooler Control Valve (70 series) or Pneumatic Temperature Control Valve (60 series).

Requests to include a functional check of the pre-cooler control valves or pneumatic temperature control valves at the 2B and 1C interval have been submitted.

**EMERY WORLDWIDE AIRLINES
SYSTEM OVER-PAR REPORT
ATA 72 - ENGINE (TURBINE/TURBO)**



PERFORMANCE SUMMARY

ATA Chapter 72 ENGINE was Over-par for the month of February. The Alert Level for this chapter is .73 and the current three month rate is .84 for an alert variance of .11. This is a decreased of .06 from the previous three month period ending in January.

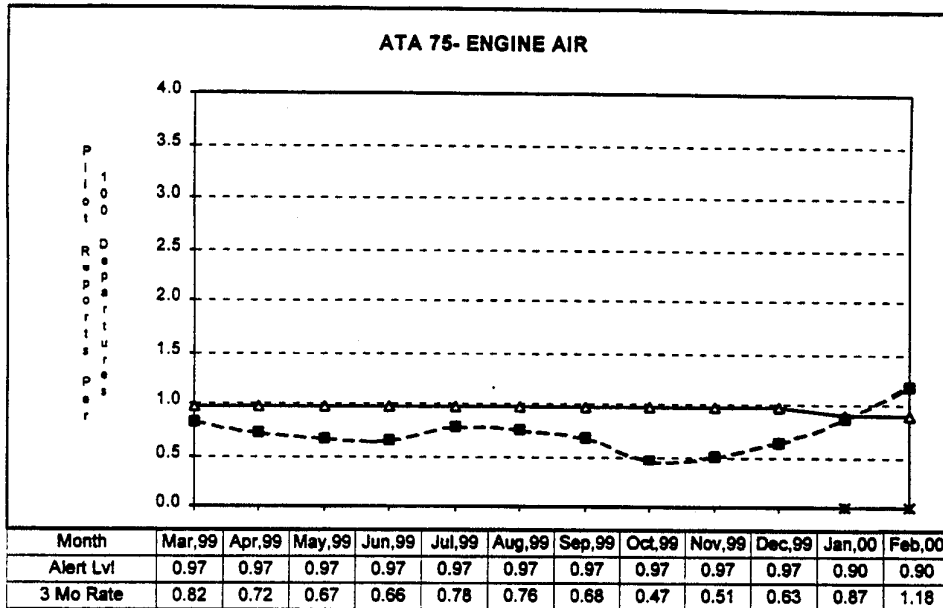
There were 59 PIREPS for the three month period. ATA Subchapter 7230 (Compressor Section) accounted for 43 or (73%) of the PIREPS for this chapter. Two aircraft (N990CF and N993CF) had a total of 21 or (49%) of the Compressor stall PIREPS.

N990CF with 14, On 01/13/00 the #1 & #3 engines were replaced. The last report noted was on 2/17/00 in which #3 engine was ground run IAW DC8 Runup handbook and checked good.

N993CF with 7, On 2/4/00 the #3 engine was replaced. The last PIREP was on 02/26/00 in which the #3 nose cowl anti-ice valve gasket was found missing.

For the three month period ATA Chapter 72 had 33 in December, 14 in January and 12 in February. As of March 22 only three PIREPS have been created for compressor stalls. With this continued downward trend this system should not be overpar for the month of March.

**EMERY WORLDWIDE AIRLINES
SYSTEM OVER-PAR REPORT
ATA 75 - ENGINE AIR**



PERFORMANCE SUMMARY

ATA Chapter 75 (Engine Air) was Over Par for the month of February. The Alert Level for this chapter is 0.90 and the current three month rate is 1.18 for an alert variance of 0.28. The three month rate increased 0.31 from the previous three month period ending in January.

There were 83 PIREPS for the three month period distributed between 17 aircraft. ATA 7512 (Engine Anti-Ice) accounted for 69 PIREPS (83%) and involved engine anti-ice disagreement light indications.

7512 - Twenty-Two PIREPS (32%) could not be duplicated on the ground, 22 PIREPS (32%) were cleared by replacing an engine anti-ice valve, and 12 PIREPS (17%) were cleared by disconnecting, cleaning, and re-connecting an anti-ice valve electrical connector. The data indicates the problem is seasonal, with increased difficulties during the colder months.

Reliability is currently evaluating engine anti-ice valve component reliability specific to the -60 and -70 series aircraft.

**EMERY WORLDWIDE AIRLINES
DEFERRED MAINTENANCE ITEMS**

February,2000

Total DMI'S:	263
MEL/DMI EXTENSIONS:	1

EMERY WORLDWIDE AIRLINES DEFERRED MAINTENANCE ITEMS

February, 2000

Monthly MEL/DMI Statistics

	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
DMI's	253	273	277	309	298	255	285	297	232	311	232	263
Pilot Reports	1696	1839	1793	1869	2015	1838	1833	1866	1593	2084	1773	1689
Ratio of DMI's to Pireps	1/ 6.7	1/ 6.7	1/ 6.5	1/ 6.0	1/ 6.8	1/ 7.2	1/ 6.4	1/ 6.3	1/ 6.9	1/ 6.7	1/ 7.6	1/ 6.4
Percent of Pireps Def.	14.92	14.85	15.45	16.53	14.79	13.87	15.55	15.92	14.56	14.92	13.09	15.57
DMI's per Flight Hour	0.05	0.05	0.06	0.06	0.06	0.05	0.06	0.06	0.05	0.06	0.06	0.07
DMI's per Aircraft	6.17	6.66	6.76	7.54	7.27	6.22	7.70	8.49	6.27	8.18	6.63	8.48
DMI's per Departure	0.10	0.10	0.11	0.12	0.11	0.10	0.12	0.12	0.10	0.11	0.11	0.13

MEL EXTENSIONS

N_Number: DMI #: MEL #: Date Ext: Date Corr:

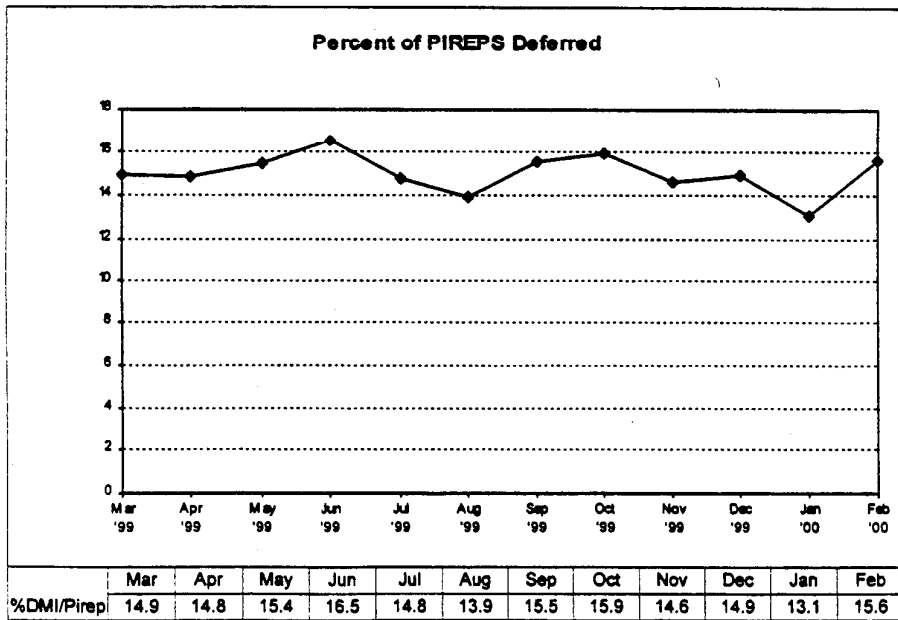
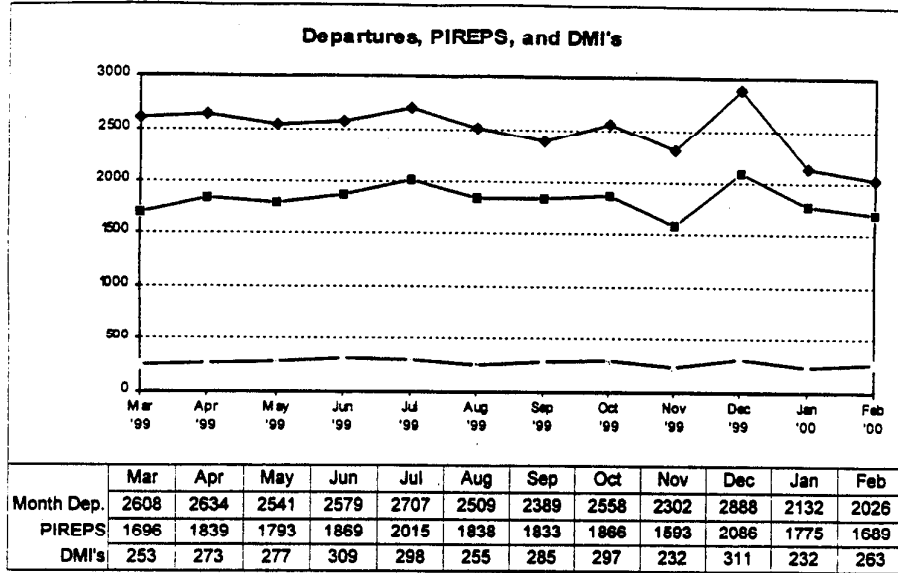
N603AL 8035212-501 33-01 2/9/00 2/10/00

Disc: MAIN INSTRUMENT WHITE LIGHTS REMAIN IN ONE POSITION ONLY - UNABLE TO VARY INTENSITY
 Corr: CLEARED DMI #C8035212 FOUND CORROSION ON GROUND LUG FOR PIN 19 AT BALLAST CLEANED
 AND GROUND OPS CHECK GOOD. PLACARD REMOVED.

**EMERY WORLDWIDE AIRLINES
MONTHLY DEFERRED ITEM REPORT
DC-8 FLEET
February, 2000**

Acft	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	Total DMIs	Total PIREPs	% Report DMI								
N105WP	2	2	2	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	74	16.22
N2674U	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	44	11.36		
N500MH	1	0	1	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	64	14.06		
N602AL	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	31	6.45		
N603AL	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	55	7.27		
N604AL	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	43	9.30		
N605AL	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	52	5.77			
N606AL	0	1	0	2	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	49	16.33			
N791FT	1	0	0	3	1	0	0	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	62	16.13			
N792FT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0.00		
N795FT	1	1	1	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	62	14.52			
N796AL	2	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	80	10.00			
N796FT	3	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	51	17.65			
N797AL	1	1	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	67	13.43			
N801GP	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	42	9.52			
N8076U	3	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	42	16.67			
N8079U	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24	25.00			
N8084U	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	18.75			
N8087U	1	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	62	12.90				
N8091U	2	0	1	0	0	1	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	46	28.26			
N811AL	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	43	11.63			
N870TV	3	1	1	0	0	0	0	4	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	84	15.48			
N873SJ	0	0	1	0	0	0	1	1	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	68	14.71			
N950R	1	0	0	0	1	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	65	13.85			
N961R	0	0	0	1	1	0	1	1	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	63	12.70			
N964R	2	8	0	2	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	84	23.81			
N990CF	0	2	0	2	0	0	0	3	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	51	27.45			
N993CF	7	0	0	2	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	91	23.08			
N996CF	0	0	0	1	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	38	19.44			
N997CF	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	53	13.21			
N997GE	1	3	0	1	0	0	0	1	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	77	20.78			
Total DMIs	33	20	11	21	5	1	3	28	1	14	3	6	18	57	2	-2	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263						
PIREPs	106	62	60	71	127	15	68	108	17	37	5	91	135	364	22	82	6	0	51	6	0	0	24	1	2	12	27	8	29	22	21	68	18	6									1689								
DMUPREPs	31.13	32.26	13.75	29.58	3.94	6.87	4.41	24.07	5.88	37.84	60.00	6.59	11.85	15.66	9.09	2.44	0.00	0.00	7.84	0.00	0.00	0.00	8.33	0.00	0.00	0.00	33.33	25.00	0.00	4.55	23.81	27.27	5.56	0.00									15.57								

Deferred Maintenance Items



**EMERY WORLDWIDE AIRLINES
PILOT REPORT PERFORMANCE**

February,2000

**PILOT REPORT STATISTICS
PILOT REPORT PERFORMANCE GRAPHS**

**EMERY WORLDWIDE AIRLINES
MONTHLY PILOT REPORTS
DC-8 FLEET
February, 2000**

Month	21	22	23	24	25	26	27	28	29	30	31	12	33	34	35	36	38	49	52	53	54	55	56	57	71	72	73	74	75	76	77	78	79	80	Total Report	Total Depart	Monthly Rate
Feb00	108	62	80	71	127	15	68	108	17	37	5	91	135	364	22	82	8	0	51	6	0	0	24	1	2	12	27	8	29	22	21	68	18	6	1689	2026	83.37
Jan00	95	70	124	58	148	3	57	134	30	29	10	109	115	332	16	111	3	0	70	3	5	3	29	2	3	14	19	6	25	23	42	43	33	12	1773	2132	83.16
Dec99	141	68	139	64	160	16	81	134	52	41	9	133	202	427	20	73	4	0	63	6	0	0	23	2	2	33	23	14	29	16	29	39	33	8	2084	2888	72.16
Nov99	114	60	80	66	131	3	50	110	40	34	12	98	138	284	21	75	1	0	62	4	2	0	24	4	5	19	28	7	19	13	28	35	21	9	1593	2302	69.20
Oct99	129	81	111	57	128	8	63	138	39	41	12	110	157	353	21	76	9	0	71	3	1	0	37	2	4	11	42	10	7	27	33	42	34	9	1666	2558	72.95
Sep99	130	57	95	48	144	9	56	189	27	26	5	100	150	377	20	86	8	0	54	4	3	0	20	1	1	3	33	14	10	24	50	48	28	15	1833	2389	76.73
Aug99	123	57	89	71	135	8	66	202	36	25	12	114	139	349	21	68	7	0	62	2	0	0	17	0	6	9	30	5	18	18	45	68	26	10	1838	2509	73.26
Jul99	171	53	110	74	134	8	90	138	33	17	5	138	140	397	27	74	8	0	69	7	0	1	45	2	8	15	52	12	24	9	98	63	21	16	2015	2707	74.44
Jun99	180	56	78	78	123	10	64	111	59	30	10	118	141	388	16	80	9	0	58	2	1	0	30	1	4	5	39	4	17	25	79	51	20	4	1869	2579	72.47
May99	125	31	81	43	100	6	67	113	46	22	12	106	126	442	25	70	11	0	77	2	0	0	40	0	2	8	39	8	20	26	73	51	12	8	1793	2541	70.56
Apr99	121	56	95	38	126	12	81	157	38	28	12	98	127	419	16	80	8	0	72	3	2	0	43	3	4	6	34	5	14	29	45	45	34	9	1839	2634	69.82
Mar99	98	41	99	50	99	6	65	108	44	39	7	92	188	421	16	53	1	0	62	5	2	0	43	2	4	8	19	9	18	13	39	37	22	10	1696	2608	65.03
Rpta	1513	682	1181	717	1555	108	788	1640	461	369	111	1303	1736	4553	241	908	69	0	771	47	18	4	375	20	45	143	381	102	230	245	580	588	302	116	21888	29873	73.27

**EMERY WORLDWIDE AIRLINES
MONTHLY PILOT REPORTS
DC-8-62-63 FLEET
February, 2000**

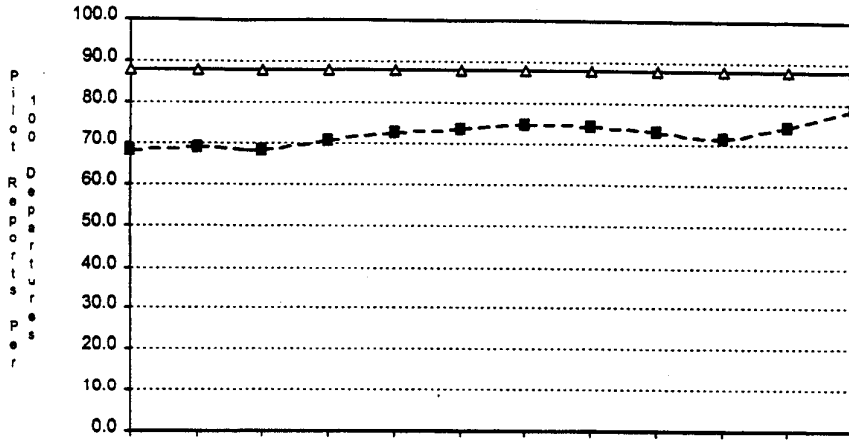
Acft	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	38	40	52	53	54	55	56	57	71	72	73	74	75	76	77	78	79	80	Total Reports	% of Fleet
N796AL	9	0	1	4	5	0	3	1	0	0	0	7	2	18	0	0	1	0	0	0	0	0	0	0	0	0	1	0	6	3	0	12	3	4	80	4.74
N797AL	1	3	3	4	3	0	4	2	2	1	0	5	6	17	1	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	1	7	0	1	67	3.97
N950R	5	3	0	2	2	0	2	7	0	1	0	11	3	19	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	3	1	0	65	3.85	
N964R	5	10	2	4	3	0	7	1	0	5	0	1	11	22	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	84	4.97	
N990CF	2	3	3	5	0	1	0	4	0	0	0	0	2	12	0	2	0	0	1	0	0	0	0	0	0	1	1	0	8	0	1	1	1	0	51	3.02
N993CF	12	4	0	8	7	0	2	6	0	0	0	2	2	15	0	0	0	0	6	0	0	0	0	0	1	3	0	0	4	5	3	9	2	0	91	5.39
N995CF	1	0	2	2	2	0	0	4	1	2	2	1	1	11	0	1	0	0	1	0	0	0	2	0	0	1	0	0	0	0	2	0	0	0	36	2.13
N997CF	1	1	4	3	1	0	1	3	1	0	0	3	3	12	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	11	2	1	53	3.14
Series Total	36	24	15	32	23	1	19	28	4	9	2	30	30	126	2	4	1	0	18	0	0	0	3	0	1	6	2	1	23	10	7	54	10	6	527	31.20
Fleet Total	106	62	80	71	127	15	66	106	17	37	5	91	135	364	22	82	8	0	51	6	0	0	24	1	2	12	27	8	29	22	21	68	18	6	Number of Aircraft	
% of Fleet	34.0	38.7	18.8	45.1	16.1	6.7	27.9	25.9	23.5	24.3	40.0	33.0	22.2	34.8	9.1	4.9	16.7	0.0	35.3	0.0	0.0	0.0	12.5	0.0	50.0	50.0	7.4	7.4	79.3	45.5	33.3	61.8	55.6	100.0	8	

**EMERY WORLDWIDE AIRLINES
MONTHLY PILOT REPORTS
DC-8-71-73 FLEET
February, 2000**

Acft	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	38	49	52	53	54	55	56	57	71	72	73	74	75	76	77	78	79	80	Total Reports	% of Fleet
N105WP	8	4	9	1	3	0	4	3	0	4	0	4	3	15	1	2	0	0	10	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	74	4.38
N2874U	2	0	7	5	4	0	1	3	1	1	0	2	4	6	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	2	1	0	0	44	2.61	
N500MH	3	1	2	0	5	0	2	2	1	3	1	6	4	13	1	1	1	0	3	0	0	0	9	0	0	1	4	1	0	0	0	0	0	64	3.79	
N602AL	2	0	3	0	6	1	0	0	0	0	0	2	7	7	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31	1.84	
N603AL	0	3	1	1	3	1	0	2	0	5	0	2	5	12	0	12	1	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	1	55	3.26	
N604AL	2	0	2	0	6	1	7	3	1	0	0	2	7	5	0	3	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	43	2.55	
N605AL	4	2	1	3	0	0	1	8	0	1	0	2	3	14	1	4	0	0	2	0	0	0	0	0	0	0	1	0	2	0	3	0	52	3.08		
N606AL	2	5	4	2	7	0	1	2	1	3	0	0	4	7	4	1	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	49	2.90	
N791FT	4	0	1	4	6	0	4	5	0	2	0	2	5	25	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	62	3.67		
N792FT	0	2	1	1	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0.47	
N795FT	5	3	2	2	2	0	1	2	3	2	0	6	5	16	0	5	0	0	1	0	0	0	2	0	0	0	0	1	0	0	2	1	1	62	3.67	
N796FT	3	2	5	0	6	0	2	1	1	0	0	5	2	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	51	3.02	
N801GP	0	2	0	6	8	0	2	1	0	0	0	4	3	7	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	2	0	42	2.49	
N807BU	3	0	1	6	4	1	0	3	2	2	0	4	0	9	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	1	0	42	2.49
N8079U	0	0	0	0	3	0	0	0	0	2	0	0	1	13	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	24	1.42	
N8084U	1	1	2	0	2	0	1	0	0	0	2	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	16	0.95
N8087U	4	2	3	0	11	2	3	14	0	1	0	0	6	9	0	4	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	62	3.67	
N8091U	2	0	3	1	3	3	1	14	1	0	0	1	5	4	0	0	0	0	1	0	0	1	0	0	0	1	4	1	0	0	0	0	46	2.72		
N811AL	4	0	1	3	8	1	1	1	0	0	0	3	6	3	3	4	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43	2.55	
N870TV	14	2	4	0	3	0	1	7	0	0	0	6	4	8	0	22	0	0	5	0	0	0	2	1	0	2	1	0	0	0	0	0	2	64	4.97	
N873SJ	0	1	5	1	7	0	3	3	1	0	0	1	19	7	2	9	0	0	1	0	0	0	0	0	0	0	2	0	0	1	4	0	1	68	4.03	
N881R	4	2	2	1	4	3	8	4	0	1	0	7	6	13	1	3	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	63	3.73	
N997GE	3	6	6	2	1	1	5	2	1	1	0	2	4	25	0	3	0	0	0	0	0	0	1	0	0	0	5	0	0	1	0	8	0	77	4.56	
Series Total	70	38	65	36	104	14	49	80	13	28	3	61	105	238	20	78	5	0	33	6	0	0	21	1	1	6	25	7	6	12	14	12	8	0	1162	68.80
Fleet Total	106	62	80	71	127	15	68	108	17	37	5	91	135	364	22	82	6	0	51	6	0	0	24	1	2	12	27	8	29	22	21	66	18	6	Number of Aircraft	
% of Fleet	66.0	61.3	81.3	54.9	81.9	93.3	72.1	74.1	76.5	75.7	60.0	67.0	77.8	65.4	90.9	95.1	83.3	0.0	64.7	100.0	0.0	0.0	67.5	100.0	50.0	50.0	92.8	92.6	20.7	54.5	66.7	18.2	44.4	0.0	23	

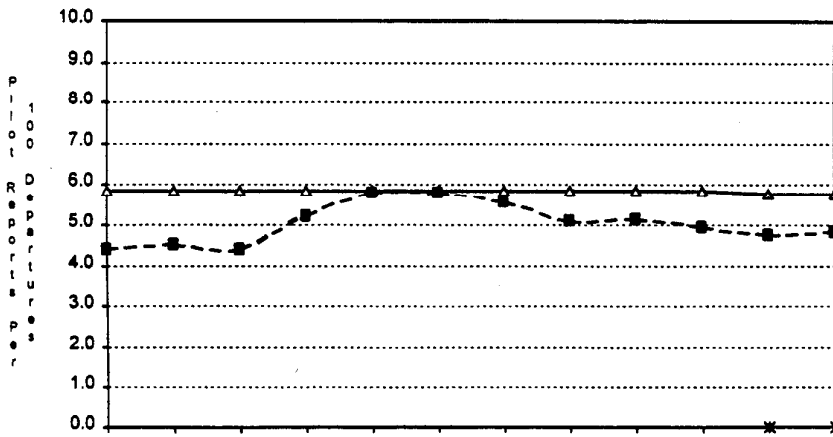
PILOT REPORT PERFORMANCE

FLEET RELIABILITY



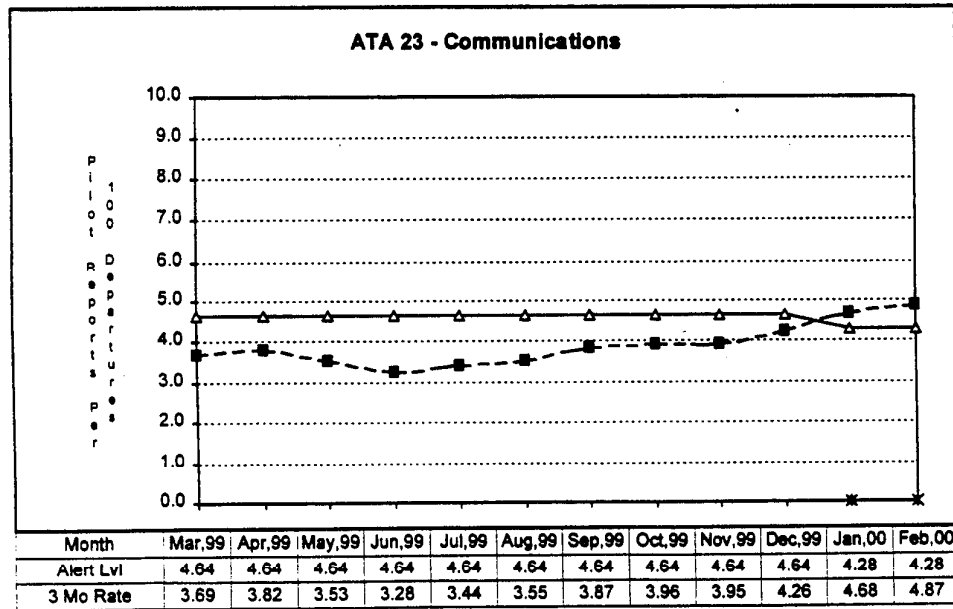
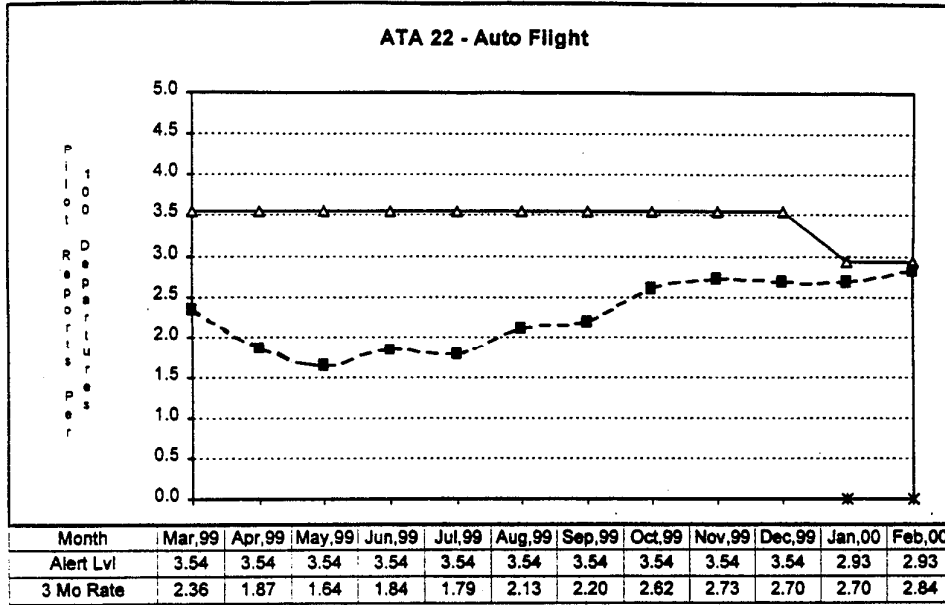
Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	88.10	88.10	88.10	88.10	88.10	88.10	88.10	88.10	88.10	88.10	88.10	88.10
3 Mo Rate	68.47	68.98	68.46	70.94	72.54	73.42	74.77	74.28	73.04	71.61	74.49	78.71

ATA 21 - AIR CONDITIONING

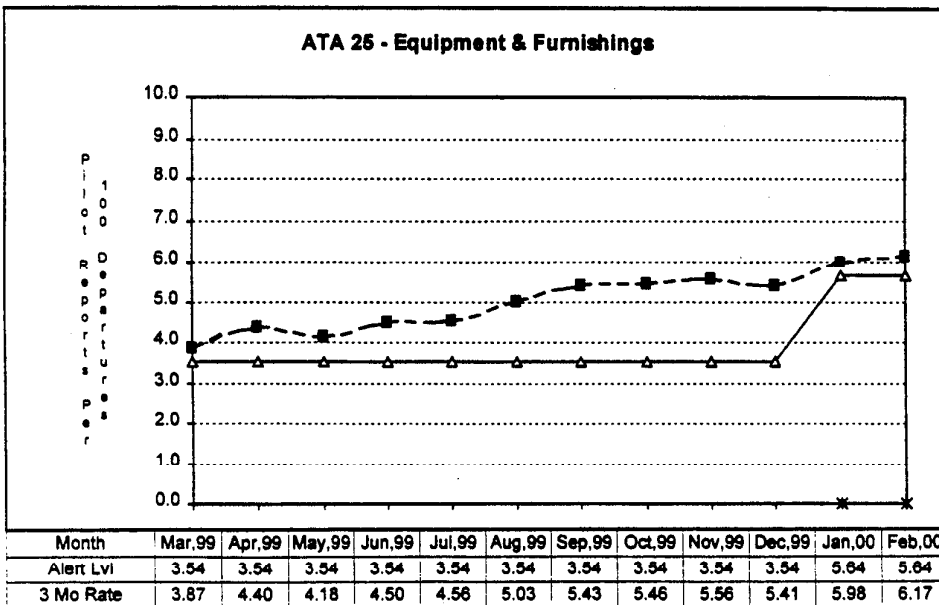
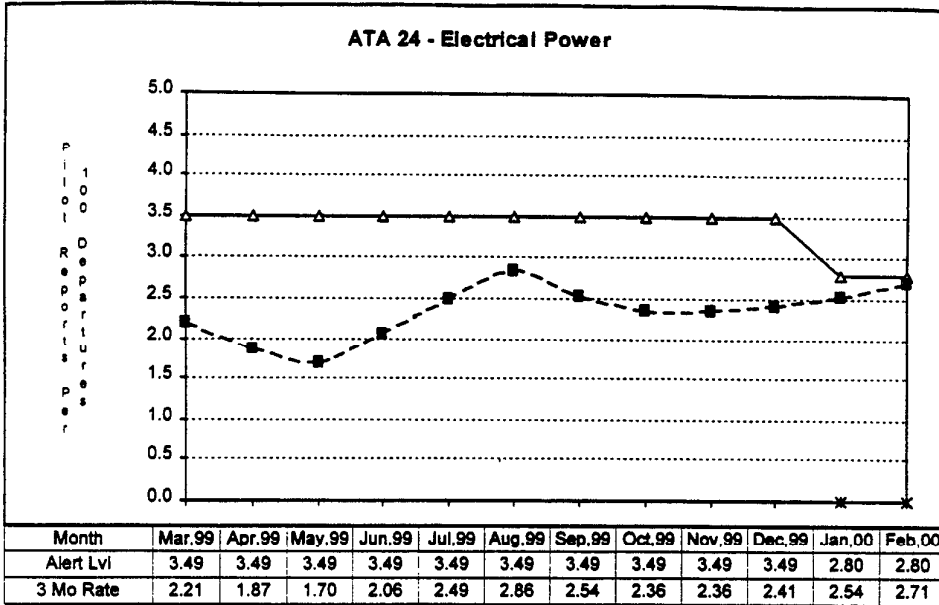


Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	5.85	5.85	5.85	5.85	5.85	5.85	5.85	5.85	5.85	5.85	5.77	5.77
3 Mo Rate	4.41	4.54	4.42	5.24	5.83	5.82	5.58	5.12	5.15	4.96	4.78	4.85

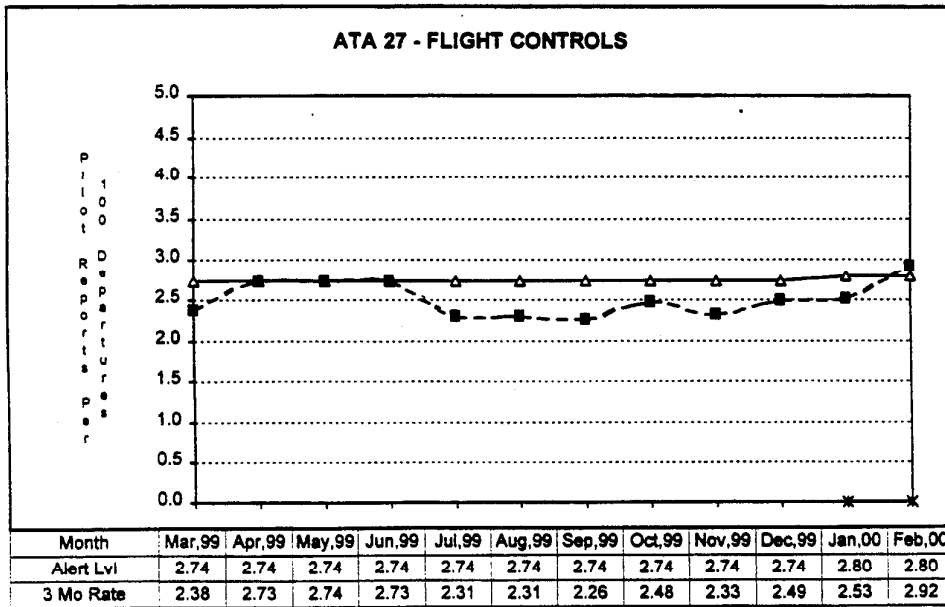
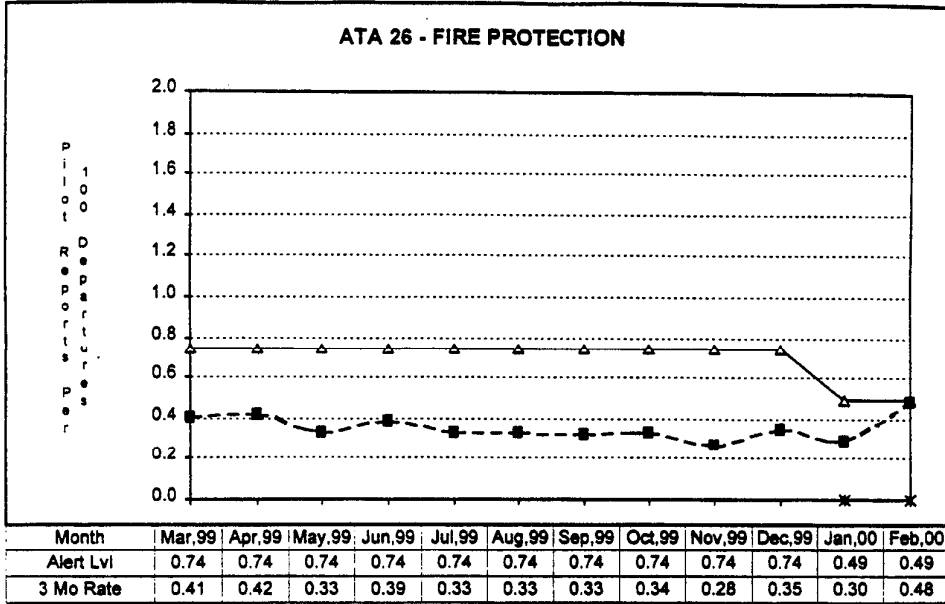
PILOT REPORT PERFORMANCE



PILOT REPORT PERFORMANCE

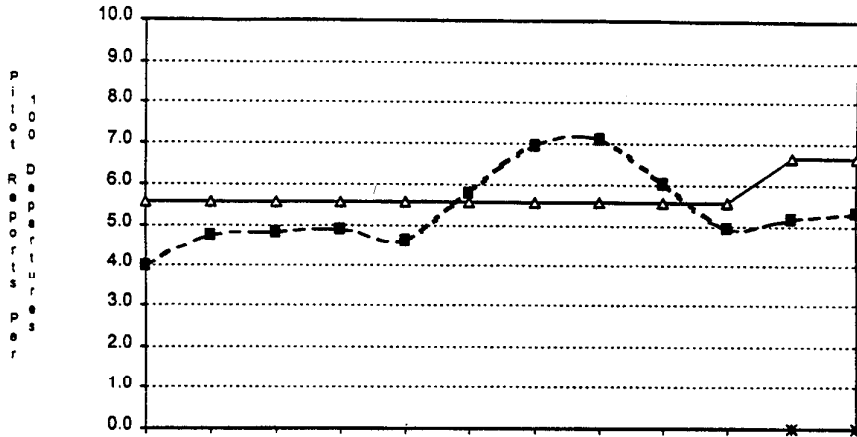


PILOT REPORT PERFORMANCE



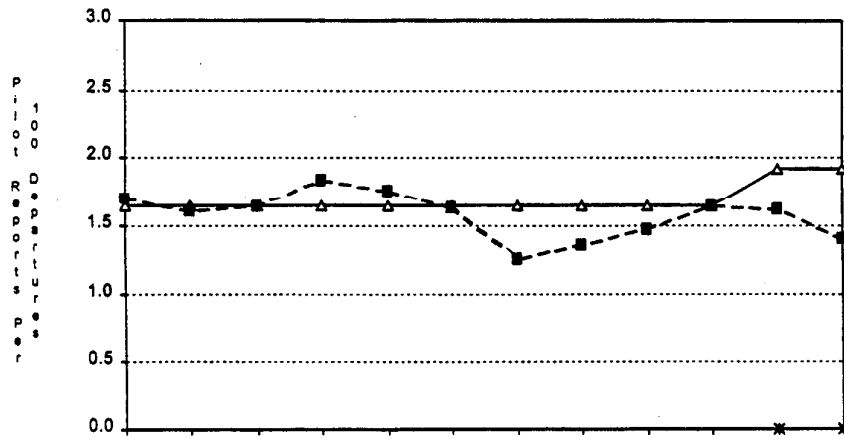
PILOT REPORT PERFORMANCE

ATA 28 - FUEL



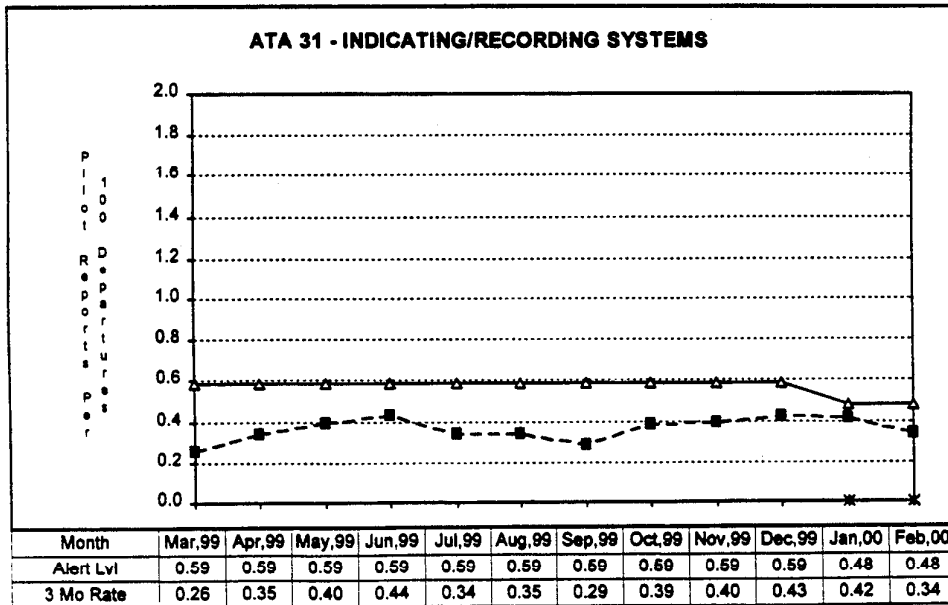
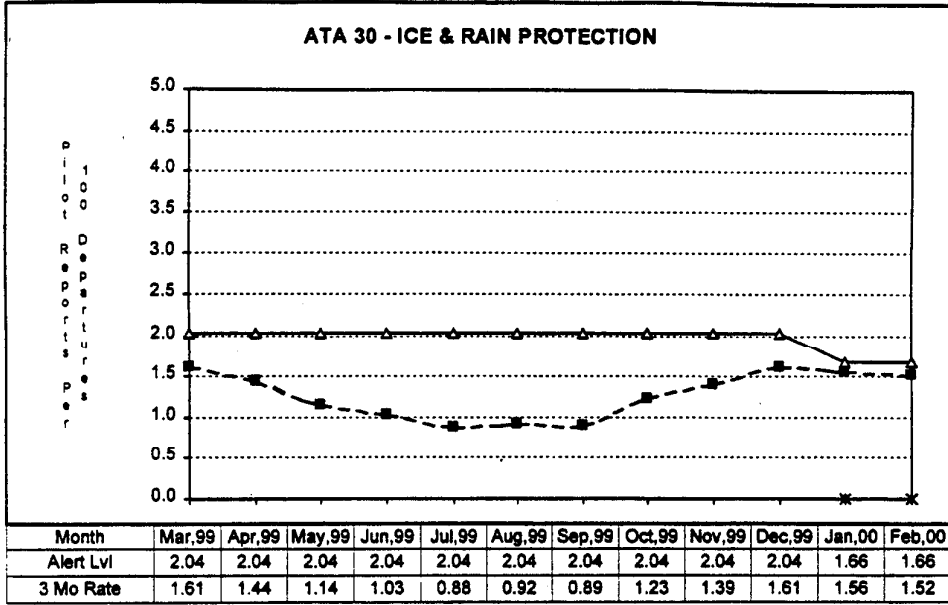
Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	5.57	5.57	5.57	5.57	5.57	5.57	5.57	5.57	5.57	5.57	6.64	6.64
3 Mo Rate	4.02	4.76	4.83	4.91	4.63	5.79	6.96	7.09	6.03	4.93	5.16	5.34

ATA 29 - HYDRAULIC POWER



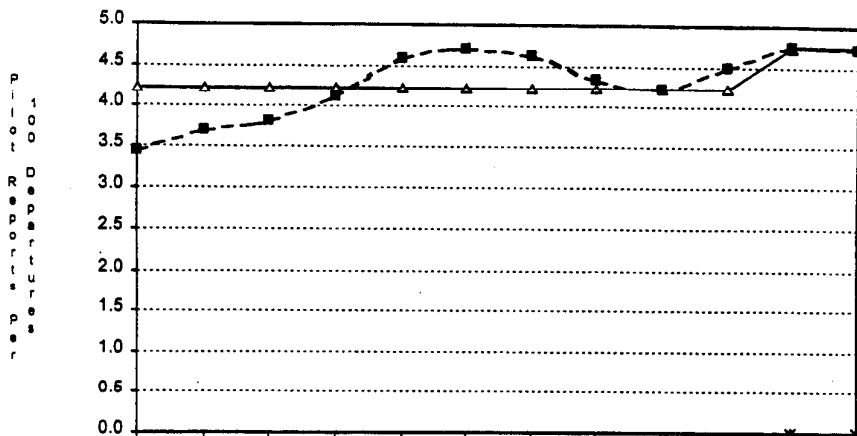
Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.92	1.92
3 Mo Rate	1.70	1.62	1.64	1.84	1.76	1.64	1.26	1.37	1.48	1.65	1.63	1.41

PILOT REPORT PERFORMANCE



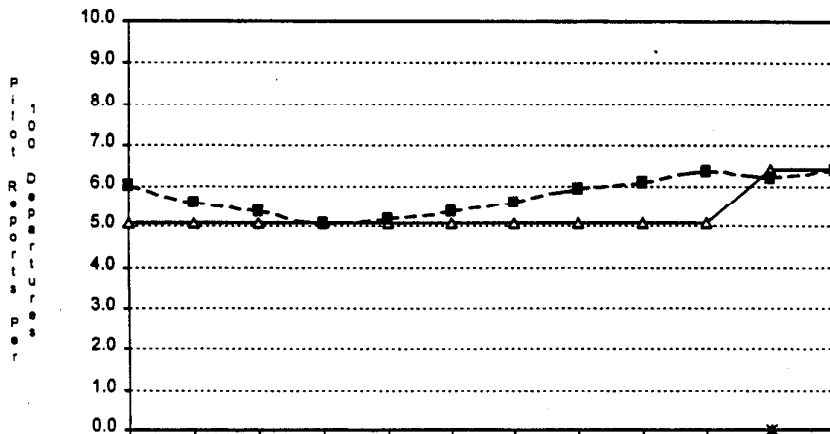
PILOT REPORT PERFORMANCE

ATA 32 - LANDING GEAR



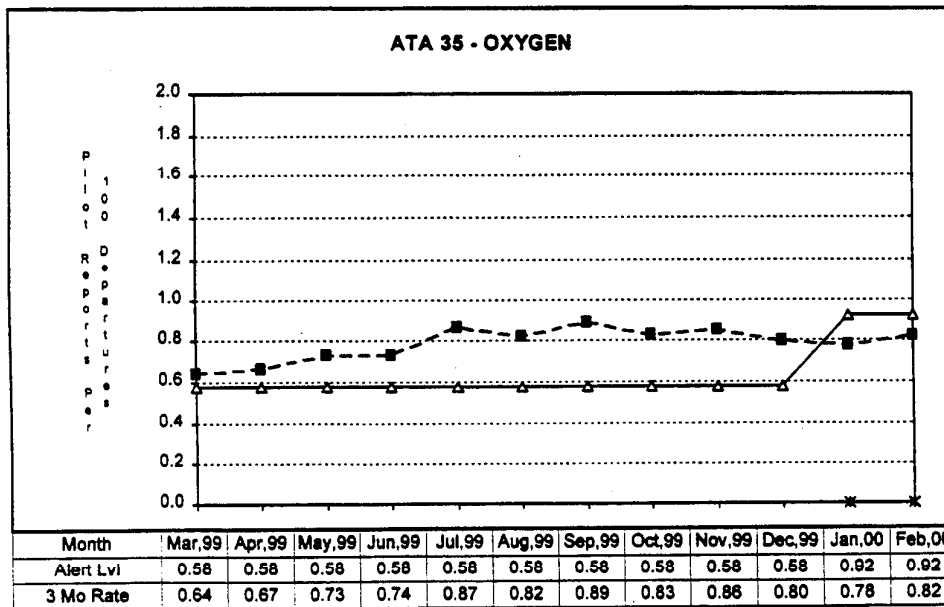
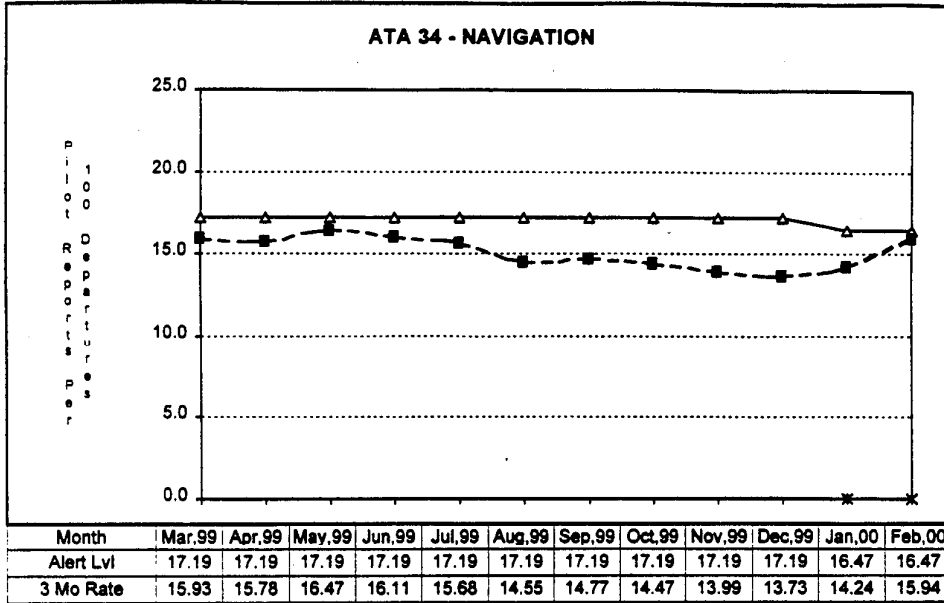
Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	4.24	4.24	4.24	4.24	4.24	4.24	4.24	4.24	4.24	4.24	4.76	4.76
3 Mo Rate	3.46	3.69	3.80	4.13	4.60	4.72	4.63	4.35	4.24	4.50	4.76	4.73

ATA 33 - LIGHTS

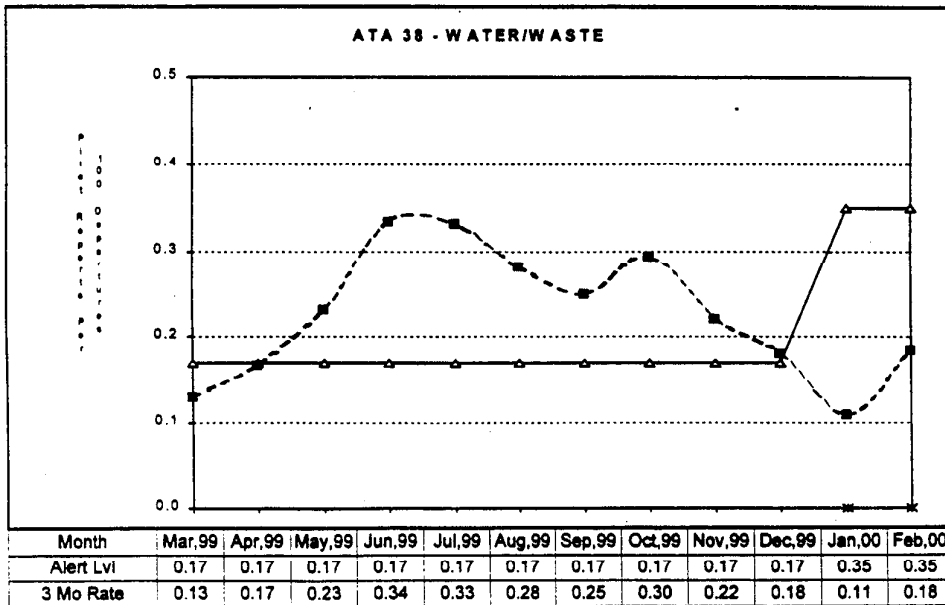
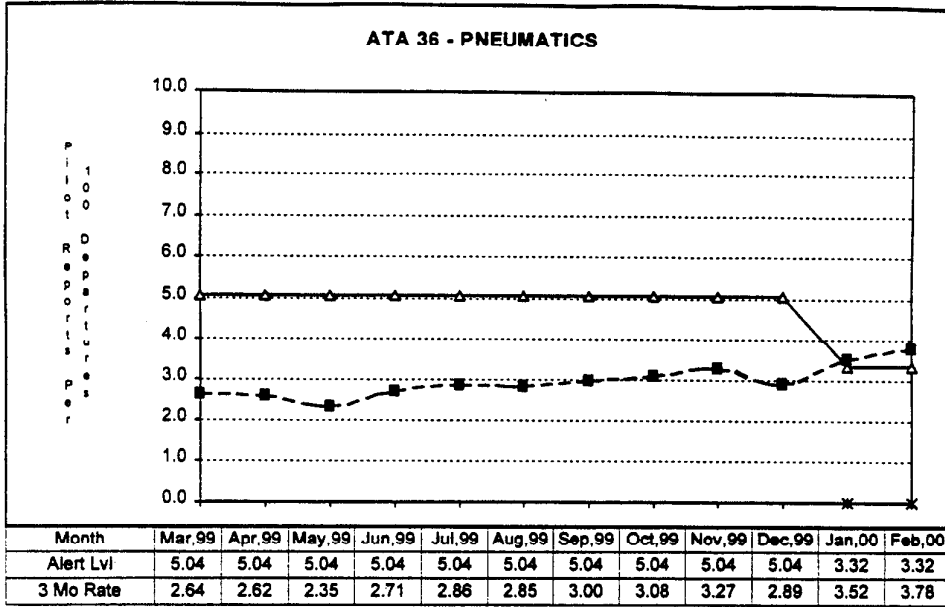


Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	5.11	5.11	5.11	5.11	5.11	5.11	5.11	5.11	5.11	5.11	6.42	6.42
3 Mo Rate	6.05	5.61	5.38	5.08	5.20	5.39	5.64	5.98	6.14	6.40	6.23	6.41

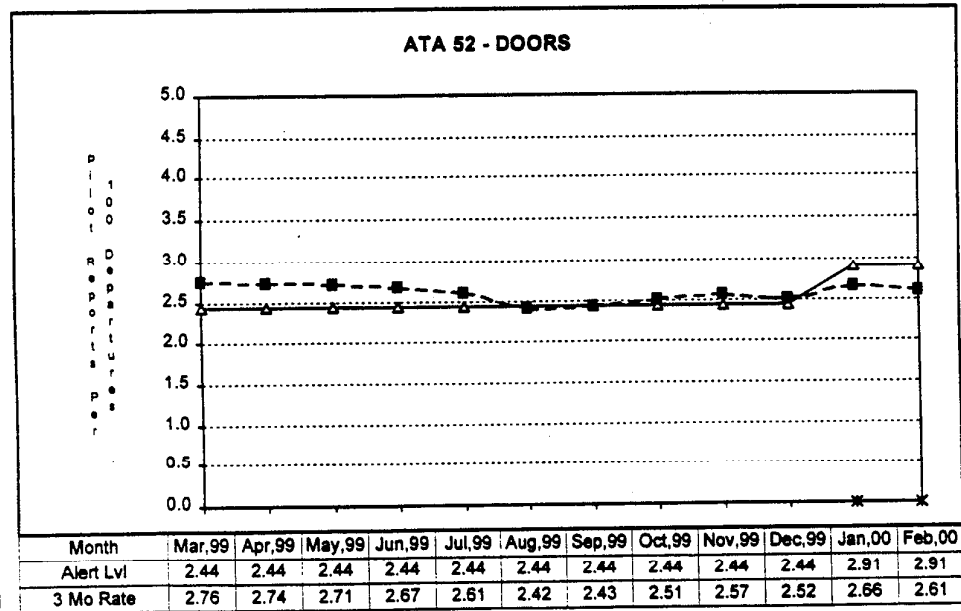
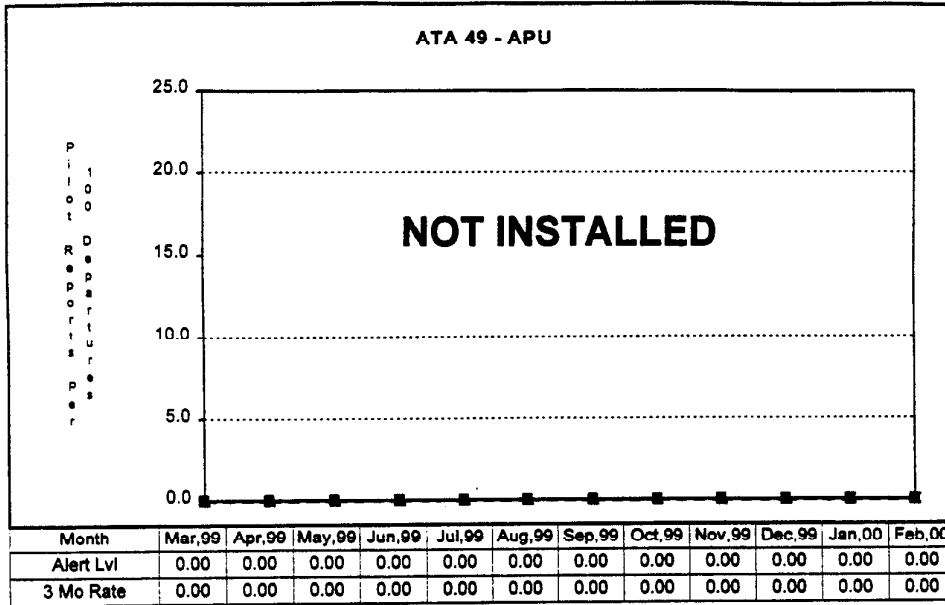
PILOT REPORT PERFORMANCE



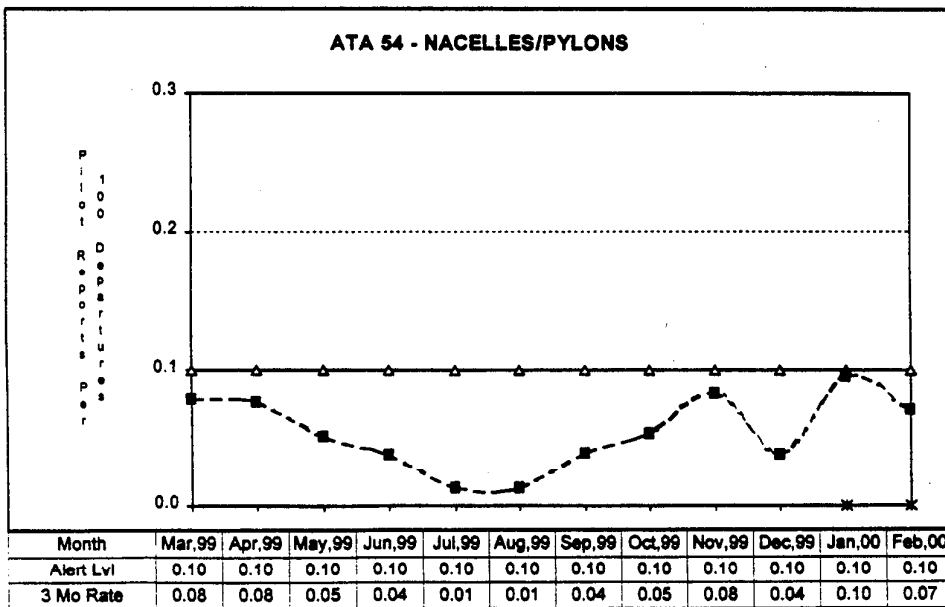
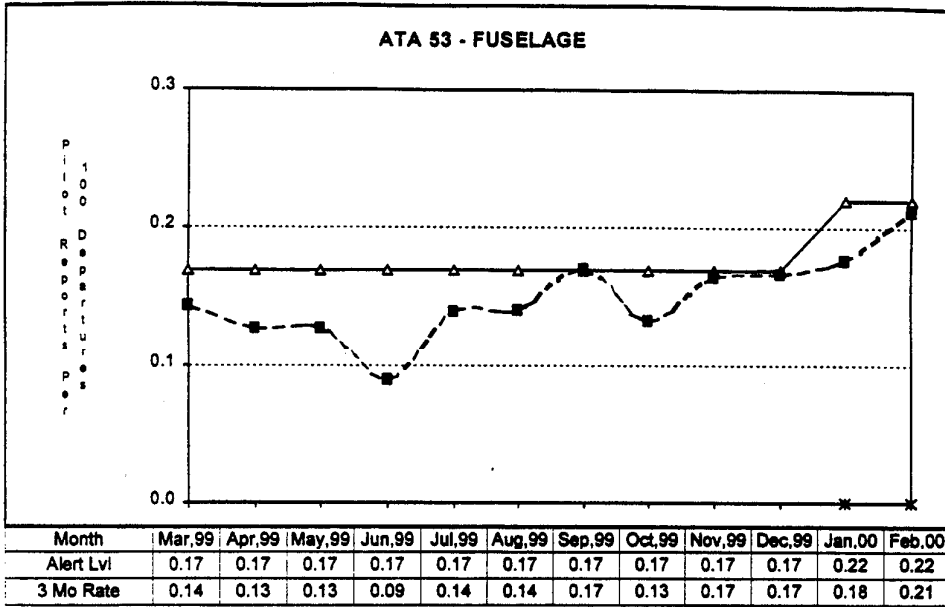
PILOT REPORT PERFORMANCE



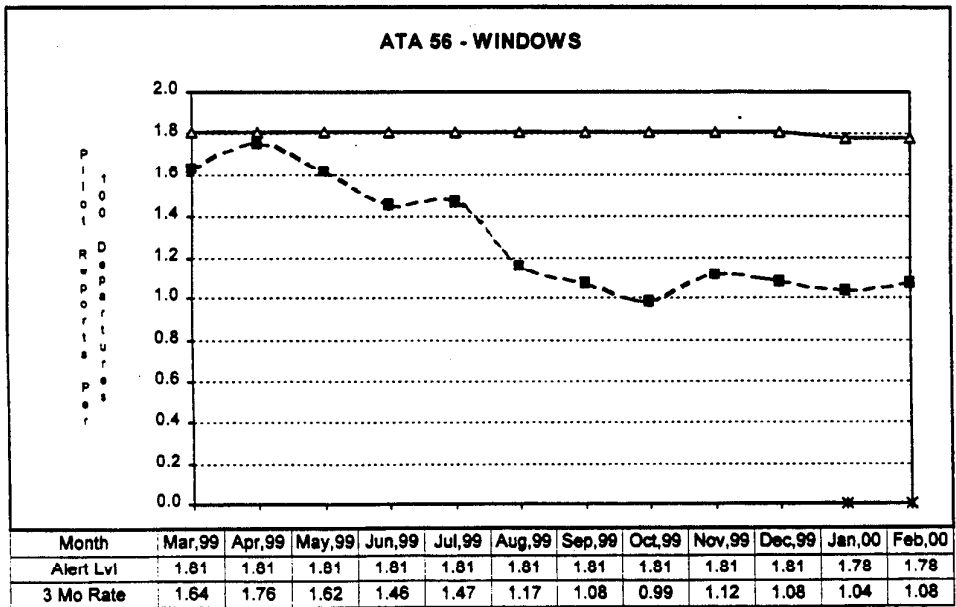
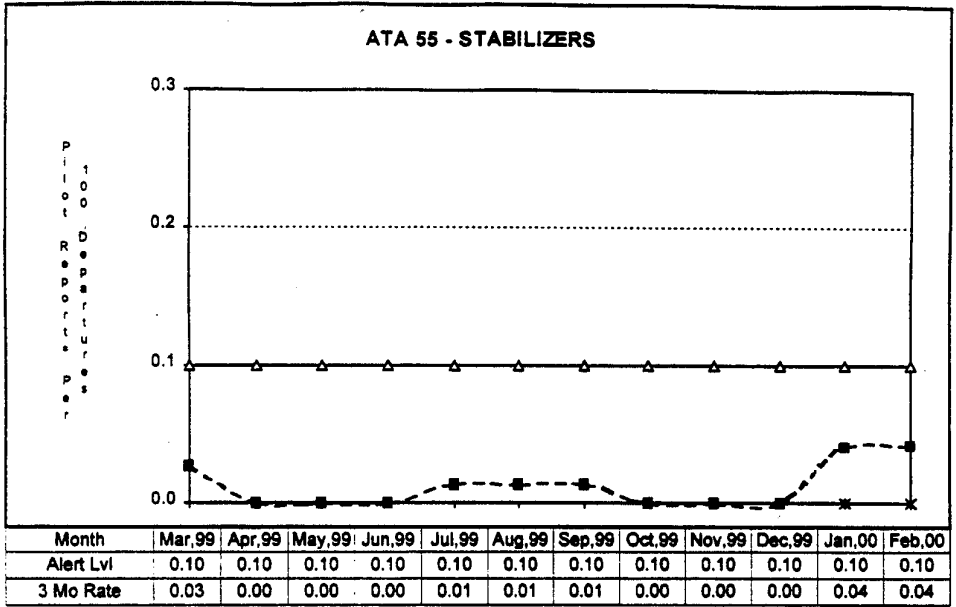
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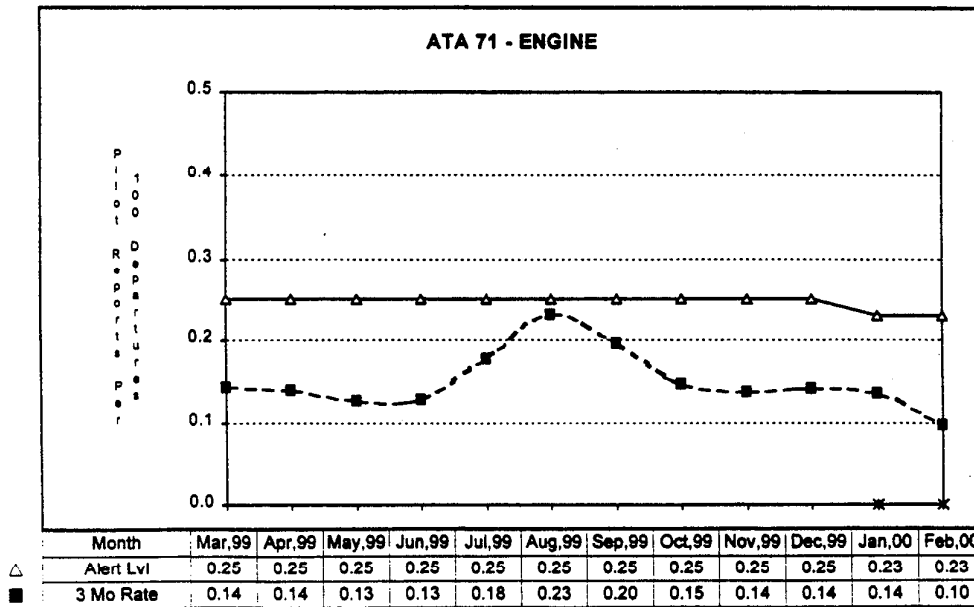
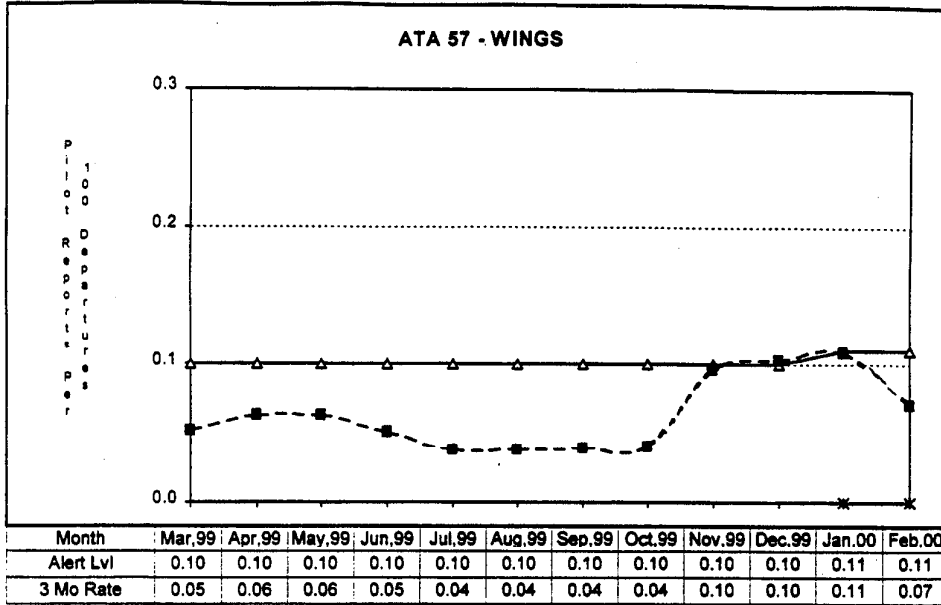
PILOT REPORT PERFORMANCE



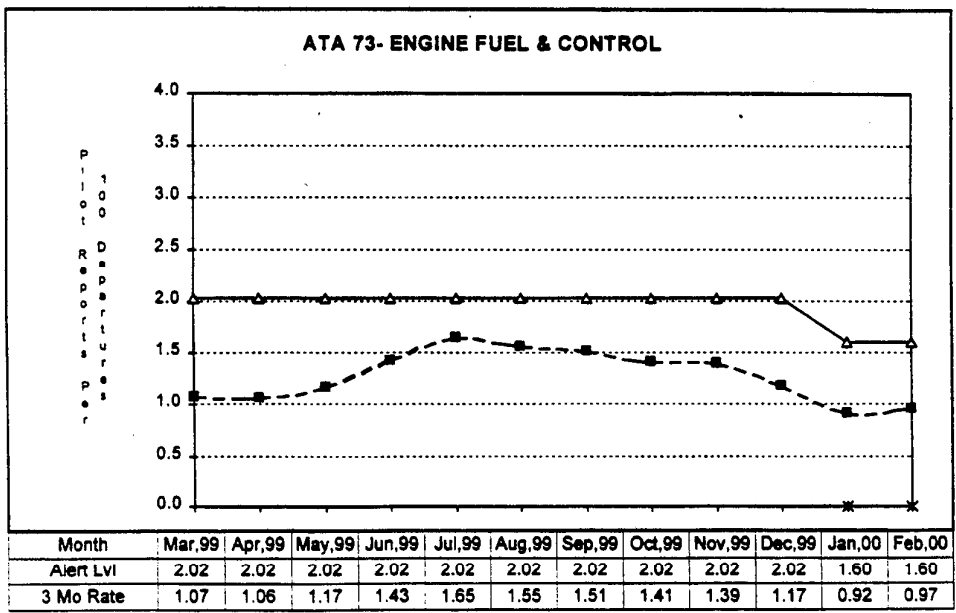
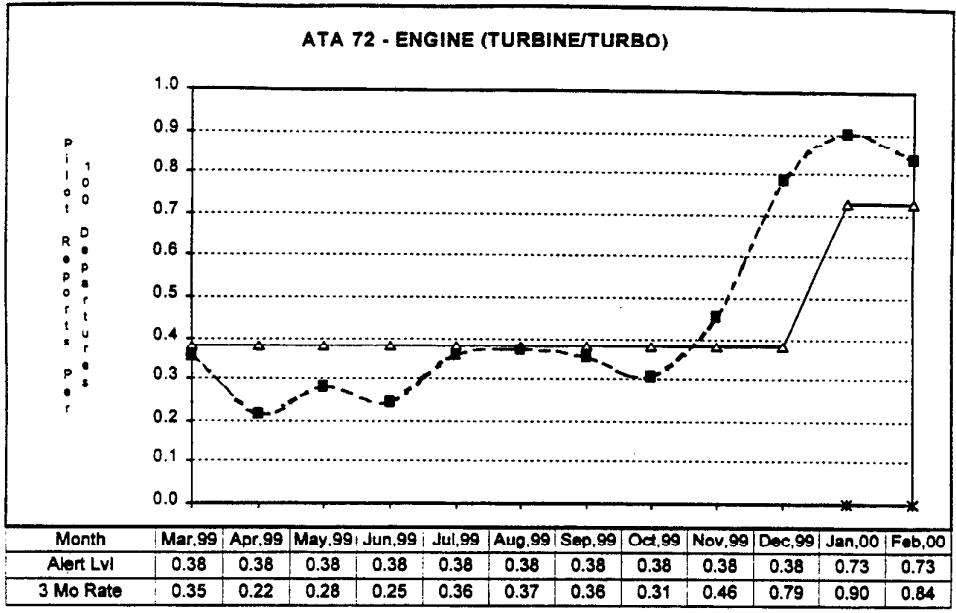
PILOT REPORT PERFORMANCE



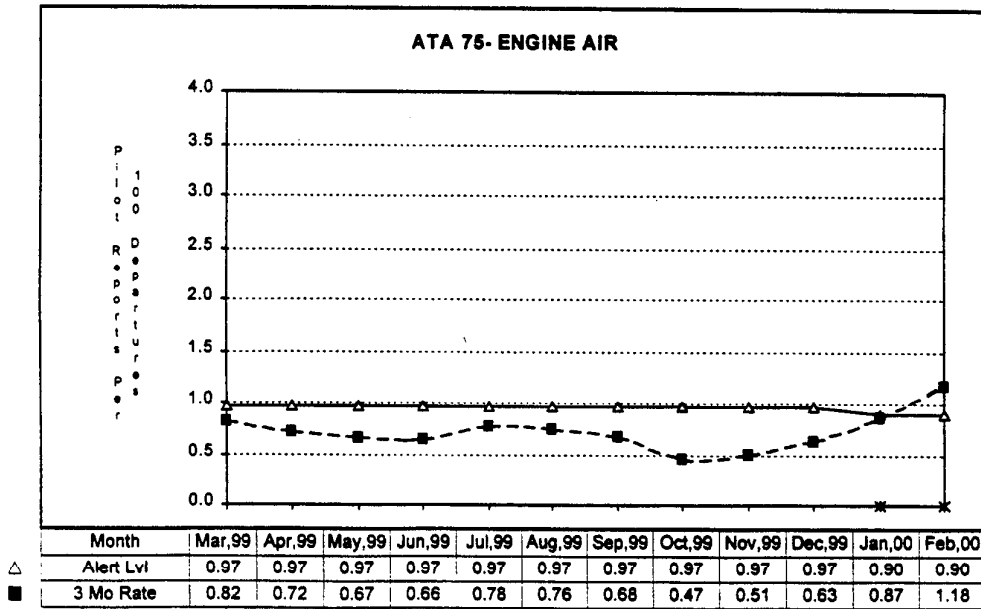
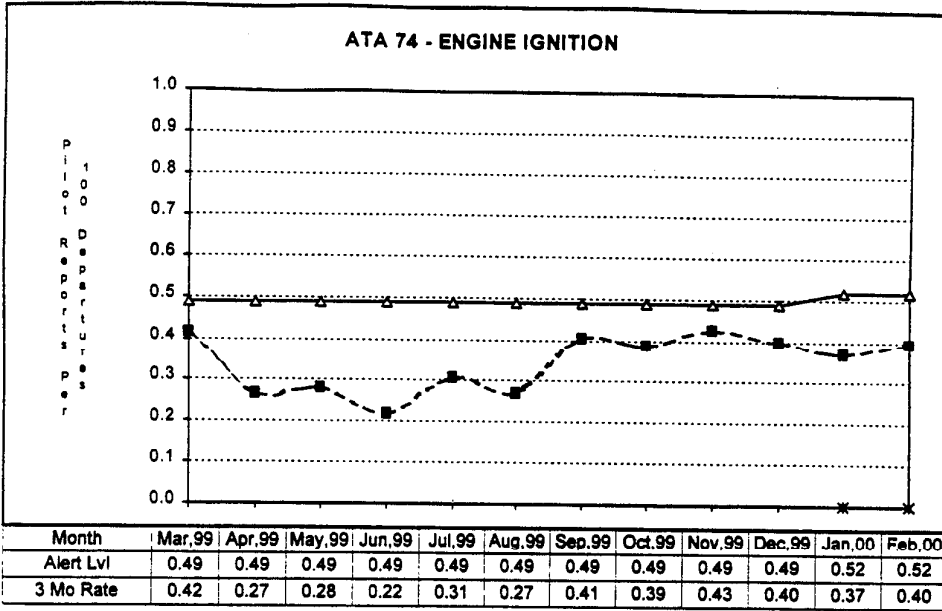
PILOT REPORT PERFORMANCE



PILOT REPORT PERFORMANCE

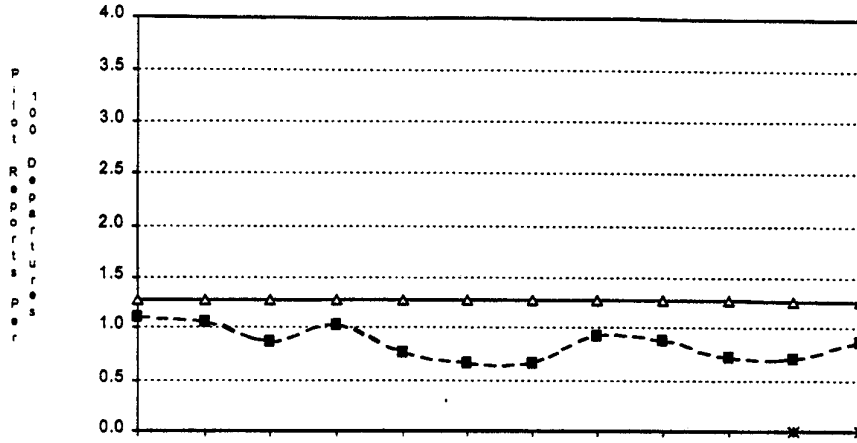


PILOT REPORT PERFORMANCE



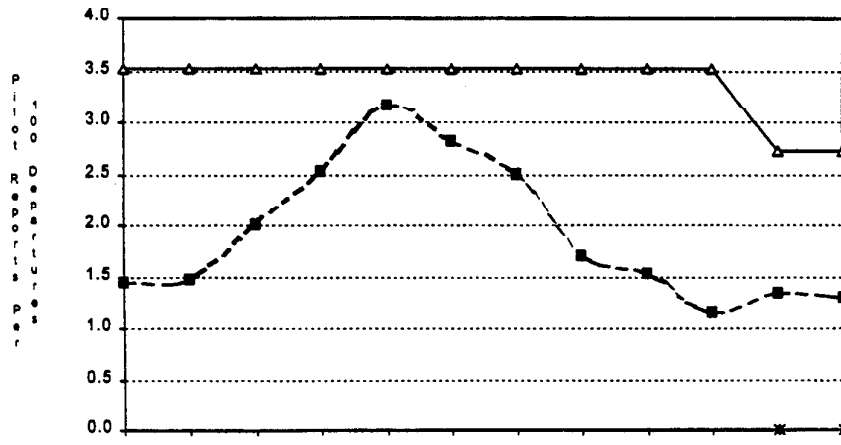
PILOT REPORT PERFORMANCE

ATA 76 - ENGINE CONTROL



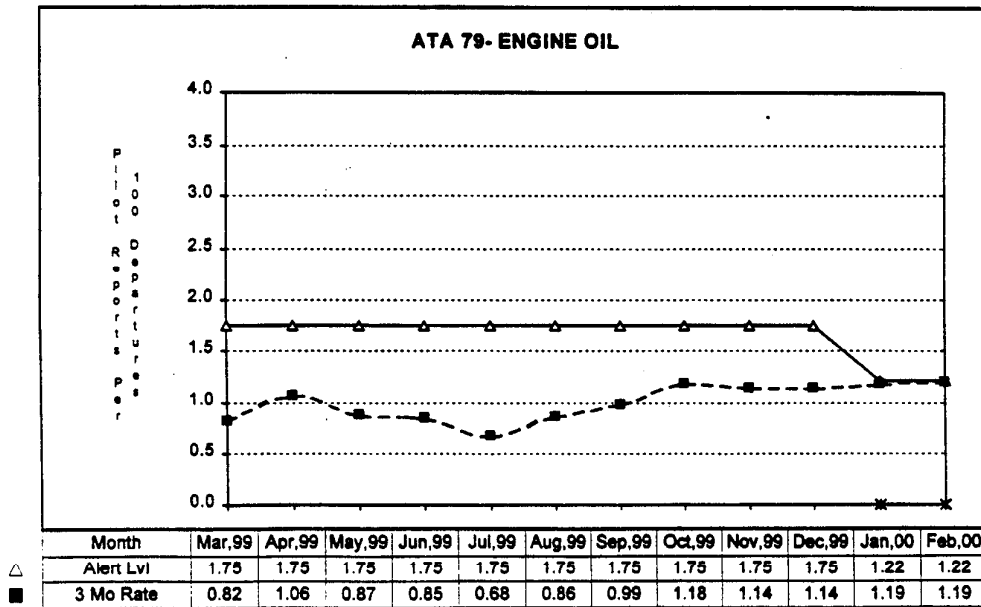
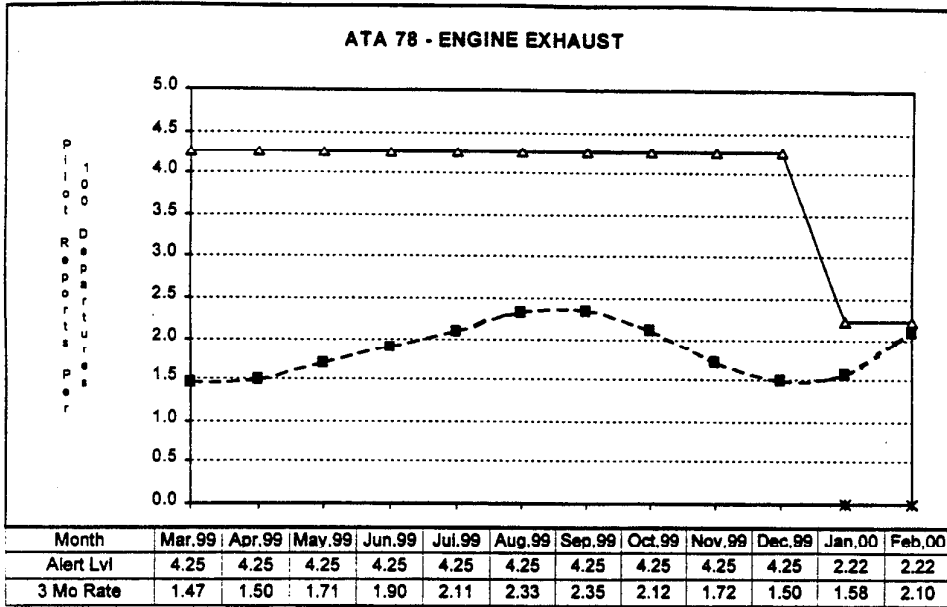
Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.25	1.25
3 Mo Rate	1.11	1.06	0.87	1.03	0.77	0.67	0.67	0.93	0.88	0.72	0.71	0.87

ATA 77- ENGINE INDICATING

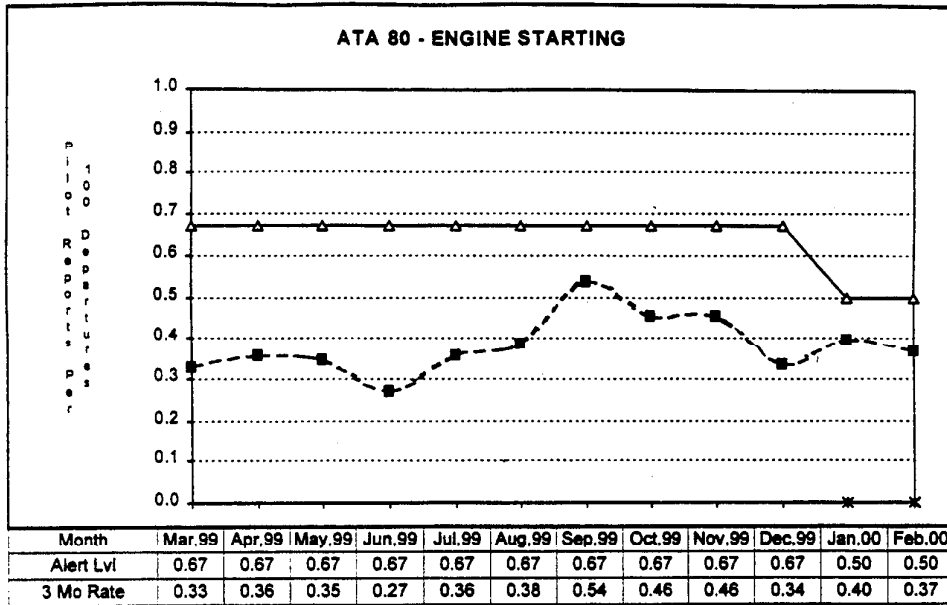


Month	Mar,99	Apr,99	May,99	Jun,99	Jul,99	Aug,99	Sep,99	Oct,99	Nov,99	Dec,99	Jan,00	Feb,00
Alert Lvl	3.52	3.52	3.52	3.52	3.52	3.52	3.52	3.52	3.52	3.52	2.73	2.73
3 Mo Rate	1.45	1.47	2.02	2.54	3.17	2.82	2.51	1.72	1.53	1.16	1.35	1.31

PILOT REPORT PERFORMANCE



PILOT REPORT PERFORMANCE



EMERY WORLDWIDE AIRLINES

DC-10-10F

AIRCRAFT STATISTICS

DC10-10F AIRCRAFT STATISTICS

	May-99	Jun-99	Jul-99	Aug-99	Sep-99	Oct-99	Nov-99	Dec-99	Jan-00	Feb-00	Mar-00	Apr-00
Number of Acft.	1	1	1	1	1	1	1	2	2	2		
CYCLES	36	40	34	43	38	80	86	147	109	129		
FLT HOURS	149.2	162.3	135.4	169.7	155.4	160.5	162.3	403.3	288.3	326.9		
DELAYS/CANX	3	3	2	1	1	9	1	1	5	8		
DMI'S	12	11	9	5	11	27	13	54	23	26		
UNSCHED ENG REMOVALS	0	0	0	0	0	0	0	0	0	0		
INFLIGHT SHUTDOWNS	0	0	0	0	0	0	0	0	0	0		
Number of DMI Ext.	0	0	0	0	0	0	0	1	2	0		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC10 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N68041	DC10-10	2/12/00	EB022	KDAY -to- KDFW	0 Hr. 21 Min.	4910
Discrepancy:				Corrective Action:		
APU DOOR OPEN LIGHT ILLUMINATED ON GROUND WITH MASTER SWITCH OFF.				THIS ITEM DEFERRED UNDER 49-2, CAT "D" , DMI #D8609031-5225, DUE DATE 06-11-00, PLACARD INSTALLED, 49-2 (3,b(2))		
N68041	DC10-10	2/15/00	EB021	KDFW -to- KDAY	Cancelled	3621
Discrepancy:				Corrective Action:		
#2 ENGINE PNEUMATIC PRESSURE GUAGE WILL NOT READ HIGHER THAN 50PSI				CHECKED PRESSURE BY MOTORING ENGINE . SWAPPED INDICATORS NO HELP, DMT'ED (COULD HAVE BEEN DEFERRED BY CREW TO SAVE DELAY).		
N68041	DC10-10	2/16/00	EB022	KDAY -to- KDFW	2 Hr. 55 Min.	3421
Discrepancy:				Corrective Action:		
ROBBED F/O'S RMI FOR AIRCRAFT N68042.				INSTALLED NEW RMI AS REQUIRED, OPS CHECKS GOOD IAW DC-10 M/M.		
N68041	DC10-10	2/26/00	EB102	KDAY -to- KPDY	10 Hr. 05 Min.	3413
Discrepancy:				Corrective Action:		
LEFT STALL WARNING WILL NOT TEST.				TROUBLE SHOT SYSTEM PER THE TAFI, FOUND OUT THE COMPUTER TO BE BAD.		
N68042	DC10-10F	2/8/00	EB321	KDFW -to- KDAY	Cancelled	5331
Discrepancy:				Corrective Action:		
PANEL 364FR OUTER SKIN MISSING				REPLACED MISSING PANEL 364FR.		
N68042	DC10-10F	2/18/00	EB022	KDAY -to- KDFW	Cancelled	2100
Discrepancy:				Corrective Action:		
SHARP THUMP OR THUD UNDER COCKPIT IN FLIGHT, GEAR UP OR DOWN.				INSPECTED AVIONICS COMPARTMENT ALL ITEMS FOR SECURITY-NO DEFECTS NOTED-ALL PANELS, BOXES, DUCTS FOUND SECURE, INSPECTED WHEEL WELL-NO DEFECTS NOTED, OPENED RADOME AND INSPECTED FOR SECURITY-NO DEFECTS NOTED-INSPECTED ALL PACK SYSTEM DUCTS AND DOORS-NO DEFECTS NOTED-RAN ALL THROTTLES AND FLIGHT CONTROLS-NO DEFECTS NOTED-PRESSURIZED AIRCRAFT AND RAN ALL HYDRAULIC AND PNEUMATIC SYSTEMS NO DEFECTS NOTED.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC10 FLEET

February 2000

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N68042	DC10-10F	2/19/00	EB102	KDAY -to- KPDX	2 Hr. 20 Min.	3422
Discrepancy:				Corrective Action:		
CAPT HSI VOR FLAG 346-098 DEG.				REMOVED AND REPLACED #1 HSI AND #1 VG, SYSTEMS OPS CHECKED GOOD LAW DC-10 M/M CHPT 34.		

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N68042	DC10-10F	2/27/00	EB322	KDAY -to- KDFW	14 Hr. 00 Min.	2811
Discrepancy:				Corrective Action:		
FUEL LEAK OUT OF #1 ENGINE DRAIN MAST.				FOLLOWED DRAIN LINE DOWN FROM MAST TO PYLON, FOUND SHROUDED FUEL SUPPLY MANIFOLD GAMMA COUPLING LEAKING 70 DROPS PER MINUTE, REMOVED AND REPLACED LEAKING SEALS, SYSTEM OPS AND LEAK CHECKED GOOD.		



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.4

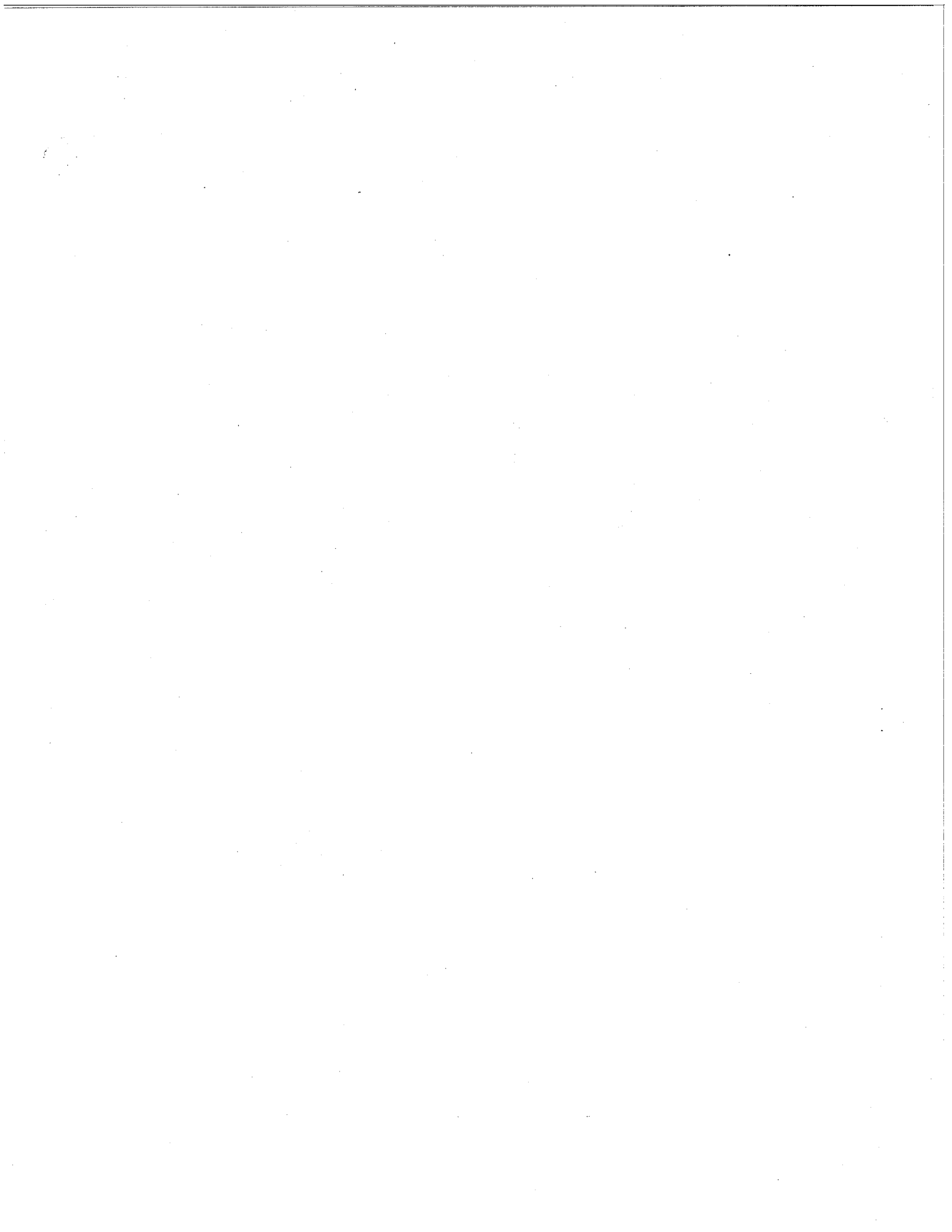
There appears to be no performance standards calculated for use in flagging of delays and cancellations. (Reference Order 8300.10 Vol. 2 Chap. 66)

RRXA Response

EWA's Reliability Program does not require performance standards to be calculated for the Departure Delays and Flight Cancellations by system. However, a company standard of 97% Mechanical Dispatch Reliability is a tool for determining the performance of the fleet. Each month all delays and cancellations are reviewed for trends, and these trends are discussed at the Monthly Reliability Meeting.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.5

The Action Notices that were reviewed did not identify what finally fixed the problem.

RRXA Response

In accordance with EWA's Reliability Program, there is no requirement for an additional field for the Final Corrective Action. When maintenance control returns the Action Notice to Reliability it is supposed to have the final corrective action. The only difference is that the Corrective Action Block does not say Final Corrective Action.

Action Notices are tracked and reviewed monthly as is represented in the MRB Meeting Minutes.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.



M A I N T E N A N C E R E V I E W B O A R D
M E E T I N G M I N U T E S

DATE: April 12, 2000

TO: Personnel Listed

FROM: Bob Peck *BP*

RE: MRB Meeting, Mar 30, 2000 for the month of February
2000

Distribution	Action	Info	Distribution	Action	Info
Albright, Andrew		X	Michael, Abraham		X
Alman, Tim		X	Moody, Ron		X
Barrow, Rob		X	Northup, Robert		X
Butkus, Cassandra		X	Pagnard, Tom	X	
Camden, Harold(FAA)		X	Peck, Robert	X	
Chaplin, Tracy		X	Plaster, Gary	X	
DeWeese, Dan		X	Robbins, Bruce	X	
Estep, Kent		X	Scott, Kent		X
Farnsworth, Wayne		X	Smith, Jack		X
Feisley, Jim	X		Smyth, Mike		X
Gillaspy, Stephen		X	Duvall, Jennifer		X
Graves, Ted		X	Tancreti, Pat		X
Gregory, Mark		X	Tomasi, Mike	X	
Jones, Edward		X	Ungemach, Dave		X
Licata, Richard		X	VanderGoot, Art		X
Lindsey, James		X	Visscher, Rene		X
Lyon, Chuck		X	Wood, Thomas		X
Malson, Dave		X			

Martin, Scott		X			
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I. **INTRODUCTION**

Robert Peck, Manager of Reliability called the meeting to order at 2:00 P.M.

II. **MEETING ATTENDANCE**

Representatives from Technical Services and Flight Operations Divisions listed below were in attendance.

Charles Peck	Manager, Reliability
Cassandra Butkus	Manager, Inventory planning
Ron Moody	Manager, Quality Assurance
Rob Northrup	Manager, Line Maintenance
James Feisley	Manager, Maintenance Programs & Pub
Jennifer Duvall	Manager, Aircraft Critical Material/Proc.
Stephen Gillaspay	Reliability Technical Analyst
Kenneth Mikesell	Reliability Technical Analyst
Chuck Lyon	Systems Engineer
Andrew Albright	Reliability Technical Analyst
Scott Martin	Structures Engineer
Dale Humphrey	Administrative Assistant
William Lonch	FAA

III. FEBRUARY PERFORMANCE REVIEW

A. Powerplant Performance

The Powerplant performance for the JT3D engines were over the alert level. There were three unscheduled engine removals and two inflight engine shutdowns for the JT3D engines. The CFM 56 engines had two unscheduled engine removals and was over alert with one inflight engine shutdowns. This over alert was attributed last December when N603AL had two engine shutdowns due to the #2 engine fire warning problem. This problem was corrected on 12/18/99 by replacing the #2 fire loops as necessary.

B. Delay and Cancellation Overview

EWA achieved a Mechanical Dispatch Reliability performance factor for this operating period of 92.9% for the DC-8, this is a 0.7% decrease from the previous month of January.

Robert Peck noted that part of the reason for February's decreasing Mechanical Dispatch Reliability was due to the same aircraft being charge for more than one delays/cancellation due to a single problem that may take more than one day to fix. It was noted that five aircraft were down for a problem and took more than one delay/cancellation for that problem and these delays were duplicated.

A meeting was held by The Director of Engineering, with the Senior Director of Quality Control/Assurance and the Manager of Reliability, concerning the duplication of delays in this report. The applicable procedures were reviewed, and will be more closely monitored by the Reliability Section in the future.

C. Systems Overpar Summary

DC-8 System over-pars for the month of February.

The following ATA Chapters were over-par for the month of February.

ATA Chapter 23 Communications

During the three month period, 75 PIREPS (21.9%) involved difficulties with crew microphones. Thirty-Seven microphones were removed and replaced during this period. The most common write-up dealing with the crew microphones was for weak, intermittent, garbled transmissions or for inoperative microphones.

It was found that TELEX microphones with date stamps of 9932 had faulty circuit cards internal to the microphone. Numerous failures were due to worn microphone cords caused by hanging the microphones on the window handle.

See Action Items 00-02-01, 00-02-02 & 00-02-03.

ATA Chapter 25 Equipment & Furnishings

There were 435 PIREPS for the three month period ending in February. ATA sub chapters 2515 (Flight Compartment Seats) accounted for 216 (50%) of the PIREPS. Of the 216 PIREPS reported, 120 (56%) were signed off with a lubrication action.

The B2 and B4 Check cards have been revised and are in the process of being approved to clean the area prior to lubricating. Also the check cards will be more specific as to the type of lubricant to use. Training is to create a MSL on cockpit seat lubrication and cleaning procedures.

ATA Chapter 27 Flight Controls

There were 206 PIREPS generated during the three month period. The following trends were noted:

N811AL - Eight PIREPS in December for the rudder kicking right when longitudinal trim was applied. The problem was solved on December 21 with the replacement of the rudder package.

N604AL - Six PIREPS for the take-off warning horn sounding after flap retraction on takeoff. The problem could not be duplicated on the ground. The last PIREP was written on February 13 with no defects noted since.

N964R - Four PIREPS in two days for the spoiler light being intermittent. The problem was solved by repairing a broken spoiler extend switch wire on February 11.

ATA Chapter 36 - Pneumatics

There were 266 PIREPS generated during the three month period. ATA 3622 (Manifold Temperature Indication) accounted for 106 PIREPS (40%). ATA 3611 (Low/High Bleed) accounted for 75 PIREPS (28%).

There were 82 PIREPS generated during the month of February. Aircraft 870TV had 22 PIREPS (27%) for pneumatic over-temperature indications, and aircraft 603AL had seven PIREPS (9%) for pneumatic over-temperature indications.

A twelve month analysis was accomplished and it was determined that the component most likely to fail and cause a pneumatic over-temperature or under-temperature indication is the Pre-Cooler Control Valve (70 series) or Pneumatic Temperature Control Valve (60 series).

Requests to include a functional check of the pre-cooler control valves or pneumatic temperature control valves at the 2B and 1C interval have been submitted.

See Action Item 00-02-04.

ATA Chapter 72 - Engine (Turbine/Turbo)

There were 59 PIREPS for the three month period. ATA Subchapter 7230 (Compressor Section) accounted for 43 or (73%) of the PIREPS for this chapter. Two aircraft (N990CF and N993CF) had a total of 21 or (49%) of the Compressor stall PIREPS.

N990CF with 14, On 01/13/00 the #1 & #3 engines were replaced. The last report noted was on 2/17/00 in which #3 engine was ground run IAW DC8 Runup handbook and checked good.

N993CF with 7, On 2/4/00 the #3 engine was replaced. The last PIREP was on 02/26/00 in which the #3 nose cowl anti-ice valve gasket was found missing.

For the three month period ATA Chapter 72 had 33 in December, 14 in January and 12 in February. As of March 22 only three PIREPS have been created for compressor stalls. With this continued downward trend this system should not be overpar for the month of March.

See Action Item 99-09-01.

ATA Chapter 75 - Engine Air

There were 83 PIREPS for the three month period distributed between 17 aircraft. ATA 7512 (Engine Anti-Ice) accounted for 69 PIREPS (83%) and involved engine anti-ice disagreement light indications.

7512 - Twenty-Two PIREPS (32%) could not be duplicated on the ground, 22 PIREPS (32%) were cleared by replacing an engine anti-ice valve, and 12 PIREPS (17%) were cleared by disconnecting, cleaning, and re-connecting an anti-ice valve electrical connector. The data indicates the problem is seasonal, with increased difficulties during the colder months.

Reliability is currently evaluating engine anti-ice valve component reliability specific to the -60 and -70 series aircraft.

D. Monthly MEL/DMI Statistics

There was one DMI extension and 263 DMI's reported during the month of February on the DC8 aircraft.

IV. OPEN DISCUSSION

Robert Peck noted that we were taking multiple delay/cancellations for a aircraft that had a problem that took more than one day to fix. The original flight was cancelled then the following scheduled flights for this aircraft were then delay or cancelled due to the original problem which in turn increased the number of delays/cancellations for the month.

Robert Peck informed the board that due to conflicting meetings on Thursday the MRB Meeting will now be held on the last Wednesday of the month for the remainder of the year.

V. Action Item Summary

All Action Items are expected to be completed by the next MRB meeting.

A. New Action Items

No new Action Items.

B. Old Action Items (Open).

Action Item 00-02-02: Scott Martin will create a EO to install microphone hanger in the cockpit.

Status 03/00: It was noted in meeting that some of the aircraft already have the holders installed. Reliability was requested to issue a LMPI to check the cockpit configuration for the microphone holders.

Action Item 00-02-03: Angela Bruner will have the B2 & B4 workcards revised to inspect the microphone cords for wear.

Status 03/00: In Work.

Action Item 00-02-04: Mike Tomasi is to review the maintenance program on the precooler valve and heat exchanger cleaning. Mike will report back next meeting with a list of option for enhancing the program.

Status 03/00: Mike Tomasi will review the MTBR on the heat exchangers and report back next meeting on recommended intervals on cleaning. Also he will check with other operators and compare their heat exchange program with ours.

Action Item 99-12-01: Jim Feisley will revise the 'B' Check to include the inspection of elliptical fuel panels for leaks. If leakage is noted torque the panel screws as required.

Status 01/00: In Work.

Status 02/00: In Work.

Status 03/00: On hold for Approvals.

Action Item 99-12-02: Jim Feisley will enhance the 'B' & 'C' Check workcards to be more detailed on the inspection of the fwd entry door.

Status 01/00: In Work.

Status 02/00: In Work.

Status 03/00: On hold for Approvals.

Action Item 99-12-03 Jim Feisley will enhance the "B" & "C" Check workcards on lubrication and inspection of the flap actuators.

Status 01/00: In Work.

Status 02/00: In Work.

Status 03/00: On hold for Approvals.

Action Item 99-12-04: Gary Plaster will issue an MSL discussing the importance of proper adjustment of wing flap actuating cylinders/structural stops during actuator replacement (AOL 8-487).

Status 01/00: In Work.

Status 02/00: In Work.

Status 03/00: In Work.

Action Item 99-09-01: Tom Pagnard will issue an information letter to the crews on reynolds effect at high altitude.

Status 10/99: In work. This item should be completed within the week.

Status 11/99: Currently awaiting teardown information from Burbank on nose bullets. It was found that replacing the nose bullets corrected some of the compressor stalls on the engine.

Status 12/99: Bruce Robbins noted that an engine has been sent to Wood Group to perform engine runs with different setup configurations

Status 01/00: Aircraft N990CF has had a engine removed and sent out for teardown. Currently awaiting teardown information.

Status 02/00: In Work.

Status 03/00: In Work.

Action Item 99-06-04: Edward Jones will review oxygen mask part numbers used on Emery aircraft. Ed will report back next meeting with his findings.

Status 07/99: FCD issued.

Status 08/99: Worked with Seat FCD (see Action Item 99-06-03). Will return next meeting with Part Numbers to be used.

Status 09/99: Bruce Robbins and Thomas Wood will review the oxygen mask on the fleet and make a recommendation on

a mask that would standardized the fleet so all aircraft will have the same crew test procedures. This recommendation will be completed by next meeting.

Status 10/99: Thomas Wood informed the board that Bruce Robbins is in the process of putting together a formal presentation on standardizing the fleet during the year 2000.

Status 11/99: In work

Status 12/99: Bruce Robbins inform the board that he is working with other operators (DHL and ABX) on the possibility of working this as a group project to reduce the cost involved with this project.

Status 01/00: In Work.

Status 02/00: In Work.

Status 03/00: In Work.

C. Old Action Items (Closed).

Action Item 00-02-01: Cassandra Butkus will check stock for the microphones that have a stamp 99-32 and return to the vendor for exchange.

Status 03/00: (Item Closed) - (5 units returned)

Action Item 99-06-05: Jim Feisley will check with other operators on their cleaning procedures and create an As Required workcard for cleaning the area after a lavatory leak.

Status 07/99: In work.

Status 08/99: Jim has supplied a proposed work card for everyone to review. Wayne Farnsworth will return next meeting with a recommendation on the maximum allowed time to perform the cleaning card after a spill.

Status 09/99: Still awaiting Wayne Farnsworth's recommendation.

Status 10/99: Thomas Wood felt that this should be a MRB discussion and requested that Reliability issue a proposal to Directors to receive options for the board to vote on and report back.

Status 11/99: A discussion was held on this item and a interval of "As soon as possible not to exceed 10 days" was recommended. This interval will be issued to the MRB for approval. Once approved Gary Plaster will issue a MSL on this workcard.

Status 12/99: This item is in the approval process.

Status 01/00: In Work.

Status 02/00: In Work.

Status 03/00: (Item Closed) - Workcard created and at FAA for approvals.

The meeting adjourned at 2:50pm

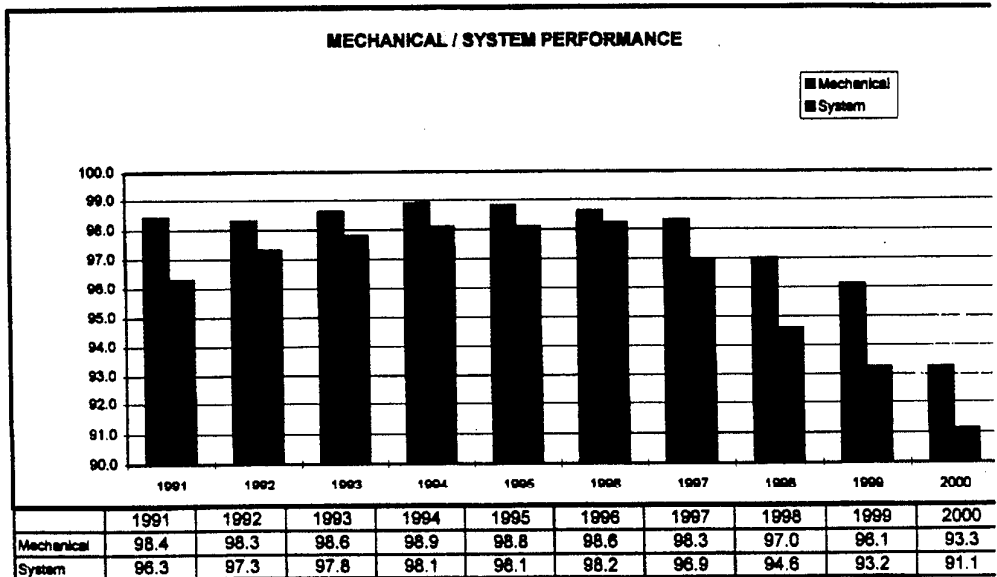
NEXT MEETING SCHEDULE

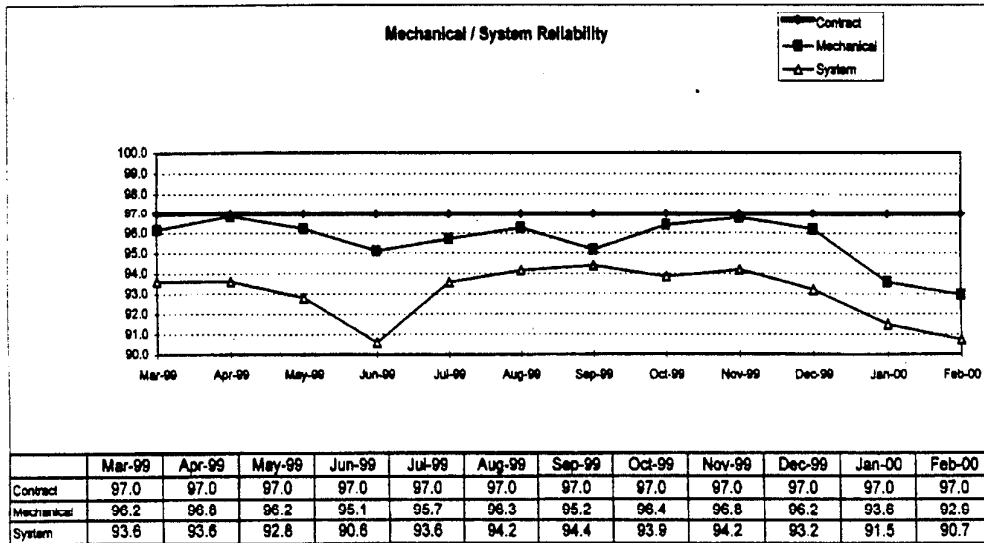
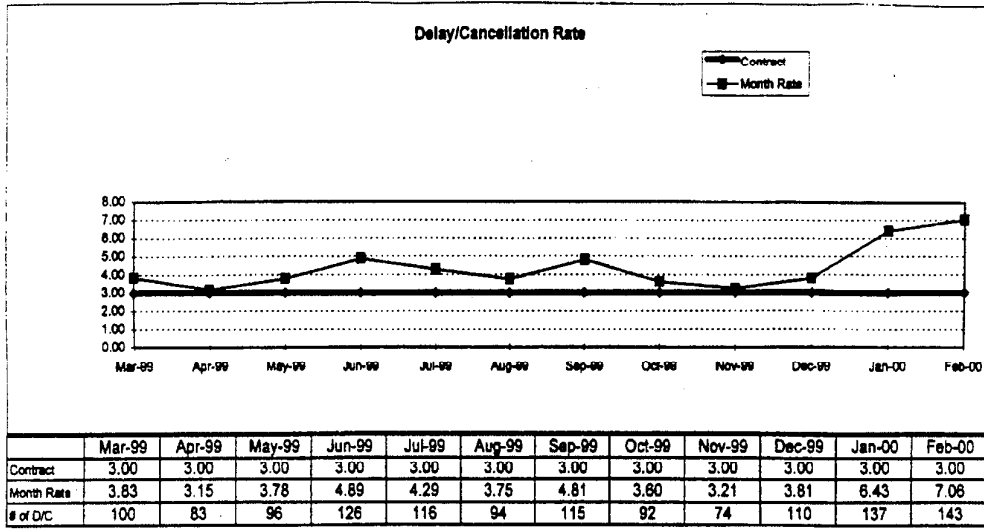
Date:	Wednesday, April 26, 2000
Time:	2:00 P.M.
Location:	Safety Dept. Training Room

**EMERY WORLDWIDE AIRLINES
OPERATIONAL RELIABILITY
February-00**

MECHANICAL DISPATCH RELIABILITY: 92.9
YEAR TO DATE: 93.3

SYSTEM PERFORMANCE: 90.7
YEAR TO DATE: 91.1





EMERY WORLDWIDE AIRLINES
 DELAY/CANCELLATIONS
 DC-8 FLEET
 February, 2000

EMERY WORLDWIDE AIRLINES
 FEBRUARY, 2000 FLEET RELIABILITY REPORT

MRB MEETING

Month	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	38	48	62	63	64	65	66	67	71	72	73	74	75	76	77	78	79	80	Total Delay	Total Depart	Monthly Rate
Feb00	3	0	2	8	4	4	10	16	2	1	0	14	3	15	0	12	0	0	10	3	0	0	5	0	6	5	8	1	1	1	3	0	3	3	143	2026	7.06
Jan00	5	0	4	5	4	1	10	14	7	4	0	13	2	13	0	12	1	0	9	0	0	1	1	0	1	3	5	0	1	1	8	4	5	3	137	2132	6.43
Dec99	3	0	5	6	2	4	8	12	5	0	0	9	4	10	1	5	0	0	9	1	0	0	0	0	0	16	3	1	4	1	3	1	2	1	110	2888	3.81
Nov99	2	1	0	7	4	1	6	11	6	0	1	9	1	3	0	1	0	0	3	1	0	0	3	1	0	6	1	0	3	0	0	1	1	1	74	2302	3.21
Oct99	6	2	4	6	1	0	16	8	7	1	0	7	0	12	1	4	0	0	3	0	0	0	0	0	1	6	1	0	2	1	2	2	0	0	92	2558	3.60
Sep99	4	0	4	1	2	1	10	12	2	0	0	8	3	18	5	5	0	0	11	0	0	0	1	3	0	6	1	0	8	1	4	4	1	4	115	2389	4.81
Aug99	6	0	0	4	1	0	5	14	8	0	0	4	1	10	6	4	0	0	9	1	0	1	0	1	4	2	2	0	0	0	5	2	0	4	94	2509	3.75
Jul99	3	0	3	6	1	2	13	6	11	0	0	13	3	14	1	3	0	0	4	1	0	0	0	0	2	4	4	0	4	1	10	4	2	1	116	2707	4.29
Jun99	5	1	1	5	1	2	9	15	12	2	0	10	0	18	0	4	0	0	7	0	0	0	1	1	2	2	2	0	2	1	13	3	5	2	128	2579	4.88
May99	1	0	1	0	1	0	10	9	12	1	0	14	1	12	2	3	0	0	7	2	0	0	3	0	0	1	0	0	0	1	9	1	3	2	96	2541	3.78
Apr99	5	2	3	3	0	1	9	10	3	2	0	9	0	17	0	0	1	0	5	0	0	0	1	2	1	1	1	0	0	0	2	2	2	1	83	2634	3.15
Mar99	3	0	0	3	1	0	14	3	14	2	0	9	4	8	4	2	0	0	7	0	1	0	3	1	0	4	4	0	1	0	5	3	2	2	100	2531	3.95
Rpts	46	6	27	54	22	16	119	130	89	13	1	119	22	148	20	55	2	0	64	9	1	2	18	9	17	59	32	2	14	8	64	27	26	24	1288	29796	4.32

EMERY WORLDWIDE AIRLINES
FEBRUARY, 2000 FLEET RELIABILITY REPORT

MRB MEETING

Primary ATA Chapter	Number of Delays December 1999	Number of Delays January 2000	Number of Delays February 2000
21 Air Conditioning	3	5	3
22 Auto Flight	0	0	0
23 Communications	5	4	2
24 Electrical Power	6	5	8
25 Equip and Furnish	2	4	4
26 Fire Protection	4	1	4
27 Flight Controls	8	10	10
28 Fuel	12	14	16
29 Hydraulic Power	5	7	2
30 Ice & Rain Protection	0	4	1
31 Instruments	0	0	0
32 Landing Gear	9	13	14
33 Lights	4	2	3
34 Navigation	10	13	15
35 Oxygen	1	0	0
36 Pneumatics	5	12	12
38 Water Waste	0	1	0
52 Doors	9	9	10
53 Fuselage	1	0	3
54 Nacelles/Pylons	0	0	0
55 Stabilizers	0	1	0
56 Windows	0	1	5
57 Wings General	0	0	0
71 Power Plant General	0	1	6
72 Engine (Turbine)	10	3	5
73 Engine Fuel & Control	3	5	8
74 Engine Ignition	1	0	1
75 Engine Air	4	1	1
76 Engine Control	1	1	1
77 Engine Indicating	3	8	3
78 Engine Exhaust	1	4	0
79 Engine Oil	2	5	3
80 Engine Starting	1	3	3
TOTAL	110	137	143
CYCLES	2888	2132	2026



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.6

The Reliability Action Notice Summary was not being used as described in the Reliability Manual, Chp. 6, page 3. (Team was supplied with a draft of Rev. 8 to the Document which corrected this item.)

RRXA Response

As stated in the finding the finding was closed by Revision 8 to the Reliability Manual.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.12.7

EWA has only issued eleven (11) Action Notices in the previous twelve (12) month period. Given the size of the fleet and the amount of discrepancies that were observed during the course of this inspection through review of log write-ups, this appears rather low.

RRXA Response

Action Notices are issued when it is determined that a problem has not been resolved and further action is required. Reliability reviews corrective actions to determine if proper troubleshooting techniques are being followed, and to monitor components changed in the process.

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.1

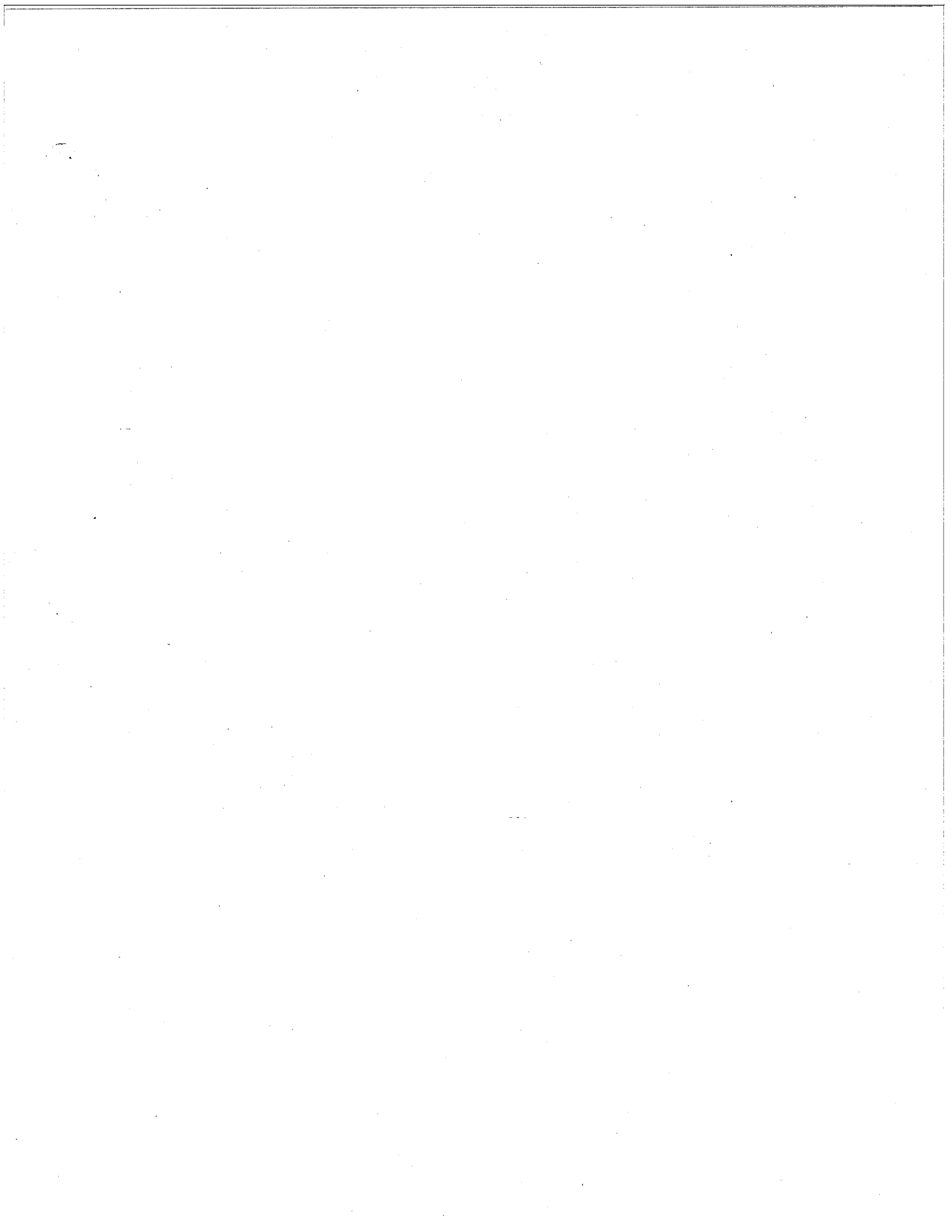
The DC-8 and DC-10 Inspection Programs do not address testing of FDR expanded parameters.

RRXA Response

DC-10 Work Card 121M3101C accomplishes testing of the FDR expanded parameters.

An E.O. is currently being developed to accomplish testing of the FDR on the DC-8 by May 1, 2000.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

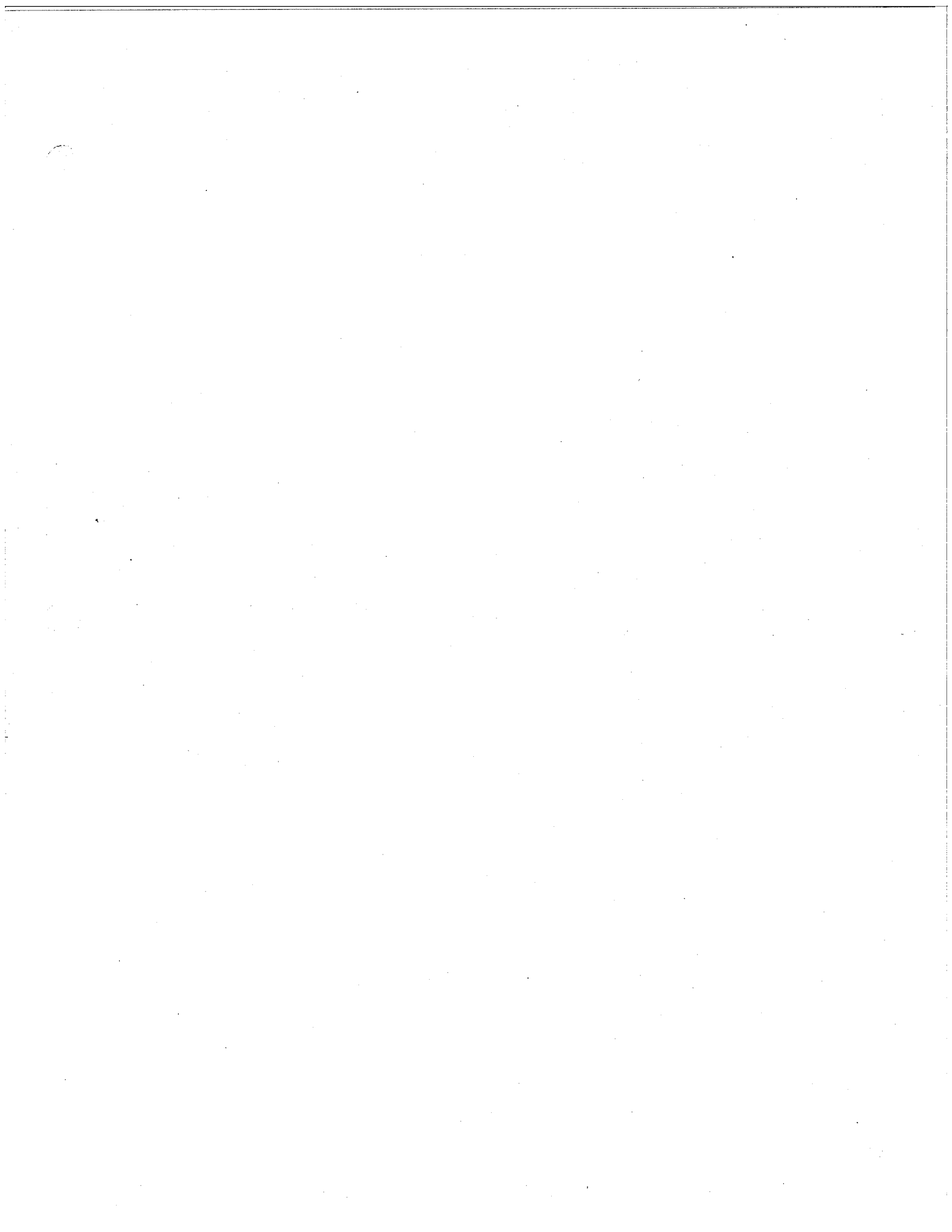
Finding 2.13.2

DC-8 "C" C heck card 4514 is titled "Functional check VHF NAV and COMM, Compass system". This card covers considerably more than indicated in the title/description; includes TAT/SAT, Captains Altimeter, KIFIS System, GPWS, and Altitude Alerter. Recommend enhancing title/description.

RRXA Response

The title is for reference only. It is not physically possible to list all tasks within the work card within the title.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

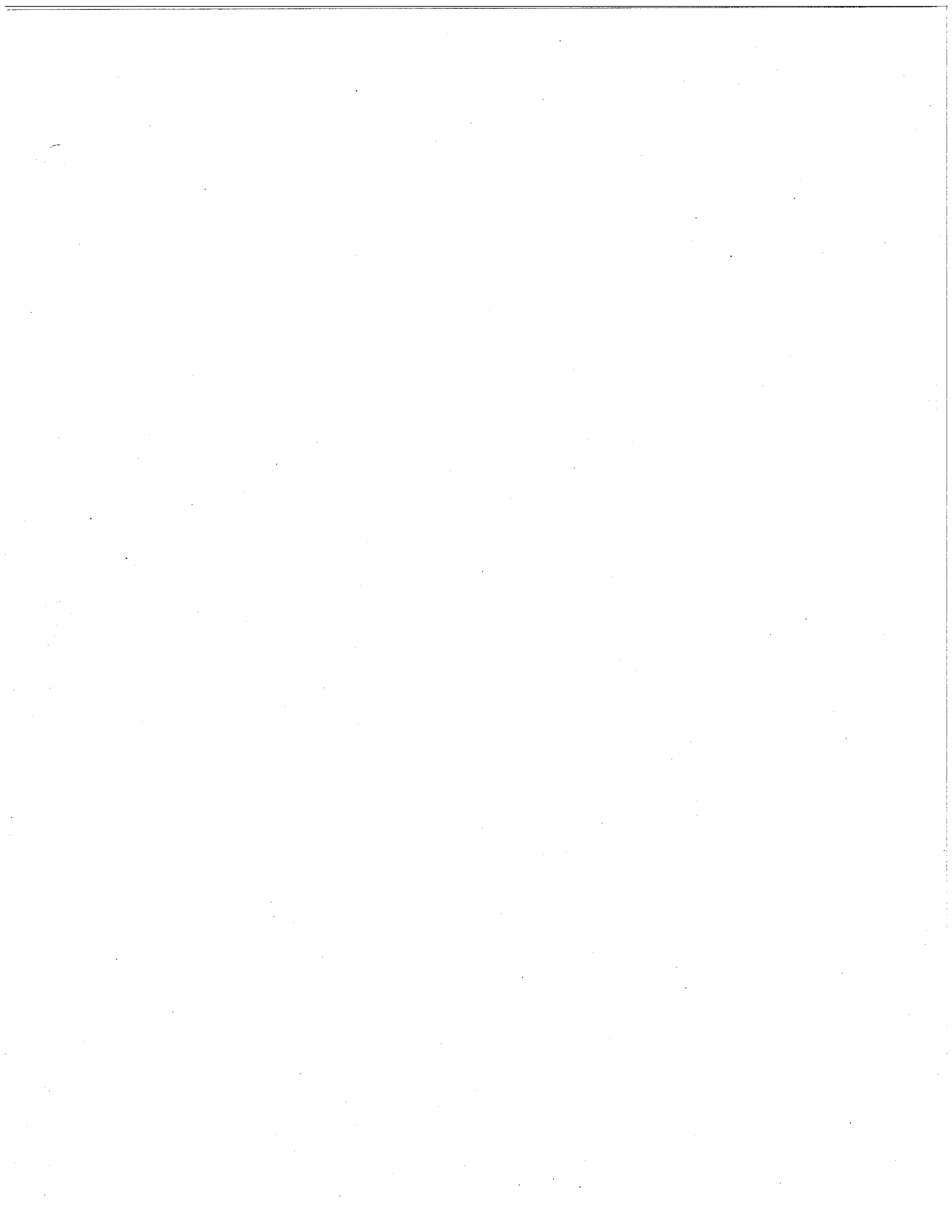
Finding 2.13.3

Unable to locate where the DC-8 Air Data System is tested (other than self-test) on a regular basis.

RRXA Response

The FAR Part 43 transponder check is accomplished on a 24 month interval. There is no additional Air Data System testing requirements.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.4

Numerous steps on the DC-8 C-Check card # PRE10 require the following; "functionally check, functionally test, or perform self-test" without any procedures or reference to where procedures can be found listed on the card.

RRXA Response

A note is being added to all work cards to address this issue. This note is as follows:

Work must be performed IAW Maintenance Manual or Approved Emery
Worldwide Airlines Procedures.

EWA Contract Maintenance are trained and authorized, by Quality Control, to perform maintenance per EWA's procedures when completing the required paperwork as detailed within Chapter 4, pages 32, 33, 68, and 69. EWA Aircraft Maintenance Manuals, instructions and procedures, are furnished to perform maintenance.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

III. CONTRACT MAINTENANCE

FAR 121.365, 121.367

A. Policy

1. This section outlines the system and policies by which EMERY WORLDWIDE AIRLINES evaluates Contract Agents/Vendors and controls Contract Maintenance Services performed by these organizations. These services consist of routine inspections, overhauls, servicing of aircraft and components at scheduled inspection periods, overhaul and repair of components, accessories and appliances, non-routine maintenance and repairs.
2. The Maintenance Contract Agency/Vendor shall be responsible to EMERY WORLDWIDE AIRLINES for all work performed on its aircraft, engines, components, accessories and systems. Only competent authorized personnel of the Contracting Agency/Vendor shall be permitted to perform maintenance and inspections. Adequate personnel shall be provided who are qualified to perform or supervise the work as specified in current approved manuals. Contract Agency personnel will follow all the applicable EMERY WORLDWIDE AIRLINES procedures when completing the required paperwork as detailed within this chapter and other applicable chapters of the Maintenance Manuals. Contract Agency/Vendor personnel will follow the same procedures as those called-out for EMERY WORLDWIDE AIRLINES mechanics unless noted otherwise.
3. Instructions, procedures, and service forms will be furnished to the Contract Agency/Vendor by Maintenance Control and/or Production Planning if needed for the service to be performed.
4. When major repairs or alterations are accomplished by a Contract Agency, Air Carrier, or person, the work must be inspected at the place of accomplishment by an authorized inspector or Maintenance Representative of EMERY WORLDWIDE AIRLINES. A Form 337 shall be prepared by the Contract Agency, Air Carrier, or person performing the work.
5. The organization structure of all contact agencies who will perform inspections of Required Inspection Items must provide for separation of the inspection functions from the maintenance functions below the level of administrative control at which overall responsibility for the management of both functions is exercised.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

6. Each such agency/vendor must maintain a list of all persons who are trained, qualified, and approved to inspect required inspection items. The individuals must be identified by name, occupational title, and the inspections that the individual is authorized to perform. All persons so authorized shall be informed in writing as to the extent of their responsibilities, authorities, and inspection limitations. This list must be up-to-date and made available to EMERY WORLDWIDE AIRLINES upon request. (See in this Chapter a list of items that have been designated as "Required Inspection Items").
7. A person may not inspect a Required Inspection Item if he/she performed the maintenance or alteration of the item.

B. EWA Vendor Request and Evaluation Procedures

1. The Department Director will submit the attached EWA Vendor Request Form MEO94 to the Director of Quality Control. The request is to be accompanied by specific information to substantiate and justify the requested action. Typical information is to include, but not limited to the following:
 - Specific reasons why the vendor is desired to be added or needed to replace a vendor or vendors currently utilized.
 - Specific components, parts, part numbers and/or appliances intended to be serviced by the vendor.
 - Other major air carriers that utilize the vendor for the same items.
2. The Director of Quality Control will forward the Vendor Request Form MEO94 and Quality Control Evaluation Form MEO95, to the Manager of Reliability.
3. The Manager of Reliability will perform an audit of the current approved vendors in use to determine the number of other vendors they are supplying service in these areas. The Manager of Reliability will forward the request and recommendations to the Manager of Quality Control.
4. The Manager of Quality Control will review the vendor request, by checking if the vendor is listed on the unapproved vendor list, research any open issues of FAA investigation, or advise if any known conditions of non-compliance of safety or FAR's requirements. The Manager of Quality Control will forward his findings to the Director of Quality Control.
5. The Directors of Quality Control, Engineering, and Material Management will determine a recommendation to approve or disapprove the vendor based on all presented substantiation, and sign the form accordingly.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

IV. VENDOR/CONTRACT MAINTENANCE AGENCIES FAR 121.369(a), 145.2 and 145.57

A. Introduction

1. Quality Control will maintain an approved vendor/contract maintenance file and listing utilized by Emery Worldwide Airlines for major overhaul, repairs and maintenance which will provide the current vendor status in the EWA Computer System. This program may be accessed by all departments and sections that require access.
2. An agency is not limited to performing overhauls or repairs to units and components under which it is listed if they are certificated to overhaul or repair additional items in another group.
3. All current instructions for continued airworthiness (hereinafter referred to as "manufacturer's manuals") are considered incorporated in this Air Carrier's operating manual. Unless otherwise specified by maintenance authorizations, purchase orders, or other carrier approved documentation, all vendors shall accomplish repairs in accordance with the manufacturer's manuals.
4. This blanket policy will enable repair stations to easily comply with FAR 145.2 in that, unless specified on the purchase order for that particular unit or by an engineering order sent for a particular part number, the work will be accomplished in accordance with the latest manufacturer's manual as dictated in FAR 145.57.

B. Authorization to make arrangements with other organizations to perform substantial maintenance.

1. Qualification to perform substantial maintenance for EWA.

EWA must conduct an initial on site audit before a contractor who performs substantial maintenance for EWA, may be authorized and listed on EWA Operations Specification D91.

Definition of Substantial Maintenance:

- a. Accomplishment of scheduled heavy maintenance inspections, e.g., "C" checks, "D" checks, or equivalent, which may include accomplishment of Airworthiness Directives, Airworthiness Limitations items which are listed on the aircraft/engine Type Certificate Data Sheet, and Corrosion Prevention and Control Program tasks applicable to aircraft primary structure.
- b. Accomplishment of off-aircraft maintenance or alteration of engines that involves the separation of modules or propellers, Full Authority Digital Engine Controls, major engine repairs and repairs to life-limited parts, such as compressors, turbine disks, engine cases, but excluding, for example blades, vanes, and burner cans.
- c. Reserved.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- d. Accomplishment of off-aircraft maintenance or alteration of required emergency equipment items such as slides and rafts, but excluding, items (i.e.) , as medical kits, crash axes, life vests, and escape ropes.
2. Quality Control will submit to the FAA Principal Maintenance Inspector (PMI) the inspection results for his review/acceptance. Upon acceptance, the FAA PMI will issue revisions applicable to D91 Operations Specifications.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.5

Unable to locate the "check and reset barometric altimeter" procedure cited on "C" Check card 4509 item *7.

RRXA Response

This task will be removed from Work Card 4509.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.6

Unable to locate a "C" check card for inspection of the UNS-IDFMS as required in the Time Limits Manual.

RRXA Response

The EWA inspection program will be revised to reflect the UNS-1D FMS/GPS.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.7

"C" Check card #PRE 10, step 29 calls for a functional test of the Flight Data Recorder "using the test set and STC-3166SO Appendix D, part A test plan 92-01-01. This procedure doesn't appear to apply to the following aircraft; N500MH, N997GE, N8076U, N8079U, N8084U, N8085U, N8087U, N8091U, N832AL, N873SJ. Unable to locate a procedure which applies to these aircraft.

RRXA Response

An E.O. is currently under development to accomplish this functional test. This E.O. will be completed May 1, 2000 and scheduled with each "C" Check.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.8

Unable to locate procedures covering lost inspection stamps in the Maintenance Policy and Procedures Manual.

RRXA Response

The Manager of Quality Control is responsible for the issuance and control of the RII Stamps. This is currently addressed by the M.P.P., Chapter 4, page 123.

In a proactive spirit, we have incorporated the recommendation "Lost/Damaged/Returned Inspection Stamp" procedure in the Draft Revision 22 attached.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- Square Issued only to the Director of Quality Control and applicable Quality Control Managers/ Inspectors. The stamp holds the authority to generate back-up/duplicate copies of serviceable tags based on vendor or manufacturer teardown/repair reports and/or to deem components serviceable after quarantine or removal from an aircraft.
- Round Issued to RII Inspectors.
- Triangular Issued to individuals authorized to perform Receiving Inspections only.

2. Authority Notification/Inspection Stamp Control Policy and Procedure FAR 121.371

a. Policy

Federal Aviation Regulation 121.371 requires that the individual authorized as an inspector be formally notified in writing (Form MEO20). The Authority Notification meets this requirement.

b. Procedure

- (1) The Director of Quality Control, or his designee, will complete the Inspection Authority.

This form is utilized to identify authority to perform:

RII Inspections
Facility Inspections
Receiving Inspections
Receiving Inspections ONLY (limited to only Receiving of Inspection functions)
Airworthiness Release

- (2) The form is self-explanatory. Pay special attention to checking the boxes for "Authorization". Those individuals who are limited to Receiving Inspection only should have that box marked and no others.
- (3) The Director of Quality Control, or his designee, will complete the Inspection Stamp Control Form. This form is self-explanatory and is for the purpose of maintaining a cross-reference between an individual's signature, initials, and stamp.
- (4) A listing of all Inspection Stamps issued will be maintained in Quality Control.

EMERY WORLDWIDE AIRLINES
Request for Manual/Publication Revision

____ ERROR SUGGESTION FOR CHANGE (check appropriate space) No. 2000 0341
DATE 4-10-00
MANUAL/PUBLICATION TITLE EWA MP&P MANUAL
CHAPTER/SECTION/PAGE REFERENCE CHPT. 4 / PAGE 123 PARAGRAPH _____

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
ADD TO CHAPTER 4, SECTION XI OF MP&P MANUAL
SUBJECT G, INSPECTION STAMPS, PROCEDURES
FOR LOST/DAMAGED/RETURNED INSPECTION STAMPS.
ADD ITEM 3 TO INSPECTION STAMPS SUBJECT.
SEE ATTACHMENT!

Name DANIEL PAUER Signature [Signature]
Station Location DAYTON Phone [Redacted]
Manager Approval [Signature]

Director of Engineering Approval [Signature]
Director of Quality Control Approval _____

Director Maint. Approval _____

- Instructions:
1. Attach drawings, sketches, diagrams, etc.
 2. Forward to Director of Engineering

MRB Approval Required (Check One) YES NO Mgr. Of Reliability _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE POLICY & PROCEDURES MANUAL**

3. Lost/Damaged/Returned Inspection Stamps

a. Lost Inspection Stamps

- (1) Lost Inspection Stamps shall be reported as soon as possible to the Quality Control Department and a new Inspection Stamp with new number will be issued to replace the one that was lost.
- (2) Lost Inspection Stamp numbers are to be removed from the Listing of Inspection Stamps maintained by the quality Control Department and will not be reissued for a period of 6 months (minimum) from the date of removal from the listing.

b. Damaged/Returned Inspection Stamps

- (1) An Inspection Stamp that is worn or physically damaged where as it's imprint is unreadable shall be returned to Quality Control a new Inspection Stamp and new number will be issued.
- (2) Returned Inspection Stamp numbers are to be removed from the Listing of Inspection Stamps maintained by Quality Control and not reissued for a period of six months (minimum) from the date of removal from the listing.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.13.9

The team was unable to locate any criteria that is used for recurrent training of RII authorized individuals.

RRXA Response

EWA performs recurrent training of RII authorized individuals by formal classroom and Maintenance Service Letters (MSL) per the M.P.P., Chapter 5, page 5, item 3. An example of this training was performed by MSL 99-10 (reference attachment).

The FAA CVG PMI is working in concert with EWA Quality Control in performing identified manual reviews, which may need to be improved as per the letter, dated April 6, 2000, prepared by the CHDO.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

difference and/or recurrent training, whereas, extensive training will be required for new hires who have no prior EWA type aircraft experience. The Director of Quality Control or his designee is responsible for evaluating and crediting previous training.

A new hire with no prior experience or type aircraft operated by EWA will receive a minimum of 40 hours of aircraft specific systems training in each type of aircraft operated by EWA. This training will be given as soon as practicable following the employee's probation, or sooner, if requested by the Director of Quality Control. Initial training may be presented in a formal or combination of formal and on-the-job training format.

3. Recurrent Training

This training is used to ensure that deficiencies discovered through reliability, analysis and/or surveillance are corrected. Additionally, this type of training will be used to review, reinforce and upgrade training given in indoctrination, initial, and special types of training. Duration and content of this training is based on needs, requests or requirements. Recurrent training may be presented in either formal or on-the-job training format or a combination of both.

Maintenance Service Letters (MSLs) will be used to perform recurrent training for all Mechanics, Flight Engineers and RII authorized personnel based on procedure changes and new equipment updates.

Maintenance Training Study Guides will be used to provide recurrent training and familiarization training for all mechanics, RII Authorized personnel, Mx. Controllers, etc.

4. Special Training

Special training is used to address specific requirements and/or procedures necessary to accomplish authorization or certification in a critical task. EWA has identified the following as critical tasks:

- Airworthiness Release
- RII Functions
- Aircraft Run-up and Taxi
- "Dangerous Goods" Training

Requirements and frequency of special training for critical tasks stated are addressed under "Critical Tasks" in this section.

Critical tasks represent maintenance and related tasks that will be performed by properly authorized and/or certified personnel. Certification and/or authorization may be granted after evidence of training and other requirements have been met.

MAINTENANCE SERVICE LETTER

No. 99-10



TO: ALL MAINTENANCE/OPERATIONS PERSONNEL

FROM: EDWARD B. JONES; MANAGER OF QUALITY CONTROL *EBJ*

SUBJECT: RECURRENT REQUIRED INSPECTION ITEM TRAINING

DATE: DECEMBER 31, 1999

EMERY WORLDWIDE AIRLINES MAINTENANCE SERVICE LETTER NO. 99-10
--

MAINTENANCE SERVICE LETTER NO. 99-10

SUBJECT: RECURRENT REQUIRED INSPECTION ITEM TRAINING

DATE: DECEMBER 31, 1999

The purpose of this Maintenance Service Letter (MSL) is to provide training for all EWA flight engineers and maintenance personnel regarding Recurrent Required Inspection Item (RII) Training.

All Maintenance/Operations Management personnel shall ensure that each Mechanic and Flight Engineer reads this MSL and signs a Training Acknowledgment Form to indicate his/her completion of the reading. This shall be accomplished within fifteen working days of the receipt of this MSL.

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**EMERY WORLDWIDE AIRLINES
MAINTENANCE SERVICE LETTER NO. 99-10**

1. INTRODUCTION.

- A. The purpose of this MSL is to advise, train, and familiarize all Emery Worldwide Airlines (EWA) flight engineers and maintenance personnel with Required Inspection Item (RII) Training.
- B. It should be readily understood since there are differences between DC-8 and DC-10 aircraft, there will obviously be variations between applicable Required Inspection Items listed in the Maintenance Policy & Procedures Manual (MPP).
- C. One must understand the general reasoning for the RII requirements. It is essential that the list of items for DC-8 and DC-10 be reviewed and individual RII requirements be followed. These are listed in Chapter 4 of the MPP.
- D. The training outlined in this MSL is to be reviewed thoroughly from beginning to end.
- E. If you do not understand any part of the training material or if you have any questions regarding the subject matter, please contact either of the following:

NAME	TELEPHONE	FAX
Ron Moody	(937) 415-7790	(937) 415-7960
Edward Jones	(937) 415-7792	(937) 415-7960

2. REFERENCES.

For further information regarding the materials provided in this MSL, refer to the following documents:

- Emery Worldwide Airlines Maintenance Policy & Procedures Manual
- Emery Worldwide Airlines General Operations Manual

3. RESPONSIBILITIES.

All Maintenance/Operations Management personnel shall ensure that each mechanic and flight engineer reads this MSL and signs a Training Acknowledgment Form to indicate his/her completion of the reading. This shall be accomplished within fifteen working days of the receipt of this MSL.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE SERVICE LETTER NO. 99-10**

D. CERTIFICATION. Quality Control Inspectors, RII inspectors, or Designated Quality Control Inspectors authorized by the Director of Quality Control will be required to certify aircraft as airworthy on the Aircraft Maintenance Log when:

- (1) A major repair or alteration is accomplished.
- (2) An aircraft overhaul is accomplished.
- (3) A B-Check or other higher service is accomplished.

NOTE	All RII's listed in Chapter 4 entered on Non-Routine Maintenance Form (MEO09) must be transferred to the aircraft maintenance log page. Only the Director of Quality Control or his designee may authorize in writing a deviation of this policy.
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NOTE	RII stamps are authorized for use when performing RII buy-back and cosigning a non-certificated mechanic's work.
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6. REQUIRED INSPECTION ITEMS AND BUY BACK POLICY FAR 121.369 121.371.

A. DEFINITIONS.

Required inspection items are defined as those maintenance operations which, if improperly performed, could be critical to the safe flight and operation of the aircraft. Required Inspection Items (RII) will be entered on the Aircraft Maintenance Log Page. All Required Inspection Items require an Airworthiness Release. The following definitions will be utilized as indicated for the operations requiring RII:

- */1. Major Repair/Alteration Only (Refer to Classification and Documentation of FAA Approval for Repair and Alterations).
- */2. When a passenger cabin seat and/or when an oxygen generator is replaced, the oxygen generator must be inspected as a separate Required Inspection Item. Hoses must be connected and yellow safety cap removed.

NOTE	Oxygen generators are not to be shipped by air freight.
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**EMERY WORLDWIDE AIRLINES
MAINTENANCE SERVICE LETTER NO. 99-10**

B. DETAILED LISTING OF REQUIRED INSPECTION ITEMS; All Fleet Aircraft

1. The following are designated "Required Inspection Items" and they will be inspected and signed for by an authorized Inspector other than the person accomplishing the Maintenance, Repair, Operation or Alteration.
2. Wherever and whenever the manufacturer or other recognized industry authority recommends, requires or specifies "INSP", "Inspector", or "Inspection", such as on Service Bulletins.

OPERATIONS REQUIRING RII:

AREA OR SYSTEM AFFECTED

(1) Doors	Rig/Adj	Repair	Alter	Replace	Reinstall
(a) Passenger/ Emergency/ Service	X	*/1	*/1	X	X
(b) Lower and Upper cargo Door latching mechanisms, latch hooks and stop fitting	X	*/1	-	X	X

(2) Cabin Interior	Rig/Adj	Repair	Alter	Replace	Reinstall
(a) Evacuation slides systems	-	*/1	*/1	*/3	*/3 & */4
(b) Jump Seats	-	*/1	*/1	*/2	X
(c) Oxygen Generator	-	-	-	X	X
(d) Cockpit Seats	-	*/1	*/1	X	X

(3) Fire Protection	Rig/Adj	Repair	Alter	Replace	Reinstall
(a) Engine, APU and Cargo Compartment Fire Extinguishing Bottles				X	X

EMERY WORLDWIDE AIRLINES MAINTENANCE SERVICE LETTER NO. 99-10

	Rig/Adj	Repair	Alter	Replace	Reinstall
Horizontal stabilizer hydraulic drive brake, valve and motor.				X	X
Bell Crank Arms				X	X
Mechanism/Flight Control surfaces requiring rigging.				X	X
Control Boost Assemblies				X	X
Flap Cylinder				X	X
Flap Control Valves				X	X
Flap Link Support Fitting				X	X
Spoiler Cylinders				X	X
Spoiler Control valves				X	X
(b) Control, Balance and Trim Tabs and associated actuators/cables.	X	*/1	*/1	X	X
(c) Horizontal stabilizer, jackscrew actuator and gear box.	X	*/1	*/1	X	X
(d) Trailing edge flaps, midflaps, Slat/Flap Control Surfaces.	X	*/1	*/1	X	X
(e) Leading edge Flaps, slats and slat cables, Krueger Flap Control	X	*/1	*/1	X	X

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	Rig/Adj	Repair	Alter	Replace	Reinstall
(b) Nose, main and centerline landing gear actuating cylinders and lock actuators	X	*/1	-	X	X

Note: DC10 Main Gear Actuators do not require gear retraction.

(c) Truck beam assembly	-	*/1	*/1	X	X
(d) Nose, main, and centerline landing gear emergency extension system	X	*/1	*/1	X	X
(e) Nose and centerline landing gear drag brace assembly	-	*/1	*/1	X	X
(f) Main landing gear side strut assembly	-	*/1	*/1	X	X
(g) Nose and centerline landing gear drag brace rod assembly lock linkage	X	*/1	*/1	X	X
(h) Landing gear retraction (all)	X	*/1	*/1	X	X

(8) Power Plant

	Rig/Adj	Repair	Alter	Replace	Reinstall
(a) Engine Assembly	X	*/1	*/1	X	X
(b) Repairs or replacement, (e.g., Fan Section, Fan Blade Dress Out for F.O.D. Gearbox replacement, start lever, thrust lever cables and quadrant linkage)	X	*/1	-	X	X
(c) Pump - Fuel Engine Driven (including NASH)	X	-	-	X	X

EMERY WORLDWIDE AIRLINES MAINTENANCE SERVICE LETTER NO. 99-10
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(10) Structures	Rig/Adj	Repair	Alter	Replace	Reinstall
(a) Primary structure components and their attachments, including fasteners.	-	*/1	*/1	X	X

Examples: Major repairs to fuselage frames, skin, pylon, spar web, wing skin.
Replacement of stabilizers, wing bottle bolts, stabilizer attach bolts.

(b) RVSM critical areas	X	X	X	X	X
(c) DC10 No. 1/3 Wing Pylon, Nose, Fan & Core Cowls	-	*/6	-	*/6	-

(11) Misc	Rig/Adj	Repair	Alter	Replace	Reinstall
(a) Upon completion of aircraft weighing	Note: Verification of weights.				
(b) Temporary replacement of all rigid hydraulic tubing with flexible hose		X		X	X
(c) Windshields				X	X

C. REQUIRED INSPECTION PERSONNEL. All required inspection items will be inspected and approved by Quality Control Inspectors, RII Inspectors (Authorized or Limited) in accordance with the details contained in the EMERY WORLDWIDE AIRLINES Aircraft Maintenance Manual or the Manufacturer's Manual, Service Bulletins and/or Airworthiness Directives. In addition:

- (1) No person shall be assigned responsibility for inspection of a Required Inspection Item in which he has accomplished the work involved.
- (2) No person shall be assigned to inspect a Required Inspection Item unless he is properly certificated, trained, qualified and authorized in writing by the Director of Quality Control to accomplish such inspection.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE SERVICE LETTER NO. 99-10**

(3) PROCEDURES.

- a. The Director of Quality Control or his designee may delegate the authority for accepting work requiring inspections (including RII) to properly trained and qualified personnel. This authority is valid only when qualified inspection personnel are not available.
- b. When required inspection is needed outside EWA Maintenance Stations, the required inspection items will be inspected by a qualified A&P mechanic/EWA A&P Flight Engineer, who did not perform the maintenance.

A one-time authorization may be given when the Director of Quality Control or his designee determines that the A&P mechanic is trained and qualified. This authorization will be transmitted by wire/fax to the designated individual.

- c. A copy of the one-time authorization will be kept on file with the approved RII listings. This record will be available for inspection by FAA Inspectors and EWA Supervisory Personnel upon request.
- d. Upon a requirement to continue delegated inspection authorization, the individual will be required to meet the requirements of an EWA designated Inspector.

E. ACCEPTANCE OR REJECTION OF REQUIRED INSPECTION ITEMS.

- (1) The person assigned to accomplish a required inspection shall have final and independent authority to determine that the workmanship, methods, materials utilized and/or functional or operational checks conform to the Federal Aviation Regulations, manufacturer's Maintenance Manuals, EMERY WORLDWIDE AIRLINES' Maintenance Manuals, Service Bulletins, or Airworthiness Directives, etc., and that the affected item is airworthy. Decisions of an authorized inspector, either Quality Control or Designated Quality Control, shall not be countermanded by anyone except the Director of Quality Control or his designee, acting as an agent of the Director of Quality Control.

**EMERY WORLDWIDE AIRLINES
MAINTENANCE SERVICE LETTER NO. 99-10**

Round Issued to RII Inspectors.

Triangular Issued to individuals authorized to perform Receiving Inspections only.

(2) **AUTHORITY NOTIFICATION/INSPECTION STAMP CONTROL
POLICY AND PROCEDURE** **FAR 121.371**

- a. **POLICY.** Federal Aviation Regulation 121.371 requires that the individual authorized as an inspector be formally notified in writing (Form ME020). The Authority Notification meets this requirement. (Refer to Figure 1.)
- b. **PROCEDURE.** The Director of Quality Control, or his designee, will complete the Inspection Authority. This form is utilized to identify authority to perform:

RII Inspections
Facility Inspections
Receiving Inspections
Receiving Inspections ONLY (limited to only Receiving of
Inspection functions)

Airworthiness Release

- The form is self-explanatory. Pay special attention to checking the boxes for "Authorization". Those individuals who are limited to Receiving Inspection only should have that box marked and no others.
- The Director of Quality Control, or his designee, will complete the Inspection Stamp Control Form. This form is self-explanatory and is for the purpose of maintaining a cross-reference between an individual's signature, initials, and stamp. (Refer to Figure 2.)
- A listing of all Inspection Stamps issued will be maintained in Quality Control.

EMERY WORLDWIDE AIRLINES
MAINTENANCE SERVICE LETTER NO. 99-10

EMERY WORLDWIDE AIRLINES
INSPECTION STAMP CONTROL

Date _____

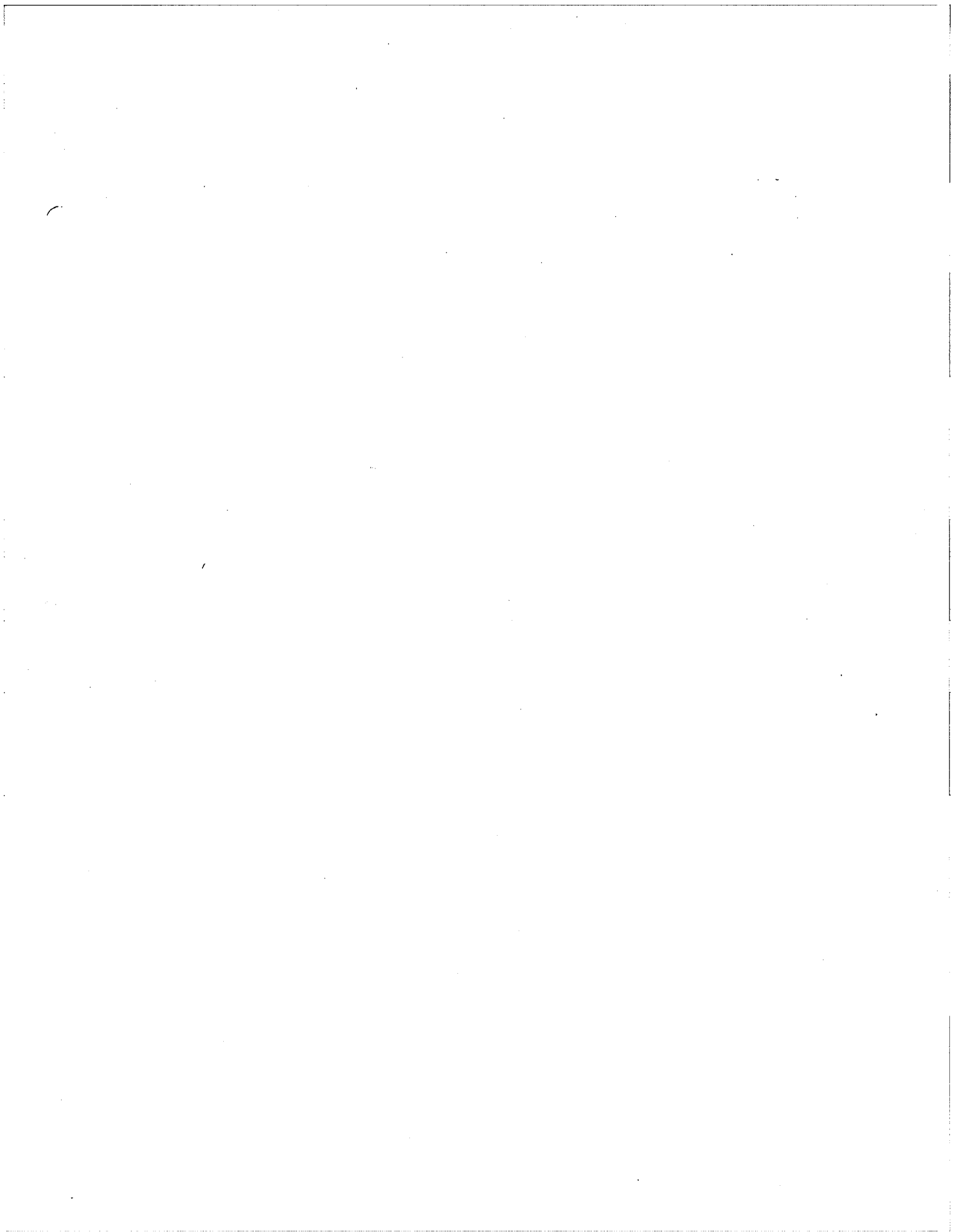
I acknowledge receipt of Inspection Stamp Number _____

This stamp will be returned to the Inspection Department if and when I am no longer employed at EMERY WORLDWIDE AIRLINES, or requested to be returned by the Director of Quality Control.

Signature _____ Initials _____

1 (REV 1 5/1/90)

Figure 2. Inspection Stamp Control (MEO41)





EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.16.1

EWA Maintenance Policy and Procedures Manual (MPP) only references form MAO24 for documenting major repairs and major alterations. Major repairs are sometimes documented on contractor repair station work orders and/or on FAA 337. The EWA MPP Manual does not address the use of 337's or Repair Station work orders for documentation of major repairs or major alterations. Conformity checks of major repairs and major alterations is also not addressed in the EWA MPP Manual. FAA form 337 is mentioned in chapter 6 section 11 aircraft records retention policy and procedure.

RRXA Response

The EWA M.P.P., Chapter 4, page 143 provides procedure for documenting major repairs and major alterations by the use of the EWA Engineering Order (previously call Maintenance Authorization).

In addition to this, the M.P.P., Chapter 6, page 15, item 10, does address the procedure for the use of 337's and Repair Station Work orders for documentation of major repairs or major alterations.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

XV. ENGINEERING ORDERS (EO)

FAR 121.379(b), 121.707(b)
43 Appendix A

A. Policy

The Engineering Orders (EO) published by Engineering are used, mainly for minor repairs and minor alterations. It documents a step by step process and instruction for the maintenance, inspection and modification on the aircraft as well as its components and equipment's, based on ADs, SBs or other technical data.

The EO format may be used for recording FAA - approved data and procedures for accomplishing alterations and repairs to the aircraft, powerplants, accessories and components. If no previously approved data exists, EWA must obtain approval through an FAA Aircraft Certification Office, a Designated Engineering Representative (DER), or FAA field approval (Inspector must be authorized by the Regional Flight Standards Division or Branch to grant field approvals).

If the EO concerns new or modified equipment, maintenance procedures may have to be revised or developed. Coordination with the Director of Operations may be required to ensure that the applicable operation manual and/or Approved Flight Manual (AFM) contain the revised or new procedures.

1. General

The instructions for all maintenance falling within the realm of FAR 43, Appendix A, Major Repair or Major Alteration, cannot be arbitrarily generated and written on EO's by EMERY WORLDWIDE AIRLINES.

- a. EWA may generate an EO, in accordance with FAR 121.379(b), for a Major Repair and/or a Major Alteration using existing technical data which has been previously approved by the administrator.
- b. EWA may use the EO to document original instructions for major repairs and major alterations as defined in FAR 43, Appendix A. However, the EO has to be submitted as "technical data", to the Administrator for approval.
- c. The FAA classification for Major Repair and/or Major Alteration will be determined by the Director of Quality Control or his designee. Reference logic charts Figure 1 and 2 at the end of this procedure, or the Manufactures Structural Repair Manual.
- d. Engineering will submit a copy of each major alteration to the FAA CHDO, and keep on file all major repairs available for inspection by the FAA CHDO.

2. Standard use of the EO will include:

- a. Recording scheduled minor repairs and minor alterations.

EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL
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9. Short Term Escalations

Maintenance Interval Short Term Escalation Form MEO49 will be retained by Aircraft Records until the next similar maintenance has been accomplished then will be completed and sent to the Manager Quality Assurance who in turn will forward it to the Director Quality Control for further action.

10. Major Repairs; Major Alterations; Supplemental Type Certificates; 337's; Engineering Orders; FAA Form 8110-3's; Aircraft Mishap, Damage, or Unusual Event Reports; and Fleet Campaign Directives.

- a. These records will be permanently retained, or until the work is repeated or superseded by work of equivalent scope and detail, or the product, appliance, component/part or equipment is permanently retired or sold.
- b. Major Repairs to engines or components/parts performed by a FAA Certificated Repair Station will be documented on a work order. Emery Worldwide Airlines Quality Control may request, in addition to the work order, a FAA Form 337 to be filled out. This additional "return to service document" will be used in-house and not forwarded to the FAA, when the item is installed on an aircraft. The installation record will be recorded on an aircraft maintenance log page, non-routine or work order.

11. Engine Flight Monitoring Data

- a. The Engine Flight Monitoring Data will be retained for a one (1) year period.

12. Corrosion Inspection Reports (MEO31) and Corrosion Task Control Sheets, Service Difficulty Reports, Conformity Inspections will be permanently retained and be transferred with the aircraft.

C. Maintenance Records Retention Summary

<u>RECORD</u>	<u>RETENTION PERIOD</u>
1. Aircraft Maintenance Log "pink NCR's"	30 days
2. Aircraft Maintenance Log "white originals"	1 year
3. Non-Routines	1 year
4. DMI/MEL records	1 year



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.18.1

N8091U, #1 CSD outlet temp gage has red danger area, the other 3 outlet temp indicators exhibit a white band.

RRXA Response

Aircraft N8091U was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8311-25, dated January 27, 2000 in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

AIR CRAFT MAINTENANCE LOG

0220. (9) Lihō U.S.A.



8311-25

ACFT NO
N 80912

PT LHM
DC-8-711

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	019	01-27-00	MMY	KDAY	0035	0832	257	0048	0327	2139	2569	56.0	27.0	0	32,497	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LGGS	STATION	1	2	3	4	APU								
1	:				0	0	0	0	0	0/1	E. ORTIZ	62449	1	1			
2	:									0/2	D. GARCIA	27107					
3	:									0/3	R. SIMMERS	76664					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Hydraulic fluid leaking from #3 engine under center of cowling.	1.	Removed and Replaced #3 engine Hyd pump. Ops check seal. no defects or leaks noted.	01/27/00	KDAY	05276
2.	P/M	FAA Ramp Inspection found #1 CSD outlet temperature gauge range markings differ from #2, #3, and #4 gauges.	2.	Replaced #1 CSD Temp. gauge. Ops checks good. All range markings match. No defects noted.	01/27/00	KDAY	75066
3.	P/M	ON ENGINE SHUT DOWN FOUND NO. 3 FUEL SHUTOFF LEVER TO BE STIFF	3.	LUBRICATED NO. 3 ENGINE FUEL SHUTOFF CABLE AND RAN THROUGH SERIAL WITH NO DEFECTS NOTED	01/27/00	KDAY	72803
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

24-11
24-11
76-12

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	CSD Temp. Gauge	162 BCL82W	114	162 BCL81W	108 (M)	#1
1	Hyd pump	55017	45229H (M)	55016	68753J (M)	#3

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: TERM	STATION: KDAY	PREVIOUS LANDINGS	31546	LANDINGS THIS PAGE	1	TOTAL LANDINGS	31567	1-DIST.	2-DIST.	3-DIST.
DATE: 01-27-00	CERT. NO.:	PREV. A/C FLT. HRS.	82902:25	FLT. HRS. THIS PAGE	239	TOTAL A/C FLT. HRS.	82905:04			
GMT TIME: 1415Z	AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO: 8210-01		CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.18.3

N964R, #1 oil temperature gage has no upper or lower yellow arc, Fluid leak in left wheel well.
Fluid dripping from tail skid.

RRXA Response

Aircraft N964R was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8778-16, dated January 27, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

A VFT MAINTENANCE LOG

02202-

1) Litho U.S.A.



8778-16

ACFT. NO. N 964R

ACFT. TYPE DC-8-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL	
1	037	1-27-00	KDAY	KDAY	0414	0541	1427	0423	0535	1412	1810	42.0	24.1	-	-	676da2	-
2																	
3																	
4																	

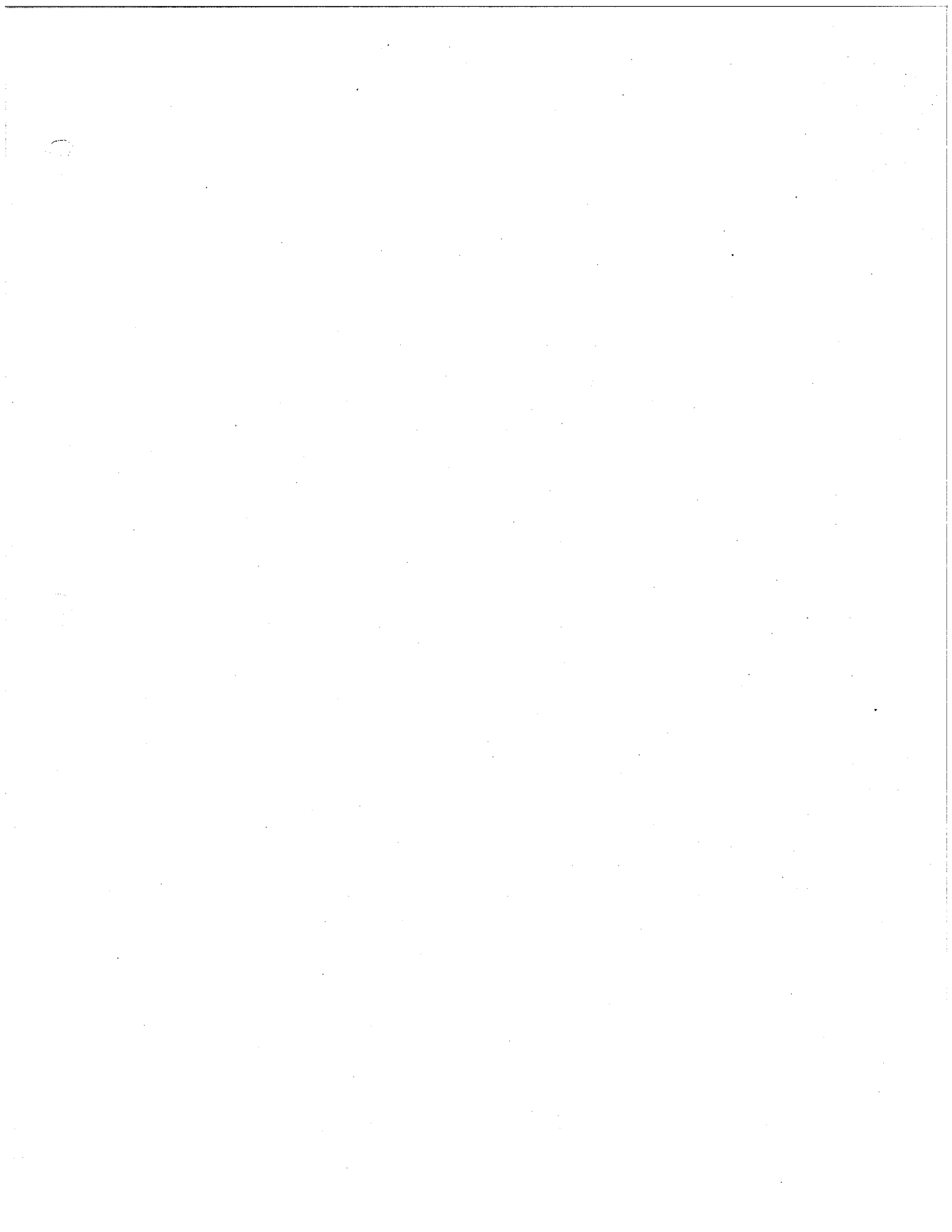
LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD					A/P	CREW	EMP#	T.O.	LDG	A/P	CREW	EMP#
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1					0	0	0	0		0/1	S. Lantz	46885	1	1			
2										0/2	M. McKenna	54800					
3										0/3	J. Hammett	40741					
4																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P/M	FO'S VOR intermittent	2.	Remove and replaced #2 VOR/ILS receiver. Ops check normal using ramp test set 7-30P.	1-27-00	KDAY	2614
3.	P/M	FAA REPORTED: HYD LEAK LT. WHEEL WELL. During FAA Ramp inspection.	3.	FOUND FLEX LINE LOGGE AT OUTPUT SIDE OF AUA. PUMP RESECURED B'NUTS. NO LEAKS NOTICED.	1-27-00	KDAY	75627
4.	P/M	PAINT MISSING TAIL SKID, FAA REPORTED. During FAA Ramp inspection.	4.	INSPECTED TAIL SKID. NO EVIDENCE OF TAIL STRIKE. PAINT MISSING DUE TO PROXIMITY. REPAINTED TAIL SKID. NO DEFECTS NOTICED. REPAIR #3, LANS.	1-27-00	KDAY	75687
5.	P/M	FAA REPORTED: YELLOW RAMP MARKS MISSING #1 ENG OIL TEMP INDICATOR. During FAA Ramp inspection.	5.	REMOVED HIGH WOLT AMP. REPLACED WITH PROPERLY MARKED NO. OPS CKD.	1-27-00	KDAY	75687
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	VOR/ILS receiver	522-2450-114	9032 M	522-2450-114	12120 M	2
5	oil temp indicator	1628-L10	272 M	1628-L10	222 M	#1
1	T/C STO VALVE	105980-2	P-1340 M	105980-2	P-1171 M	#3

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: TRANSIT	STATION: KDAY	PREVIOUS LANDINGS	25980	LANDINGS THIS PAGE	1	TOTAL LANDINGS	25981	1-DIST.	2-DIST.	3-DIST.
DATE: 1-27-00	CERT. NO.:	PREV. A/C FLT. HRS.	63964.59	FLT. HRS. THIS PAGE	1:12	TOTAL AC FLT. HRS.	63966.11			
GMT TIME: 0700z	AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

2111
 3432
 2411
 3270
 2932
 79
 Error Correction



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.18.4

N68041, #2 oil pressure gage has green arc. #1 and #3 do not. Broken bear trap between 9L and 9R (sta. 1567.5).

RRXA Response

Aircraft N68041 was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8597-17, dated January 27, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

The referenced oil pressure gauge green arc marking, this indication is for reference only and is not always marked on the indicator.

EWA does not consider this to be a finding.

MAINTENANCE LOG
 0ccw2-46 , Litho U.S.A.



DATE
 TIME

8597-17

ACFT. NO. N68041
 FT. 1711 WDC10-101

LEG	FLT	DATE	STATION			GMT	BLCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE		CARGO DATA	
			FROM	TO	OUT			IN	OFF		ON	UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL
1	021	1/27/00	DFW	DFW	03:51	04:05	1:14			1:44	3643	56.6	56.0	0	81563	N/A	
2	021	1/27/00	KDFW	DAY	04:13	06:27	2:14	04:35	06:19	1:44	0	56.0	27.8	0	81563	N/A	
3																	
4																	

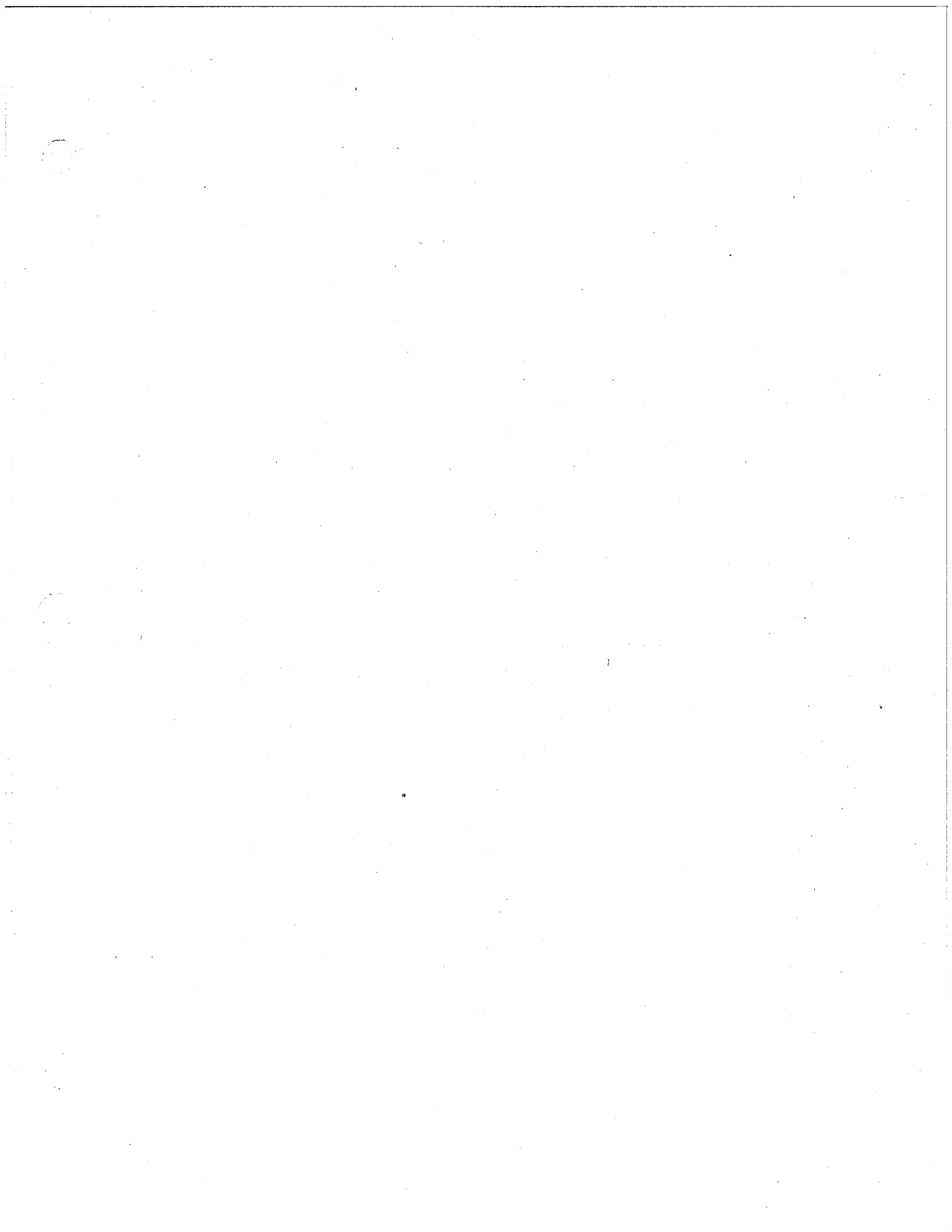
LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	08	619			0	0	0	-	0	0/1	S. Stigal	80170	1	1			
2										0/2	J. Brown	09215					
3										0/3	J. Kristinson	45250					
4										D/H	HARLEY	EWAMX					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	On eng selecting RPU power for bus #1. CAPT airspeed, altimeter and ADF speed control and fail flag came on	1.	R&R #1 DADC ops CKS good SAW MM 34-16-00. LEAK CK good	1-27-00	KPAK	89936
3.	P (M)	Between Comp 96 & 98 Center line Bear Trap Broken	3.	Removed and Replaced Broken Part on Bear Trap, operational checks Normal	1/27/00	KPAK	86746
4.	P (M)	Robbed #2 VOR RCVR For Acft N68042	4.	Installed serviceable VOR RCVR in #2 pos. ops CK good with TIC T-30 V Tester SAW DC10 MM CH 34-51-04	1-27-00	KPAK	89936
5.	P (M)	Found #1 Sp Command flag in view A/T will not engage	5.	R&R #1 AT/SC Computer ops CKS good SAW DC10 MM CH 22-30-00	1-27-00	KPAK	89936
6.	P / M		6.				

34-16
 25-52
 34-32
 34-24

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	Bear Trap	80466-10	NSN	80466-10	NSN	96-9A
4	VOR RCVR	2070750-3305	1497	2070750-3305	1993	# 2
5	AT/SC Computer	2593342-961	4120746	2593342-961	1100144	# 1
1	DADC	HG 280 P 80	88061690	HG 280 P 80	92022844	# 1

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/M	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE:	CERT. NO.:	PREV. AC FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL AC FLT. HRS.				
GMT TIME:	AUTH SIG:							
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.18.5

N997GE, Leaking right strut. Rivet popped on right side of fuselage with blue fluid leakage.

RRXA Response

Aircraft N997GE was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8268-08, dated January 27, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

7C. T MAINTENANCE LOG
103-46 L. Litho U.S.A.



U.C.
11
RR/A

8208-08

ACFT NO. N 9976C T TYPE 1N08-71F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	123	1-27-00	KMSQ	KDAY	0359	0536	1F37	0415	0526	1F13	1336	3617	212	0	79943	3360
2																
3																
4																

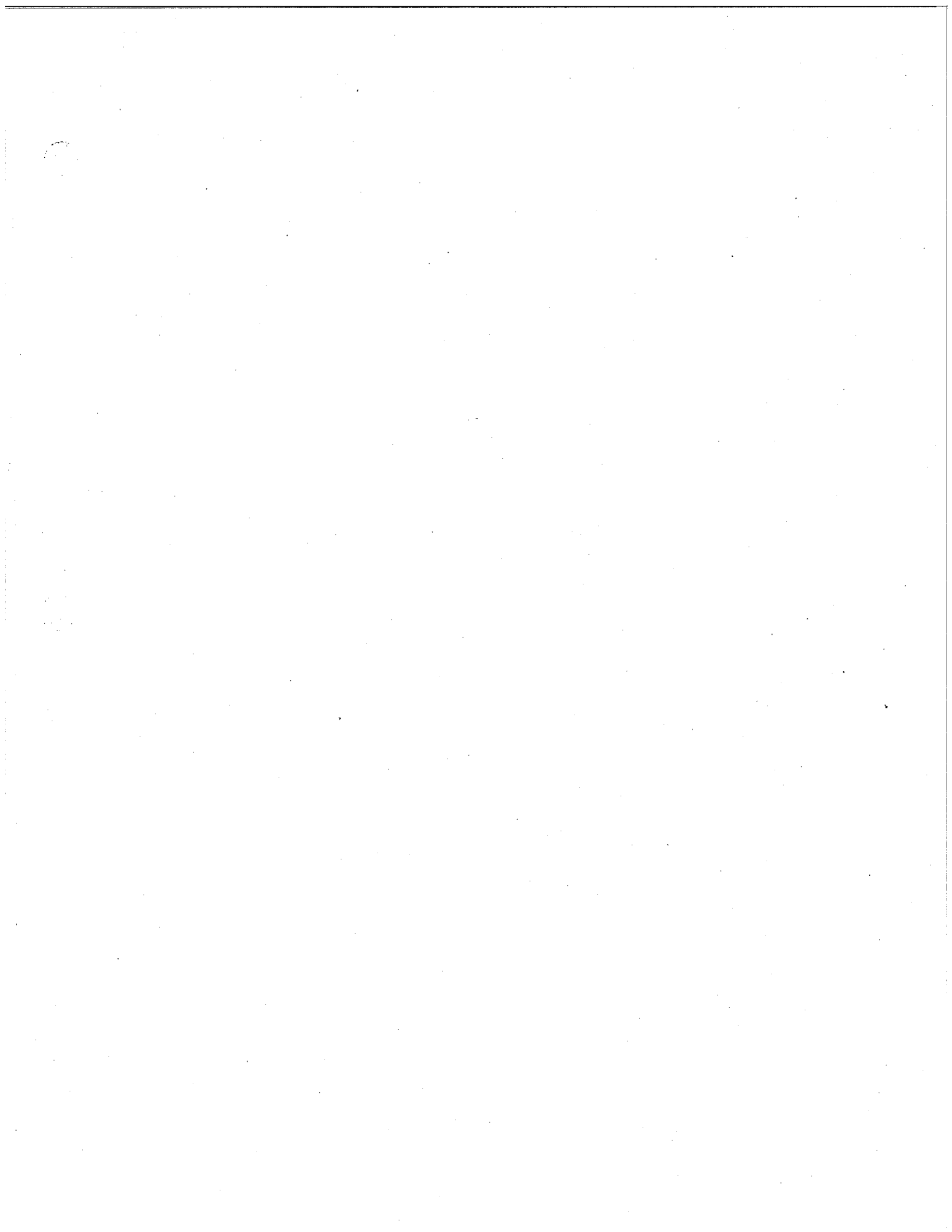
LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	00:10	999				1	0	0	0	01	JA. HOWLER	37704				
2										02	R. WINDHAM	89957	1	1		
3										03	D. PEKCE	63839				
4																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	FAA Ramp inspection found blue streak just above Lav service panel.	1.	Repositioned Lav detergent. No leaks noted.	1-27-00	KDAY	59-157
2.	P (M)	FAA Ramp inspection found R.H. MLG strut leaking hyd. fluid.	2.	Cleaned and secured strut to proper limit. No leaks noted.	1-27-00	KDAY	59-157
3.	P (M)	FAA Ramp inspection found 96 net nicked on top strap left of center.	3.	Removed and Replaced 9-6 net. Ops check good.	1-27-00	KDAY	57167 RR 79457
4.	P (M)	ROBBED RT WING (GREEN) LENS COVER FOR USE ON ACFT N795FT.	4.	Installed RT wing lens cover. Ops check good.	1-27-00	KDAY	59457
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PARTNO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	LENS COVER	A1233A3T M	NSN	A1233AT	NSN	RT
3	9-6 NET	5800406-501 M	NSN	5800406-501	SAT 2359	only

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: <i>TRM</i>	STATION: <i>KDAY</i>	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: <i>1-27-00</i>	CERT. NO.: [REDACTED]	30476	1	30477				
GMT TIME: <i>2045Z</i>	AUTH SIG.: [REDACTED]	PREV. AC FLT. HRS. <i>86933.48</i>	FLT. HRS. THIS PAGE <i>1:13</i>	TOTAL AC FLT. HRS. <i>86935.01</i>				
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

51
1212
524
1342



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.18.6

N796FT While inspectors were accomplishing their ramp an Emery loader positioning a belt loader to aircraft, slammed it into the aircraft twice due to brakes malfunctioning on the vehicle.

RRXA Response

The aircraft N796FT was inspected and found to receive no damage. The operation of the equipment was provided to the Emery Worldwide Supervisor for corrective action.

EWA does not consider this to be a finding.



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.19.1

N68041 -Spot Inspection - On selecting APU power for #1 Bus, Captains airspeed, alt., and ADI speed control fail flag came on.

RRXA Response

Aircraft N68041 was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8597-17, dated January 27, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

MAINTENANCE LOG
Ocau2-48 (2/89) Litho U.S.A.



3-1-C
3-1-A

8597-17

ACFT. NO. N68041
CFT. TYPE DC10-10

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (LBS)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	021	1/27/00	DFW	DFW	03:51	04:05	:14			1:44	3643	56.6	56.0	0	81563	N/A
2	021	1/27/00	KDFW	DAY	04:13	06:27	2:14	04:35	06:19	1:44	0	56.0	27.8	0	81563	N/A
3																
4																

LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW
	DELAY	CODE	LDGS	STATION	1	2	3	4							
1	08	619			0	0	0	-	0	0/1	S. Stigal	80170	1	1	
2										0/2	J. Brown	09215			
3										0/3	J. Kristinsson	45250			
4										D/H	HARLEY	FWA MX			

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH.
1	P/M	On bus selecting APU power for bus #1. CAPT airspeed, altimeter and HDI speed control fail fail flag came on	1	R&R #1 DARC ops cks good SAW MM 34-16-00. LEAK CK good	1-27-00	KDFW	89936
3	P/M	Between Comp 94 & 9B Center line Bear Trap Broken	3	Removed and Replace Broken Part on Bear Trap, operational checks Normal	1/27/00	KDFW	86746
4	P/M	Loosid #2 VOR RCVR For ACFT N68042	4	Installed serviceable VOR RCVR in #2 pos. ops ck good with TIC T-30 V Tester SAW PC10 MM CH 34-51-04	1-27-00	KDFW	89936
5	P/M	Found #1 Sp Command & lag in view AIT will not engage	5	R&R #1 AIT/SC Computer ops cks good SAW PC10 MM CH 22-30-00	1-27-00	KDFW	89936
6	P/M		6				

34-16
5-52
34-32
34-24

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	Bear Trap	80466-10	NSN	80466-10	NSN	94-91
4	VOR RCVR	2010750-3305	1497	2010750-3305	1993	#2
5	AIT S/C Computer	2593342-961	4120746	2593342-961	1102144	#1
1	DARC	HG 280 D 80	88061690	HG 280 D 80	92022844	#1

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK CAPT: <i>[Signature]</i>	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: <i>[Signature]</i>	CERT. NO.:	31102	1	31103				
GMT TIME:	AUTH SIG.:	PREV. ACFT. HRS. <i>85264</i>	FLT. HRS. THIS PAGE <i>1.44</i>	TOTAL A/C FLT. HRS. <i>85264</i>	<i>[Signature]</i>			
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.19.2

N606AL -Spot Inspection- Cargo Door will not hold 86 degree locking position. Door actuator was replaced.

RRXA Response

Aircraft N606AL was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #7089-09, dated January 25, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

FT MAINTENANCE LOG

AIR-009a (10/87) LHO U.S.A.



QC. 11 RRXA

7089-09

ACFT. NO.

CFT. TYPE

N 606AL

DC-8-73

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	CFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	018	1-25-00	KDAY	KMHR	17:49	16:24	4+35	12:03	16:19	416	9526	99.0	325	0	58,827	410	
2	018	1-25-00	KMHR	KRNO	17:10	17:55	45	17:22	17:48	26	589	36.0	30.5	0	17,311	0	
3																	
4																	

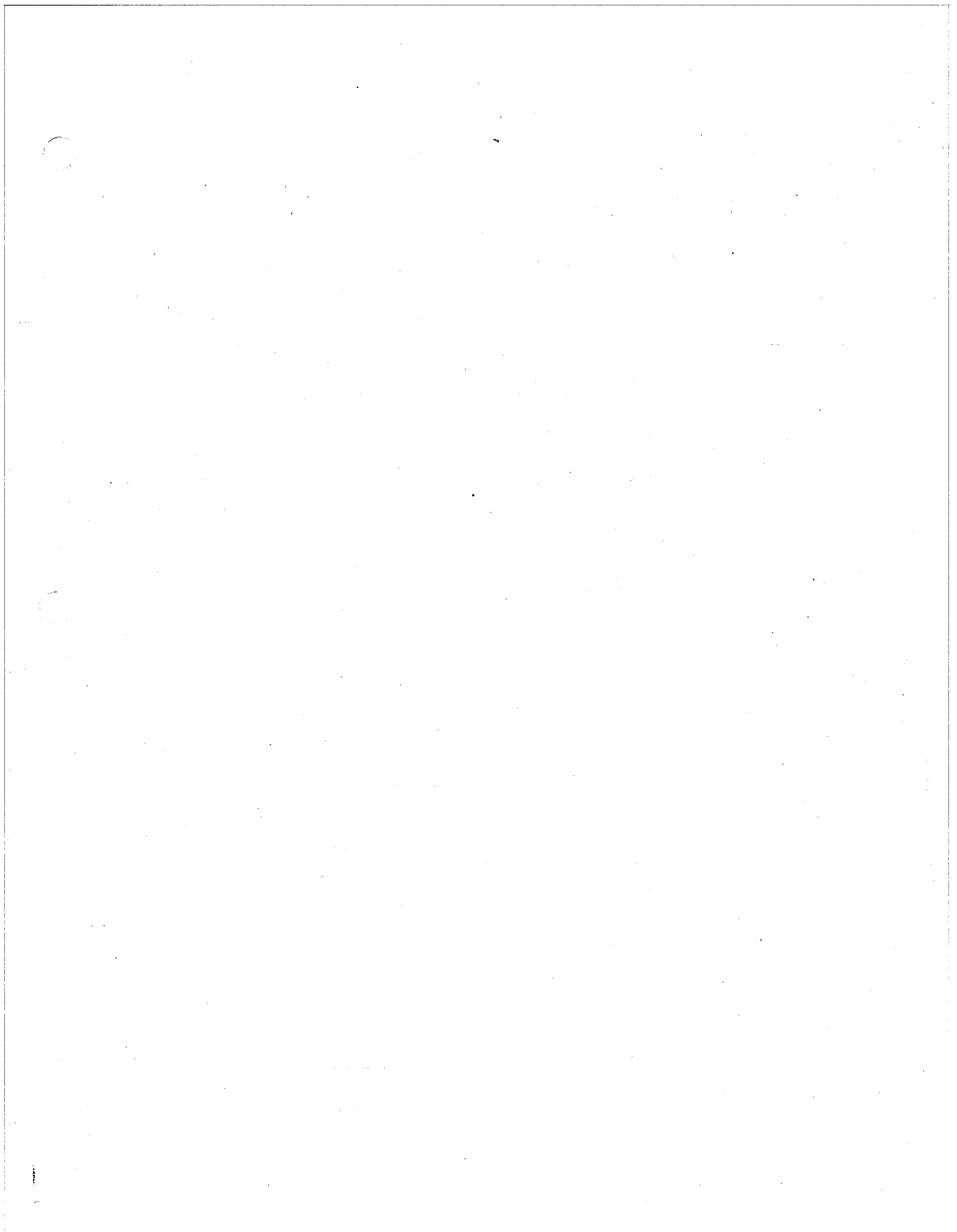
LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	1:11	500		KMHR	1	2	1	2		0-1	S. Lantz	46890	1	1			
2	:	:								0-2	R. Boehm	06985	1	1			
3	:	:								0-3	B. Benner	43899					
4	:	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Cockpit heater blows cold air	1.	R/R HEATER FUSES. DRP CHECK OK. DRP MM CH. 21.	1-25-00	KRNO	37170
2.	P/M	Pin Hole Leak in upper Cargo Door ACTUATOR pressure line	2.	Replaced main Cargo Door Actuator press line. Replaced rigid tube with High press steel Braid Flex Line from Emery Aircraft Maint manual chapter 7. DRP CK and Leak ck OK. RTT Item Transferred to MPLF # 330.	1-25-00	KRNO	33760
3.	P/M						
4.	P/M						
5.	P/M						
6.	P/M						

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	Flex Line, High press.	unknown	NSN	AE2460010E0140	NSN	Main Deck

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: Term CK	STATION: KRNO	PREVIOUS LANDINGS: 27363	LANDINGS THIS PAGE: 2	TOTAL LANDINGS: 27365	1-DIST.	2-DIST.	3-DIST.			
DATE: 1-26-00	CERT. NO. [REDACTED]	PREV. AC FLT. HRS: 85793:18	FLT. HRS. THIS PAGE: 4:42	TOTAL AC FLT. HRS: 85798:00						
GMT TIME: 00:45Z	AUTH SIG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [REDACTED]		

1-52
2-34



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.19.3

N606AL Log Write-up, Auto-Pilot porpoises during all phases of flight. Maintenance signed off as, "Auto-Pilot checks good".

RRXA Response

Aircraft N606AL was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8194-22, dated January 21, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

AIRCRAFT MAINTENANCE LOG

46 (2/99) Litho U.S.A.



U.S. 11 RRYA

8194-22

ACFT NO

N 6061

ACFT TYPE

D18

LINE ITEM	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		
1	131	1-21-00	KBRO	KDAY	0440	0726	2+46	0452	0718	2+26	3374	480	19.5	0	45084
2															
3															
4															

LINE ITEM	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EM
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	31	210			0	0	0	0		01	D BALL					
	1:25	615								02	M FISHUSKE					
3										03	M SHAW					
4																

2212

3342

5234

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MEI
1.	P/M	Auto-pilot Pauses During All Phases of Flight	1.	Bitecheck pitch trim computer. No defect noted. Auto pilot system ops check normal.	1-21-00	KDAY	2614
2.	P/M	LOWER ANTI-COLLISION LIGHT WILL NOT OPERATE.	2.	Removed and replaced lower ANTI-COLLISION LT. WSS. OPS NORMAL.	1-21-00	KDAY	14783
3.	P/M	MAIN CARGO DOOR SWIVEL GUARD LEAKING	3.	REPACK MAIN CARGO DOOR SWIVEL GUARD OPS CHECKS GOOD, NO LEAKS OR DEFECTS NOTED	1-21-00	KDAY	214
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	Pi
2	LIGHT ASSY. LOWER ANTI-Coll.	43335-11	745	43335-11	736	20

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT	
CHECK C/W: <u>TEAM CK</u>	STATION: <u>KDAY</u>	PREVIOUS LANDINGS	27349	LANDINGS THISPAGE	1	TOTAL LANDINGS	27350	1-DIST.	2-DIST.
DATE: <u>1-21-00</u>	CERT. NO.: <u>[REDACTED]</u>	PREV. A/C FLT. HRS.	857348	FLT. HRS. THISPAGE	2:26	TOTAL A/C FLT. HRS.	85756:14		
GMT TIME: <u>1805Z</u>	AUTH SIG: <u>[Signature]</u>								
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: <u>[Signature]</u>			

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.19.4

N68041 Log Write-up, 5 knot difference between Captain and First Officers ASI.
Maintenance signed off, within limits.

RRXA Response

Aircraft N68041 was out of service undergoing a transit check during the time of this FAA inspection. The referenced item was corrected on log page #8598-23, dated January 18, 2000, in accordance with the manufactures specifications, EWA Aircraft Maintenance Manual and EWA Policy and Procedures Manual, Chapter 3.

EWA does not consider this to be a finding.

MAINTENANCE LOG



Q.C. 7 RRXA

8598-23

ACFT NO. N6864

CFE TYPE CID-108

2-46 Litho U.S.A.

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	DEPART (LBS)		ARRIVAL (LBS)	CARGO	MAIL			
1	024	1-18-00	KDFW	KDAY	0351	0551	2400	0404	0547	1443	4541	66.4	36.8		93378		

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LGGS	STATION	1	2	3	4	APU								
1	:	:	:	:	0	0	0	N/A	0	0/1	B. AITKEN	00289	1	1			
2	:	:	:	:						0/2	K. JENKINS	40238					
3	:	:	:	:						0/3	D. GILMINE	28421					
4	:	:	:	:						N/A	C. COFFEY	EWN					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION			DATE	STA	MECH
				1	2	3			
1	P/M	2 LOCKS LEFT SIDE POSITION #12 UPPER DECK CARGO AREA MISALIGNED FOR AAA CONTAINERS	1	INSPECTED LINES - NO DEFECTS NOTED AT THIS TIME			1-18-00	KDAY	54149
2	D/M	AIRSPEED INDICATORS SHOW 5 K DIFFERENCE AT 140 K	2	PERFORMED OPERATIONAL CHECK OF BOTH AIRSPEED INDICATORS BOTH SYSTEMS OPERATIONAL			1-18-00	KDAY	24504
3	D/M	FO FLIGHT DIRECTOR PITCH BAR INTERMITTENT	3	SEE DMZ REFERENCE NUMBER C8598012-4765			1/18/00	KDAY	24504
4	D/M	FO MIC INTERMITTENT	4	REMOVED AND REPLACED FO MIC IN DC10-MH UNAPPR 23 OIS AGAIN GOOD			1/18/00	KDAY	24504
5	D/M	FMS WILL NOT TRACK LRN FGS WILL NOT SHOW LRN	5	PERFORMED FMS SYSTEM OPS CHECK IN DC10 SUPPLEMENT FROM OPS CHECK GOOD AT THIS TIME			1/18/00	KDAY	24504
6	P/M		6						

53-21
34-13
23-51
34-24

NO.	PART NOMENCLATURE	PARTNO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	HAND MIC	63999-000	NSN	107C800-21	NSN	4/H

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	31088	LANDINGS THIS PAGE	1	TOTAL LANDINGS	31089	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. AC FLT. HRS.	8523513	FLT. HRS. THIS PAGE	1.43	TOTAL AC FLT. HRS.	85236			
GMT TIME:	AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.20.1

Reviewed the last "C" Check corrosion inspections and compared the findings on the "C" Check card against both the Emery Corrosion Task Control Sheet and the Corrosion Prevention and Control Program Inspection Report Form ME03 1. Some of the contractor non-routine sheets indicate Level Two corrosion, yet the Emery report classified the same item as Level One corrosion. On this "C" Check there were 103 corrosion findings, with only two classified as Level Two corrosion. In reviewing the contractor non-routine sheets for work accomplished, it appears that Emery's classification and reporting of Level Two corrosion is artificially low. Reviewed the Structural Inspection Report Submitted to Douglas per the AD requirements for the past three years. This reporting is in line with the AD and Emery Inspection Program Manual requirements.

RRXA Response

The contract heavy maintenance facility inspectors are trained by EWA Quality Control on the procedure of EWA's CPCP Program. The contract inspector does not have the authority to assign the corrosion level, only the items referenced in the Inspection Program Manual, Volume III, Chapter 2, page 10, item B (see attached). The EWA Quality Control Representative is only authorized to assign levels to which, in this case, he did.

Emery Worldwide Airlines (EWA) Corrosion Prevention and Control Program (CPCP) is effective and meets the intent of the manufacturer's inspection program, in the "Corrosion is Controlled on a Corrosion Task by Task Basis to Level 1 or Better" on EWA's fleet of aircraft.

EWA has operated an average of 32 aircraft a year (43 year end 1998) over the past nine (9) years. During this period, we operated a total of 418,426 flight hours and 192,095 cycles. EWA's "C" and "D" Check inspection program was developed from the Douglas Block "D" and "E" inspection program, to which the CPCP program was developed.

Based on this history and the analysis performed, and that no CPCP task is repeated in EWA's fleet, EWA's program continues to be effective maintaining structural integrity and continues airworthiness of EWA's fleet to Level 1 or better.

EWA has worked in concert with Douglas, as I was part of the Steering Committee in the development of the CPCP program. We have continued communication with Douglas through the past ten (10) years, as we were the first carrier to implement and submit CPCP findings beginning in 1990. This positive level of communication was recently exhibited by a conference call from them on June 3, 1999. In summary, Douglas CPCP Technical Specialist agreed in concert that EWA's CPCP Program was in compliance with the A.D. and EWA's FAA approved program.

The enclosed Summary Report was generated by the Reliability Technical Analysis which provides the history of these items from January 1, 1990 through December 31, 1998, on a task basis of EWA's fleet of DC-8 aircraft.

EWA does not consider this to be a finding.

EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME III
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VI. DATA COLLECTION, CORROSION DETERMINATION, AND REPORTING PROCEDURES

A. General

This section provides the procedures pertaining to the CPCP data collection, corrosion determination, and reporting processes. Descriptions of the data sources, responsibilities, forms, and reports associated with the CPCP are provided herein.

B. Non-Routines

1. During the course of conducting inspections, inspectors at the heavy maintenance facilities are to record all inspection findings onto non-routine inspection cards or forms.
2. Inspectors performing the inspections will enter the applicable CPCP corrosion task number onto every non routine card where corrosion is found on primary or secondary structure. It is essential that absolute accuracy be maintained when entering the CPCP corrosion task numbers.

Each non-routine that pertains to corrosion findings will identify the structure member(s) as "primary" or "secondary".

3. All entries are to be legible and sufficient in detail to provide descriptions of the findings and are to include precise locations, e.g., fuselage/wing stations, longeron/stringer numbers, etc. The applicable Douglas/Boeing **WORK AREA, ZONE, and system ATA CODE** are to be entered onto every non-routine. (Refer to Douglas M/M Chapter 6)
4. All corrective action entries are to include an explicit description of the work accomplished, including applicable rework/repair references, e.g., SRM, Engineering Order, Engineering Sketch, Douglas/Boeing Drawing, etc.
5. The repair facility is to provide EWA with a corrosion inspection report (MEO31) for every non routine finding pertaining to corrosion related damage. The non routine number generating the report is to be recorded in the entry field provided.

C. Corrosion Level Determination

1. A representative from EWA Quality Control or Heavy Maintenance will be on sight at the repair facility during a suitable period of the inspection to evaluate corrosion damage on the aircraft and assess all corrosion findings recorded. It is at this time that the corrosion levels, damage categories, and causes of corrosion will be determined.

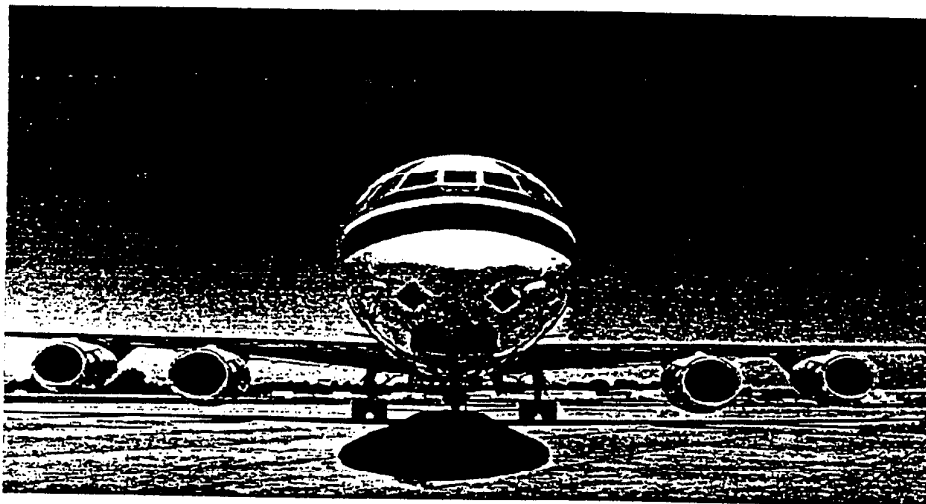
**EMERY WORLDWIDE AIRLINES
INSPECTION PROGRAM MANUAL - VOLUME III**

2. The designated EWA QC representative is to evaluate all primary structure related corrosion findings on the aircraft and determine the appropriate corrosion level.
3. The designated EWA QC representative will assist the repair facility Inspection Section in completing EWA Corrosion Prevention and Control Program Inspection Reports per instructions in the paragraphs that follow.

D. EWA Corrosion Prevention and Control Program Inspection Report

1. The EWA Corrosion Prevention and Control Program Inspection Report (MEO31) is utilized to record corrosion damage found on primary structure. Secondary structure exceptions include wing tips and trailing edge panels, each of which are subject to CPCP task inspections.
2. These reports are the single most important data source affiliated with the EWA Corrosion Prevention and Control Program. These reports will provide necessary data to monitor the effectiveness of the program in controlling corrosion on the EWA fleet.
3. The repair facility Inspection Section will initiate reports for all corrosion damage relating to primary structure. Procedures for initiating EWA Corrosion Prevention and Control Program Inspection Reports are as follows:
 - a. **Upper Section:** Enter the pertinent aircraft and type check information in this section. Record the specific CPCP Corrosion Task Number that generated the inspection finding as noted from the non-routine card.
 - b. **Shaded Areas:** The shaded areas of form MEO31 are to be completed by EWA Quality Control and Reliability representatives. The shaded areas consist of entry blocks to indicate that the CPCP task performed was the initial for that task, the interval since last inspection if initial was ticked "no", the corrosion level and extent of the inspection findings, and a section for Reliability to complete should a corrosion finding be initially determined as level 2 or 3.
 - c. **Cause of Damage:** Indicate with an [X] the known or suspected cause of the corrosion finding.
 - d. **Corroded Member(s):** Indicate with an [X] in the applicable block(s), the specific structural item(s) that exhibit corrosion damage. More than one item may apply if the extent of corrosion is wide spread. Answer questionnaire pertaining to prior blend-out or repair.

EMERY WORLDWIDE AIRLINES



SUMMARY REPORT 1999

CORROSION PREVENTION
AND CONTROL PROGRAM

**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

REPORT INDEX

C & D CHECK INSPECTIONS

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**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

**CORROSION
SUMMARY
REPORT**

PREPARED BY:

Bruce Robbins
Director Engineering

July 28, 1999

**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

The Corrosion Summary Report was prepared to provide a complete update overview of the Emery Worldwide Airlines Corrosion Prevention and Control Program (CPCP) since integration into the EWA Continuous Airworthiness Maintenance Program in 1990. This production of the report represents cumulative corrosion findings compiled from heavy checks since program implementation through the year end 1999.

The statistical data and graphical exhibits provided in this report represent the pictorial representations of corrosion findings vs total inspection findings that are provided for each of the exhibit aircraft and cumulative findings for the total population of aircraft represented.

The Corrosion Summary Report is assembled into two major sections, C-Checks and D-Checks. Section I displays corrosion statistics compiled from C-Check inspections of forty-three (43) exhibit aircraft. Some aircraft exhibited have had multiple heavy check visits since implementation of the program and have more than one major inspection report and graph displayed in this report. The exhibits displayed in Section I to date represent data compiled from one hundred and eight (108) C-Checks. Section II displays corrosion statistics compiled from D-Check inspections from (22) exhibit aircraft.

Thirty-seven (37) acquired aircraft since 1991 have undergone the initial heavy check since being added to EWA operating certificate are exhibited in this report. The corrosion findings recorded during the initial inspection on these specific aircraft neither negatively or positively affect EWA's CPCP program, as the findings reflect the adequacy of the previous operator's program and not that of EWA's program.

**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

The 12,090 cumulative corrosion findings reported on the forty-three (43) aircraft exhibited in Section I of this report represent 8.4% of all inspection findings reported during the C-Check inspections. 12,090 Cumulative corrosion findings recorded on the DC-8 fleet averaged one hundred eleven (111) per C-Check. Work Area 5, which includes structure comprising the main fuselage cabin, main landing gear, wheel wells, and lower cargo compartments accounted for the majority of all corrosion findings.

The 11,319 cumulative corrosion findings reported on the twenty-two (22) aircraft exhibited in Section II of this report represent 16.7% of all reported inspection findings reported during the D-Check inspections. Corrosion findings from the exhibited aircraft averaged five hundred fourteen (514) per D-Check. Work Area 5, which includes structure comprising the main fuselage cabin, main landing gear, wheel wells, and lower cargo compartments accounted for the majority of all corrosion findings.

Assessment of the inspection findings from heavy check to heavy check indicated that corrosion findings does not indicate a requirement for any corrosion program changes or task interval adjustments. Emery Worldwide Airlines will continue to assess fleet corrosion findings for evidence of adverse trends. No further specific actions or program amendments are required at this time.

All Corrosion Prevention and Control Program Inspection Reports for those specific aircraft that have exhibited any level 2 corrosion findings have been forwarded to McDonnell Douglas Product Support.

No level 3 corrosion findings have been reported on any aircraft in the Emery Worldwide Airlines Dc-8 fleet to date.

**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

Section I

**C - CHECKS
SUMMARY OVERVIEW**

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FINDINGS
54	N991CF	5/89	24	0	24	1,122
		6/91	29	0	29	1,983
		4/95	82	3	85	1,114
54	N992CF	1/89	46	0	46	743
		9/91	33	0	33	1,879
		3/95	382	7	389	1,569
62	N990CF	7/89	3	0	3	657
		7/91	56	0	56	1,888
		6/98	11	0	11	1,312
62	N993CF	10/89	21	0	21	1,218
		6/91	67	0	67	804
62	N994CF	6/93	5	0	5	1,091
		6/97	254	12	266	2,218
62	N995CF	5/91	5	0	5	1,196
		6/94	57	0	57	1,338
ADDITIONALS		9/98	200	46	246	2,994
62	N996CF	2/91	7	0	7	1,149
		1/93	61	0	61	1,134
		3/99	16	7	23	1,171
62	N997CF	3/91	10	0	10	1,253
		8/95	30	2	32	1,300
62	N998CF	6/89	2	0	2	316
		11/90	11	0	11	1,299
		5/92	18	0	18	961
		6/95	75	0	75	1,237
		12/98	80	7	87	1,034
63	N796AL	9/89	52	0	52	683
		11/90	47	0	47	859
		7/95	227	6	233	1,632
		4/98	90	7	97	1,863

**C - CHECKS
SUMMARY OVERVIEW**

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FINDINGS
63	N797AL	8/89	22	0	22	407
		11/90	5	0	5	610
		1/92	30	0	30	603
		2/96	54	0	54	1,449
63	N865FT	6/93	12	10	22	1,400
		5/95	122	6	128	1,377
		2/98	172	11	183	2,976
63	N921R	1/93	39	1	40	1,594
		1/95	134	3	137	1,410
		10/97	252	15	267	2,069
63	N950R	3/92	78	3	81	680
		8/97	65	2	67	1,928
63	N951R	5/93	59	37	96	1,378
		1/96	239	8	247	1,717
63	N957R	9/94	39	1	40	1,840
		9/96	69	7	76	1600
63	N959R	8/94	47	4	51	1,701
		4/96	61	2	63	1,683
63	N964R	10/92	74	7	81	1,826
		3/95	211	14	225	835
71	N500MH	6/96	61	0	61	1102
		8/98	61	12	73	1,518
71 ADDITIONALS	N8076U	4/96	170	2	172	1,056
		9/98	289	14	300	2,330
71	N8079U	3/94	39	17	56	658
		1/96	5	2	7	630
		9/97	114	4	118	1,351

**C - CHECKS
SUMMARY OVERVIEW**

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FINDINGS
71	N8084U	4/94	637	10	647	1,875
		4/96	78	3	81	987
		9/98	165	33	198	1,979
71	N8085U	5/96	226	15	241	1,517
71	N8087U	2/96	176	5	181	1,517
71	N8091U	12/94	105	29	134	555
		2/97	136	4	140	1,240
71	N811AL	5/95	162	2	164	863
ADDITIONALS		6/98	423	14	448	3,382
71	N801GP	8/96	60	1	66	1,097
		11/98	55	26	81	1,798
71	N8177U	1/96	46	0	46	1,071
		2/98	153	7	160	1,707
73	N105WP	9/93	41	1	42	1,049
		4/95	90	0	90	806
		4/97	143	1	144	1,734
73	N2674U	4/92	92	0	92	1,070
		10/93	109	10	119	1,187
		3/96	27	2	29	342
		2/98	85	8	93	1,732
73	N602AL	12/98	133	42	175	2,003
73	N603AL	07/96	47	4	51	412
73	N604AL					
73	N605AL	10/96	61	4	65	670
ADDITIONALS		11/98	86	10	96	1,807

**C - CHECKS
SUMMARY OVERVIEW**

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FINDINGS
73	N606AL					
73	N791FT	10/91	71	0	71	1,158
		7/94	29	0	29	1,397
		12/95	24	3	27	697
		11/97	135	5	140	2,053
73	N792FT	7/92	42	0	42	1,048
		3/94	81	0	81	2,357
		7/95	52	0	52	1,061
		2/97	174	6	180	1,482
		12/98	107	47	154	227
73	N795FT	11/91	74	0	74	603
		4/94	31	0	31	899
		8/95	36	0	36	612
		4/97	52	3	55	1,875
		11/98	97	67	165	227
73	N796FT	1/92	68	1	69	551
		1/95	18	0	18	978
		7/96	76	8	84	1,328
		5/98	150	5	155	2,264
73	N831AL					
73	N832AL					
73	N870TV	8/92	39	0	39	1,155
		1/94	40	2	42	752
		5/95	56	2	58	508
		10/96	319	16	335	1666
		8/98	1300	204	1504	4432
73	961R	10/92	21	0	21	806
		6/95	12	0	12	942
		8/96	128	2	130	1122
		2/98	101	2	103	1,177

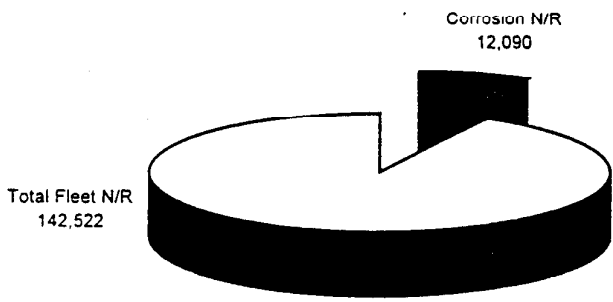
**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

Section II

**D - CHECKS
SUMMARY OVERVIEW**

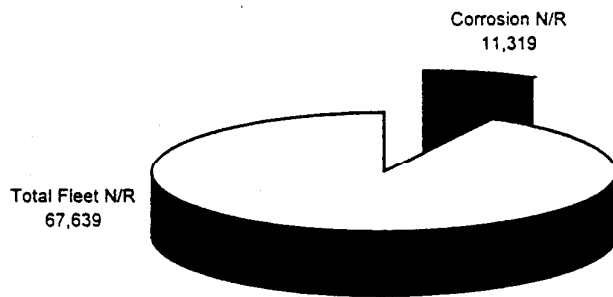
SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FIINDINGS
62	N990CF	8/94	402	3	405	3,685
62	N993CF	2/95	346	10	356	3,121
62	N996CF	5/95	373	11	384	2,947
62	N997CF	2/93	249	20	269	1,752
62	N998CF	6/97	254	12	266	2,218
63	N796AL	8/92	669	37	706	2,310
63	N797AL	9/93	520	24	544	3,016
63	N950R	6/94	766	18	784	3,981
63	N957R	4/92	425	54	479	2,260
63	N959R	4/92	547	47	594	2,447
63	N964R	2/99	1,014	173	1,187	8,432
71	N500MH	7/94	91	15	106	585
71	N801GP	9/94	506	5	511	3,120
71	N8087U	7/97	739	9	748	3,770
73	N105WP	3/99	406	49	455	4,539
73	N2674U	11/94	989	17	1,006	4,366
73	N602AL	07/96	98	9	107	535
73	N603AL	9/98	352	101	453	3,694
73	N791FT	5/93	42	11	53	2,952
73	N795FT	10/92	494	24	521	2,314

“C” Check Non-Routines VS Corrosion Non-Routines



Fleet N/R's VS Corrosion N/R's - 8.4%

"D" Check Non-Routines VS Corrosion Non-Routines



Fleet N/R's VS Corrosion N/R's - 16.7%

**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

Section III

LEVEL 2 REPEAT INSPECTION WRITE-UPS

SUMMARY OF FINDINGS:

- a) EWA's CPCP program divides the tasks into the inspection program;

"C" Check - 97 tasks

"D" Check - 72 tasks

Total - 169 tasks

- b) Level 2 Repeats in the past nine (9) years, (1/1/90 to 12/31/98);

1. Total CPCP Task no-repeats = 117 or 69%
2. Total CPCP Task repeats = 52 or 31%
3. CPCP Task repeat breakdown
 - 1 to 3 aircraft = 41 tasks or 79%
 - 4 to 10 aircraft = 6 tasks or 11%
 - 11 to 25 aircraft = 5 tasks or 10%

- c) Analysis has proven that these minor number of Level 2 repeats do not effect the fleet task by task and are considered isolated cases. It is also important to note that EWA's CPCP program implementation plan will not be complete until year ending 1999 per the six year implementation plan.

- EWA's Level 2 findings are not significant in that the write-ups indicate the corrosion is limited to small or local areas, that does not effect the airworthiness of the aircraft.
- In the past nine (9) years, EWA's fleet has gone through an average of four (4) "C" Checks. Level 1 findings, in some cases, were based on EWA's experience over several inspections that demonstrated light corrosion resulting in the repair/partial replacement of the primary structure members per the FAA approved Structural Repair Manual (SRM).

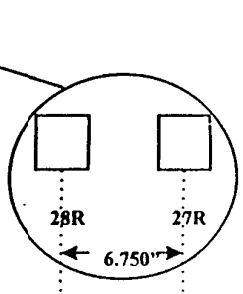
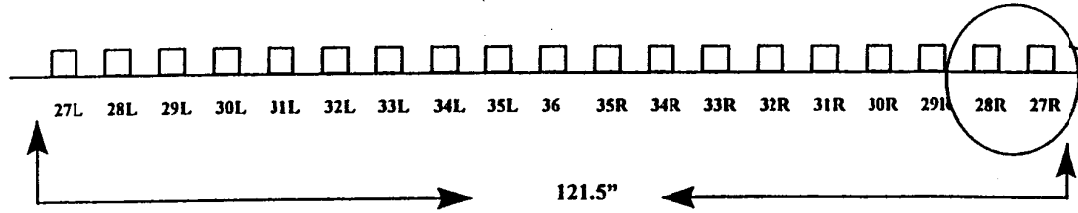
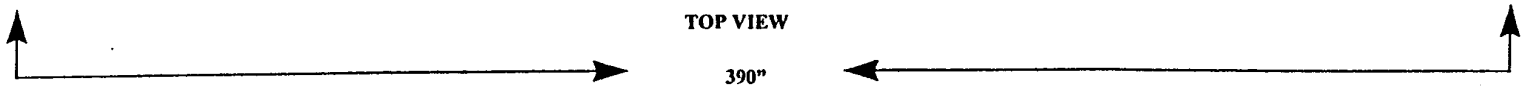
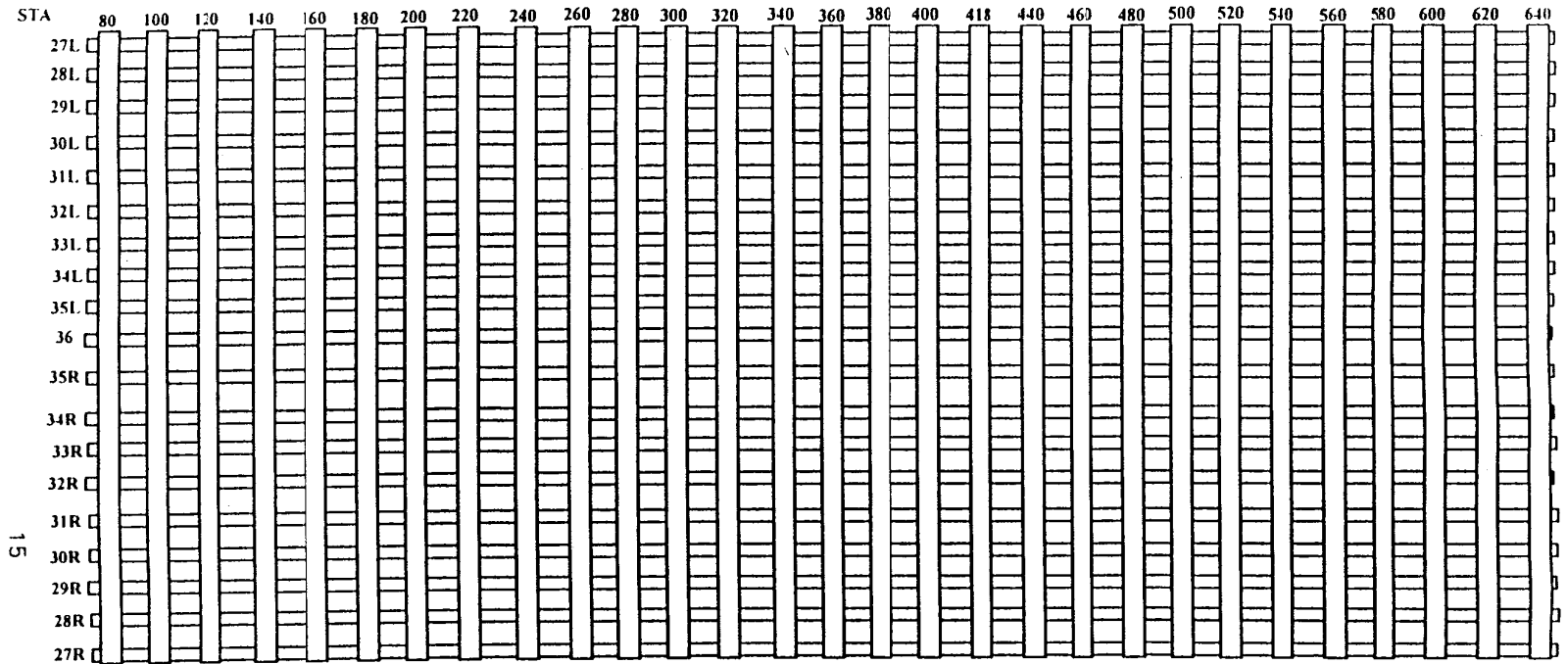
LEVEL 2 REPEAT INSPECTION WRITE-UPS

- EWA's Maintenance Review Board MRB, elected to purchase DC-8 fuselage belly skins in 1996 as part of promoting our Continuous Airworthiness Maintenance Program (CAMP). Reliability performed a lower fuselage skin inspection on May 1996 and found the fleet to be very acceptable. A decision was made by the MRB to purchase ten (10) new skins and schedule them to be changed during heavy maintenance on the aircraft exhibiting the highest number of repairs. This skin panel replacement has been on-going since 1996 (see attachments in Section IV).
- CPCP Task Numbers 55700551 and 55900551, fuselage center section, represented the highest number of Level 2 repeat inspection findings in EWA's fleet, approximately 60% of the fleet. Analysis has proven that these number of Level 2 repeats effecting the specific aircraft listed, are minor in the consideration of the dimensional area of this inspection zone, and that the write-ups indicate the corrosion is limited to small or local areas, that are repaired and/or replaced with a new part (see attachment #4). It was determined by physical inspection of these aircraft, by Quality Control, and the type of repair required, that in any of these findings a potential urgent airworthiness concern did not exist. The next page represents the actual number of write-ups per aircraft for these tasks.

Summary:

Based on these isolated Level 2 repeat findings, EWA believes that they will not re-occur on the next schedule inspection. The airline has demonstrated for over nine (9) years by this additional substantiation, ensuring that EWA's CPCP program has universal control of corrosion on the DC-8 fleet.

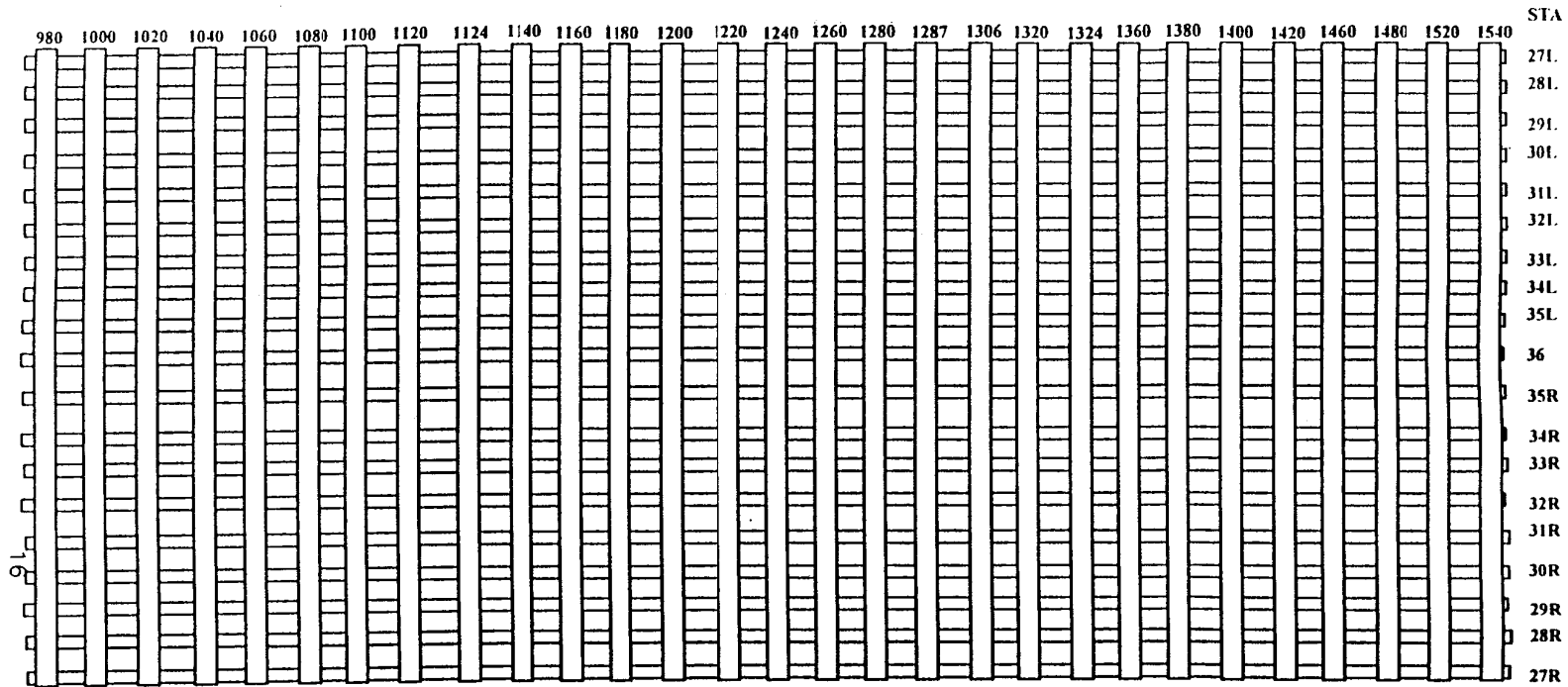
TASK 55700551



Top View (Length) X Side View (Width)
 = 3,948.75 square inches or 329.06 square feet.

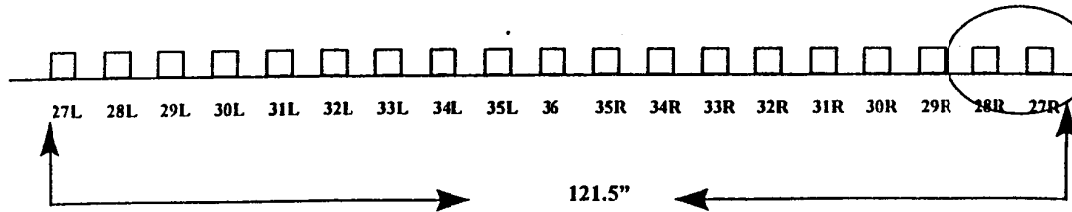
LONGERON SIDE VIEW

TASK 55900551

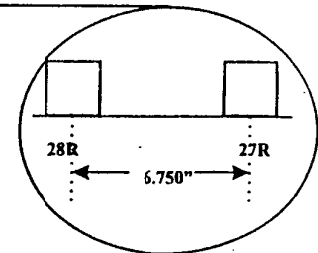


TOP VIEW

560"



121.5"



Top View (Length) X Side View (Width) = 5,669.19 square inches or 472.49 square feet.

LONGERON SIDE VIEW

LEVEL 2 REPEAT INSPECTION WRITE-UPS
CPGP TASK NUMBER ANALYSIS

55700551
 24 aircraft

55900551
 25 aircraft

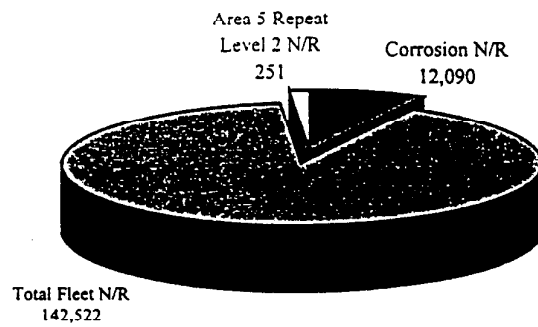
1	<u>Write-ups Count</u>
11	10 & above = 4 aircraft
10	10 & below = 20 aircraft
2	Average per aircraft = 4
1	
1	
3	
2	
1	
1	
9	
4	
3	
1	
20	
2	
1	
1	
1	
1	
19	
1	
2	
1	

1	<u>Write-ups Count</u>
4	10 & above = 5 aircraft
29	10 & below = 20 aircraft
2	Average per aircraft = 6
2	
1	
8	
3	
4	
1	
19	
2	
1	
1	
4	
17	
2	
2	
4	
2	
22	
2	
1	
11	
7	

99 Write-ups

152 Write-ups

**"C" CHECK NON-ROUTINES VS CORROSION NON-ROUTINES
VS AREA 5 REPEAT LEVEL 2**



Fleet N/R's VS Corrosion N/R's - 8.4%

Corrosion N/R VS Area 5 Repeat N/R's - 2%

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task : 107L0551
N865F
N994CF
TOTAL 2

CPCP Task : 107R0551
N796AL
TOTAL 1

CPCP Task : 108L0551
N2674U
N964R
TOTAL 2

CPCP Task : 111L0551
N870TV
N964R
TOTAL 2

CPCP Task : 112L0551
N964R
TOTAL 1

CPCP Task : 116L0551
N797AL
N870TV
TOTAL 2

CPCP Task : 116R0551
N964R
TOTAL 1

CPCP Task : 117L0551
N995CF
TOTAL 1

CPCP Task : 118L0551
N995CF
TOTAL 1

CPCP Task : 119R0551
N801GP
N8177U
TOTAL 2

CPCP Task : 121L0551
N964R
TOTAL 1

CPCP Task : 121R0551
N951R
TOTAL 1

CPCP Task : 122L0551
N870TV
N921R
N964R
TOTAL 3

CPCP Task : 124L0551
N870TV
TOTAL 1

CPCP Task : 124R0551
N791FT
N870TV
TOTAL 2

CPCP Task : 125R0551
N603AL
N964R
TOTAL 2

CPCP Task : 126L0551
N870TV
TOTAL 1

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task : 375R0551
N603AL
N957R
N990CF
TOTAL 3

CPCP Task : 376L0551
N8177U
N950R
N951R
TOTAL 3

CPCP Task : 40000551
N8087U
TOTAL 1

CPCP Task : 45400551
N791FT
TOTAL 1

CPCP Task : 455L0551
N2674U
N796FT
N8087U
TOTAL 3

CPCP Task : 45600551
N2674U
N602AL
N603AL
N791FT
N795FT
N796FT
N797AL
N801GP
N8079U
N8084U
N865F
N870TV
N964R
N990CF
TOTAL 14

CPCP Task : 4600551
N964R
TOTAL 1

CPCP Task : 46400551
N870TV
N964R
N997CF
TOTAL 3

CPCP Task : 46600551
N964R
N995CF
TOTAL 2

CPCP Task : 47300551
N603AL
N870TV
N964R
TOTAL 3

CPCP Task : 50000551
N796AL
N797AL
N870TV
TOTAL 3

CPCP Task : 50000552
N602AL
N605AL
N792FT
N796FT
N8079U
N865F
N921R
N951R
N964R
N998CF
TOTAL 10

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task : 55700551

N2674U
N602AL
N603AL
N605AL
N791FT
N795FT
N796FT
N797AL
N801GP
N8079U
N8084U
N8087U
N8177U
N865F
N870TV
N921R
N950R
N951R
N957R
N961R
N964R
N990CF
N994CF
N997CF

TOTAL 24

CPCP Task : 557R0552

N2674U
N998CF

TOTAL 2

CPCP Task : 55900551

N2674U
N602AL
N603AL
N605AL
N792FT
N795FT
N796FT
N797AL
N801GP
N8079U
N8084U
N8087U
N8091U
N8177U
N865F
N870TV
N921R
N951R
N957R
N961R
N964R
N990CF
N994CF
N995CF
N997CF

TOTAL 25

CPCP Task : 559R0552

N605AL
N796FT

TOTAL 2

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task : 56000551

N602AL
N603AL
N791FT
N796AL
N797AL
N8084U
N870TV
N921R
N964R
N994CF
N995CF
N997CF

TOTAL 12

CPCP Task : 56900561

N2674U
N602AL
N603AL
N792FT
N796FT
N8091U
N870TV
N964R

TOTAL 8

CPCP Task : 56900562

N870TV
N964R

TOTAL 2

CPCP Task : 56900563

N603AL
N605AL

TOTAL 2

CPCP Task : 56900564

N602AL
N603AL
N8091U
N8177U

TOTAL 4

CPCP Task : 56900565

N870TV

TOTAL 1

CPCP Task : 56900567

N602AL

TOTAL 1

CPCP Task : 573L0551

N602AL
N796FT
N964R

TOTAL 3

CPCP Task : 573R0551

N602AL
N791FT
N796FT
N8087U
N964R
N997CF

TOTAL 6

CPCP Task : 574L0551

N2674U
N602AL
N797AL
N8079U
N8084U
N8087U
N964R
N995CF

TOTAL 8

CPCP Task : 574L0552

N603AL

TOTAL 1

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task : 574R0551

N602AL
N603AL
N791FT
N796AL
N796FT
N8079U
N870TV
N957R
N959R
N964R
N990CF
N995CF

TOTAL 12

CPCP Task : 574R0552

N870TV

TOTAL 1

CPCP Task : 66100551

N797AL
N8084U
N865F
N870TV

TOTAL 4

CPCP Task : 66100553

N801GP

TOTAL 1

CPCP Task : 66200551

N8084U
N964R

TOTAL 2

CPCP Task : 68200551

N603AL
N8084U

TOTAL 2

CPCP Task : 68200552

N964R

TOTAL 1

CPCP Task : 82-00551

N870TV

TOTAL 1

CPCP REPEAT INSPECTIONS

START DATE: 1/1/90
 ENDING DATE: 12/31/98
 Level: *

<u>A/cft Number</u>	<u>Date</u>	<u>Check</u>	<u>MONTHS</u>	<u>Member</u>	<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
CPCP Task Number:		<u>107L0551</u>						
N865F	2/24/98	C-2	33	SKIN		XFS=820		
N994CF	6/27/97	C-1	48	SKIN		XFS=32.75 to XFS=37.75		
CPCP Task Number:		<u>107R0551</u>						
N796AL	4/19/98	C-2	33	SPAR CAP		XRS=745 to XRS=763		
CPCP Task Number:		<u>108L0551</u>						
N2674U	3/13/96	C-1	24	SKIN		XRS=507.5 to XRS=509.5		
N964R	12/4/98	D	45	SKIN		708 to 710		
CPCP Task Number:		<u>111L0551</u>						
N870TV	6/2/98	C-5	21	COVER PANEL		Xw=408 to Xw=428		
N964R	10/1/98	D	43	SKIN		Xa=32 to Xa=698		
CPCP Task Number:		<u>112L0551</u>						
964R	9/12/98	D	42	RIB		Xw=454		
CPCP Task Number:		<u>116L0551</u>						
N797AL	9/11/93	D	20	SKIN		XFS=347		
N870TV	4/21/98	C-5	19	SKIN		WX=6.2246		
CPCP Task Number:		<u>116R0551</u>						
N964R	9/23/98	D	42	SKIN		Xf=291		
CPCP Task Number:		<u>117L0551</u>						
N995CF	6/1/98	C-5	24	SPAR CAP		308 to 358		
CPCP Task Number:		<u>118L0551</u>						
N995CF	6/1/98	C-5	24	SPAR CAP		263 to 287		
CPCP Task Number:		<u>119R0551</u>						
N801GP	11/7/98	C-2	24	SPAR CAP		XW 38		
N8177U	2/3/98	C-2	25	WEB		-80 to -100	879 to 902	
CPCP Task Number:		<u>121L0551</u>						
N964R	9/12/98	D	42	SKIN		Xf=195 to Xf=223		
CPCP Task Number:		<u>121R0551</u>						
N951R	1/20/96	C-1	32	FLANGE		XFS=107 to XFS=257	63 to 76	

<u>Part Number</u>	<u>Date</u>	<u>Check</u>	<u>MONTHS</u>	<u>Member</u>	<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
CPCP Task Number:		<u>122L0551</u>						
N870TV	5/5/98	C-5	20	RUB STRAP		11	610	-3 to -36
N921R	10/11/97	C-2	33	ATTACH ANGLE		XFS=41 to XFS=55		
N964R	10/9/98	D	43	SKIN		Xfs=195 to Xfs=223		
CPCP Task Number:		<u>124L0551</u>						
N870TV	4/20/98	C-5	19	SPAR		Xcw=69.5	857	
CPCP Task Number:		<u>124R0551</u>						
N791FT	11/18/97	C-3	24	SKIN		XRS=6 to XRS=36	781 to 855.5	
N870TV	4/28/98	C-5	19	DOUBLER		Xcw=69.5	857	
CPCP Task Number:		<u>125R0551</u>						
N603AL	9/5/98	D	24	FITTING		213 to 219		
N964R	9/25/98	D	42	TRAILING EDGE		Xr=236 to Xr=309		
CPCP Task Number:		<u>126L0551</u>						
N870TV	4/24/98	C-5	19	SPAR CAP		Xw=104 to Xw=111.28		
CPCP Task Number:		<u>375R0551</u>						
N603AL	7/15/98	D	24	SKIN		248		
57R	6/26/96	C-2	21	SKIN REPAIR		XF=143 to XF=155		
N990CF	6/8/98	C-1	44	SKIN		XFS=178 to XFS=200		
CPCP Task Number:		<u>376L0551</u>						
N8177U	2/3/98	C-2	25	TEE PANEL		XE=147		
N950R	8/13/97	C-1	36	SKIN		XEO=231 to XEO=250		
N951R	1/20/96	C-1	32	SKIN		XE=75.672 to XE=147.906		
CPCP Task Number:		<u>40000551</u>						
N8087U	7/2/97	D	17	SKIN	L-21R		-8 to 70	
CPCP Task Number:		<u>45400551</u>						
N791FT	11/18/97	C-3	24	BUSHING		0	168	-50
CPCP Task Number:		<u>455L0551</u>						
N2674U	10/6/93	C-1	17	PRESSURE PANEL			-90 to -99	
N796FT	7/23/93	D	19	BULKHEAD	L-33R to L-34R		8	
N8087U	7/2/97	D	17	FRAME CAP	L-24L to L-25L		-99	
CPCP Task Number:		<u>45600551</u>						
N2674U	2/25/98	C-2	23	SUPPORT ANGLE			35	+15
N602AL	10/6/98	C-1	26	FITTING	L-32R		8	

<u>ft Number</u>	<u>Date</u>	<u>Check</u>	<u>TSLI</u>		<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
			<u>MONTHS</u>	<u>Member</u>				
N602AL	10/13/98	C-1	26	LONGERON	L-33R		8 to 70	
N602AL	10/19/98	C-1	26	BULKHEAD	L-23L		-12 to -32	
N603AL	7/14/98	D	24	FITTING	L-33L		70	
N603AL	7/14/98	D	24	FITTING	L-31L		70	
N603AL	7/14/98	D	24	FITTING	L-31R		30	
N603AL	7/15/98	D	24	FITTING	L-36		24 to 30	
N603AL	7/15/98	D	24	LONGERON	L-30R		35 to 45	
N603AL	7/15/98	D	24	SKIN	L-31L to L-31R		-20 to 70	
N603AL	7/22/98	D	24	LONGERON	L-33L		8 to 70	
N603AL	7/22/98	D	24	LONGERON	L-34L		8 to 70	
N603AL	7/22/98	D	24	LONGERON	L-35L		50 to 70	
N603AL	7/22/98	D	24	LONGERON	L-36		8 to 30	
N603AL	7/22/98	D	24	LONGERON	L-34R		8 to 70	
N603AL	7/22/98	D	24	LONGERON	L-33R		8 to 70	
N603AL	7/22/98	D	24	SHEAR TIE	L-34L to L-34R		30	
N603AL	7/22/98	D	24	FITTING	L-31R		8	
31FT	12/30/95	C-2	17	SKIN	L-33R to L-36		25 to 35	
N791FT	12/30/95	C-2	17	SHEAR TIE	L-31R		12 to 13	
N795FT	4/15/97	C-3	20	SKIN	L-35R		47	
N796FT	7/23/93	D	19	LONGERON	L-27R		8 to 70	
N796FT	7/23/93	D	19	FITTING			70	
N796FT	7/23/93	D	19	FITTING			70	
N796FT	3/8/98	C-3	20	SKIN	L-28R		70	
N797AL	9/11/93	D	20	LONGERON	L-28L		60 to 70	
N801GP	9/17/96	C-1	24	FITTING	L-34R		20	
N801GP	10/23/98	C-2	25	FRAME	L-21R		8	
N801GP	11/14/98	C-2	24	LONGERON	L-22R		25 to 35	
N801GP	11/14/98	C-2	24	LONGERON	L-23R		25 to 35	
N801GP	11/14/98	C-2	24	LONGERON	L-24R		25 to 35	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		25 to 35	
N801GP	11/14/98	C-2	24	LONGERON	L-26R		25 to 35	
N801GP	11/14/98	C-2	24	LONGERON	L-28R		25 to 35	
N801GP	11/14/98	C-2	24	LONGERON	L-29R		25 to 35	

Cft Number	Date	Check	TSLI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N801GP	11/14/98	C-2	24	LONGERON	L-26R		8 to 25	
N801GP	11/14/98	C-2	24	LONGERON	L-26R		8 to 25	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		8 to 25	
N801GP	11/14/98	C-2	24	LONGERON	L-24R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-26R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-27R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		35 to 55	
N801GP	11/16/98	C-2	24	FRAME	L-21 to L-24R		25	
N801GP	11/16/98	C-2	24	FRAME	L-21R to L-24R		35	
N801GP	11/16/98	C-2	24	FRAME	L-21R to L-24R		55	
N8079U	9/11/97	C-2	20	SKIN	L-31L to L-32L		55	
N8084U	9/9/98	C-2	28	LONGERON	L-31L		55 to 56	
N865F	2/24/98	C-2	33	BRACKET			35	
N870TV	4/25/98	C-5	19	FITTING	L-34R		8 to 70	
N870TV	4/25/98	C-5	19	FRAME	L-31R		70	
370TV	5/6/98	C-5	20	FRAME	L-28R		8	
N870TV	5/7/98	C-5	20	LONGERON	L-28R		8 to 35	
N870TV	5/7/98	C-5	20	STIFFENER	L-28R		8	
N870TV	5/12/98	C-5	20	LONGERON	L-33L		8	
N870TV	5/12/98	C-5	20	LONGERON	L-21R		25 to 45	
N870TV	5/12/98	C-5	20	ATTACH ANGLE		-24 to -47	26 to 40	
N870TV	5/16/98	C-5	20	FITTING	L-34L		70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-32R		8 to 70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-32R		8 to 70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-34R		8 to 70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-36		8 to 35	
N870TV	5/25/98	C-5	19	INTERCOSTAL	L-28R		8 to 24	
N870TV	5/31/98	C-5	20	FITTING	L-32L to L-33R		70	
N964R	9/12/98	D	42	FITTING	L-30L		70	
N964R	9/24/98	D	42	FITTING	L-33R		68	
N964R	9/24/98	D	42	WEB/BULKHEAD		-10 to 10	70	
N964R	9/24/98	D	42	LONGERON	L-27L		35 to 55	

<u>Jct Number</u>	<u>Date</u>	<u>Check</u>	<u>TSLI</u> <u>MONTHS</u>	<u>Member</u>	<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
N964R	9/28/98	D	42	FITTING	L-28L		10	
N964R	9/29/98	D	42	FLOOR BEAM		35	35	-3
N964R	11/9/98	D	44	FITTING	L-29L		64 to 70	
N990CF	6/8/98	C-1	44	FITTING	L-31R to L-33R	-20 to -22	270	
CPCP Task Number:		<u>4600551</u>						
N964R	10/10/98	D	43	WEB	L-22R		-12 to 9	
CPCP Task Number:		<u>46400551</u>						
N870TV	5/8/98	C-5	20	WEB		-12 to -46	8 to 25	
N964R	11/10/98	D	44	SEAT TRACK		5	-99 to -67	
N997CF	2/22/93	D	23	DOUBLER		50	168 to 208	
N997CF	2/22/93	D	23	DOUBLER		50	182	
CPCP Task Number:		<u>46600551</u>						
N964R	9/18/98	D	42	DOUBLER		12 to -24	-12 to -32	-12
N964R	10/1/98	D	43	STIFFENER	L-22R		-12 to 9	
N995CF	6/1/98	C-5	24	PRESSURE WEB		-12 to -16	69	-8
CPCP Task Number:		<u>47300551</u>						
03AL	7/18/98	D	24	FLOOR PANEL		-62	50 to 280	
N870TV	3/7/98	C-5	19	INTERCOSTAL	L-8L		35 to 70	
N870TV	4/24/98	C-5	19	FITTING	L-14R		55 to 70	
N870TV	4/24/98	C-5	19	FITTING	L-17R		55 to 70	
N870TV	4/24/98	C-5	19	FITTING	L-5R		35 to 70	
N870TV	4/24/98	C-5	19	GUSSET	L-1		55 to 70	
N870TV	5/5/98	C-5	20	FLOOR PANEL			50 to 70	
N870TV	5/5/98	C-5	20	FLOOR PANEL		-40 to -60	50 to 70	
N870TV	5/12/98	C-5	20	ATTACH ANGLE		-10	40	
N870TV	5/12/98	C-5	20	ATTACH ANGLE		-55 to -65	40	
N870TV	5/12/98	C-5	20	FLOOR PLATE		-38 to -46	35	
N870TV	5/24/98	C-5	20	FITTING	L-10R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-8R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-7R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-10R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-4R		55 to 70	
N870TV	6/11/98	C-5	20	FITTING	L-11R		55 to 70	

Part Number	Date	Check	TSI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N964R	9/24/98	D	42	WEB	L-9L to L-21L		6 to 70	
N964R	9/24/98	D	42	FLOOR PANEL		60	25 to 70	
CPCP Task Number:			<u>50000551</u>					
N796AL	4/19/98	C-2	33	SKIN	L-33R	-15	1620 to 1640	-34
N797AL	9/11/93	D	20	SKIN	L-24R		670	
N797AL	9/11/93	D	20	SKIN	L-24L		670	
N870TV	8/2/96	C-3	15	SKIN	L-31L		1555	
CPCP Task Number:			<u>50000552</u>					
N602AL	10/6/98	C-1	26	SKIN	L-31L to L-31R		190 to 440	
N602AL	10/6/98	C-1	26	SKIN	L-26R to L-27R		100 to 110	
N605AL	9/12/98	C-1	24	SKIN	L-29R		620	
N792FT	11/19/98	C-4	21	SKIN	L-35L to L-35R		1040 to 1090	
N796FT	7/23/93	D	19	LONGERON	L-36		720	
N796FT	3/8/98	C-3	20	SKIN	L-26R		80 to 100	
N8079U	9/11/97	C-2	20	SKIN	L-34R to L-35R		485	
N865F	2/24/98	C-2	33	FILLET PANEL PN: 57 10369-2				
865F	2/24/98	C-2	33	FILLET PANEL PN: 56 54440-2				
N921R	10/11/97	C-2	33	SKIN	L-28R		63.5 to 96	
N951R	1/20/96	C-1	32	SKIN	L-31R to L-35R	-7 to -26	485 to 508	-56 to -65
N951R	1/20/96	C-1	32	SKIN	L-31R to L-34R	-11 to -43	1440 to 1446	-56 to -60
N951R	10/11/97	C-2	33	SKIN	L-20 to L-24L		1620	
N964R	9/30/98	D	42	SKIN	L-36 to L-32R		857 to 920	
N998CF	11/14/98	C-4	40	SKIN	L-36		670	
N998CF	11/14/98	C-4	40	SKIN	L-34R		235 to 253	
N998CF	11/14/98	C-4	40	SKIN	L-35L to L-34R		490 to 500	
CPCP Task Number:			<u>55700551</u>					
N2674U	2/25/98	C-2	23	INTERCOASTAL	L-33R		260 to 274	
N602AL	10/4/98	C-1	26	FITTING	L-34R to L-35R		300	
N602AL	10/6/98	C-1	26	FITTING	L-34L to L-35L		270	
N602AL	10/6/98	C-1	26	LONGERON	L-36		190 to 375	
N602AL	10/6/98	C-1	26	FITTING	L-36		270	
N602AL	10/12/98	C-1	26	ATTACH ANGLE	L-28L		320	
N602AL	10/12/98	C-1	26	FITTING	L-33R		280	

.ft Number	Date	Check	TSLI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N602AL	10/13/98	C-1	26	FITTING	L-29L		280	
N602AL	10/13/98	C-1	26	FITTING	L-28L		280	
N602AL	10/13/98	C-1	26	FITTING	L-32L		280	
N602AL	10/14/98	C-1	26	FRAME/ATTACH ANG L.E	L-27R		70	
N602AL	10/22/98	C-1	26	DOUBLER	L-31L		210 to 350	
N603AL	7/10/98	D	24	SEAT TRACK	L-34R		80 to 260	
N603AL	7/15/98	D	24	INTERCOSTAL		15 to 25	70	-40 to -45
N603AL	7/17/98	D	24	ATTACH STRAP		-49 to -55	340 to 640	
N603AL	7/17/98	D	24	LONGERON	L-32L		445	
N603AL	7/17/98	D	24	DOUBLER	L-31R		600 to 620	
N603AL	7/18/98	D	24	FITTING	L-30L		70	
N603AL	7/18/98	D	24	DOUBLER	L-31R		200	
N603AL	7/29/98	D	24	FRAME	L-36		520	
N603AL	8/5/98	D	24	FRAME CAP	L-31L		70	
N603AL	8/7/98	D	24	FLOOR BEAM			620	
N605AL	9/11/98	C-1	24	SKIN	L-30 to L-31R		640	
05AL	9/13/98	C-1	24	LONGERON FITTING	L-31R		600 to 620	
N791FT	11/18/97	C-3	24	FINGER DOUBLER	L-34R to L-36		610	
N795FT	4/15/97	C-3	20	FRAME CAP	L-28R	-44.5	70	-45
N796FT	7/23/93	D	19	DOUBLER	L-35L to L-26R		260 to 360	
N796FT	7/23/93	D	19	LONGERON	L-27R		120 to 140	
N796FT	3/8/98	C-3	20	ATTACH ANGLE	L-34L		280 to 300	
N797AL	9/11/93	D	20	FITTING	L-34L to L-33R		270 to 280	
N797AL	9/11/93	D	20	LONGERON	L-28L		510	
N801GP	11/14/98	C-2	24	FITTING	L-27R		70	
N8079U	9/11/97	C-2	20	FRAME	L-25R to L-26R		520	
N8084U	9/7/98	C-2	28	INTERCOSTAL	L-33R		580 to 600	
N8084U	9/8/98	C-2	28	FRAME	L-34R to L-35R		240	
N8084U	9/8/98	C-2	28	FRAME	L-34L to L-35R		500	
N8084U	9/8/98	C-2	28	FITTING	L-31L		450 to 455	
N8084U	9/8/98	C-2	28	FRAME	L-35R to L-36		480 to 481	
N8084U	9/8/98	C-2	28	FRAME	L-35L to L-35R		420 to 421	
N8084U	9/14/98	C-2	28	LONGERON	L-35L		510	

Ct Number	Date	Check	TSLI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N8084U	9/17/98	C-2	28	LONGERON	L-29R		360 to 405	
N8084U	9/27/98	C-2	28	FRAME	L-33L to L-31R		330	
N8087U	2/6/96	C-1	26	LONGERON	L-31R		450 to 510	
N8087U	2/6/96	C-1	26	FRAME	L-31R		520	
N8087U	2/6/96	C-1	26	LONGERON	L-28R		270 to 285	
N8087U	2/6/96	C-1	26	FRAME	L-29R		300	
N8177U	2/3/98	C-2	25	DOUBLER	L-35L to L-36		200 to 220	
N8177U	2/3/98	C-2	25	LONGERON	L-34L		290 to 306	
N8177U	2/3/98	C-2	25	WEB	L-33R to L-34R		514	
N865F	2/24/98	C-2	33	DOUBLER	L-34R		450	
N870TV	5/9/95	C-2	15	SKIN	L-31L to L-31R		180 to 260	
N870TV	8/2/96	C-3	15	WEB	L-27R		275 to 280	
N870TV	4/7/98	C-5	19	ATTACH ANGLE	L-27L to L-27R		440	
N870TV	4/18/98	C-5	19	INTERCOSTAL	L-35L		340 to 348	
N870TV	4/18/98	C-5	19	FRAME	L-27R to L-29R		70	
N870TV	4/18/98	C-5	19	FRAME	L-36		580	
N870TV	4/18/98	C-5	19	LONGERON	L-31R		620	
N870TV	4/18/98	C-5	19	WEB	L-33R		338	
N870TV	4/24/98	C-5	19	FITTING	L-21R to L-22R		460	
N870TV	4/27/98	C-5	19	FITTING	L-36		80 to 84	
N870TV	4/30/98	C-5	19	DOUBLER	L-31R		610	
N870TV	4/30/98	C-5	19	FITTING	L-31R		200 to 201	
N870TV	4/30/98	C-5	19	ATTACH ANGLE	L-34L to L-36		280	
N870TV	5/6/98	C-5	20	FRAME	L-27R to L-28R		70	
N870TV	5/8/98	C-5	20	FRAME	L-33R to L-34R		220	
N870TV	5/8/98	C-5	20	BRACKET	L-31R		180	
N870TV	5/18/98	C-5	20	BULKHEAD		-18 to -50	70	-26
N870TV	5/21/98	C-5	20	FRAME	L-27R		70	
N870TV	6/6/98	C-5	21	FRAME	L-30R		100	
N870TV	7/4/98	C-5	22	FLOOR BEAM		38	740	
N921R	10/11/97	C-2	33	SKIN - INTERNAL	L-31R to L-34R	-10	360	-40
N921R	10/11/97	C-2	33	LONGERON	L-31L	+32	163 to 170	
N950R	8/13/97	C-3	36	SKIN	L-35R to L-36	-2 to -4	610	

<u>A/cft Number</u>	<u>Date</u>	<u>Check</u>	<u>TSLI</u>		<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
			<u>MONTHS</u>	<u>Member</u>				
N951R	1/20/96	C-1	32	FINGER DOUBLER	L-31R	-30	475	-44
N957R	6/26/96	C-1	21	SKIN	L-35L to L-30R	+8 to -16	220 to 265	-56 to -59
N961R	2/27/98	C-3	18	SKIN - INTERNAL		-6	312	-60
N964R	9/5/98	D	42	FITTING	L-31L to L-32L		270	
N964R	9/12/98	D	42	DOUBLER	L-31R		460	
N964R	9/12/98	D	42	ATTACH ANGLE	L-27R		100 to 120	
N964R	9/12/98	D	42	INTERCOSTAL	L-27R		460	
N964R	9/12/98	D	42	ATTACH ANGLE		-10	520	-8
N964R	9/17/98	D	42	FRAME	L-27L to L-27R		100	
N964R	9/17/98	D	42	LONGERON	L-34L to L-35L		360 to 380	
N964R	9/18/98	D	42	LONGERON	L-36		200	
N964R	9/18/98	D	42	FITTING	L-32L to L-33L		270	
N964R	9/21/98	D	42	ATTACH ANGLE		10 to 20	560	
N964R	9/24/98	D	42	FITTING	L-34L to L-35L		300	
N964R	9/24/98	D	42	SKIN	L-36 to L-35L		660 to 680	
N964R	9/28/98	D	42	ATTACH ANGLE	L-33L		270 to 280	
N964R	10/11/98	D	43	FLOOR BEAM		-62 to 62	300	
N964R	11/10/98	D	44	ATTACH ANGLE/SPLICE PLATE	L-31L		450	
N964R	11/10/98	D	44	FITTING	L-31R		610	
N964R	11/30/98	D	44	LONGERON	L-36		150 to 190	
N964R	12/1/98	D	45	FLOOR TRACK	L-33L		440 to 640	
N964R	12/1/98	D	45	FLOOR TRACK	L-33R		340 to 510	
N990CF	6/8/98	C-1	44	LONGERON	L-29R	-68	487 to 490	
N994CF	6/27/97	C-1	48	WEB		+50	148 to 208	-10 to -11
N994CF	6/27/97	C-1	48	FRAME - FITTING	L-33R to L-34R		520	
N997CF	2/22/93	D	23	SKIN			1420	

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N2674U	10/6/93	C-3	17	LONGERON	L-21R		240	
N998CF	11/14/98	C-4	41	WEB	L-21R	0 to -20	280 to 300	

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N2674U	3/13/96	C-1	24	FRAME	L-33L	+23	1100	-48
N602AL	10/6/98	C-1	26	FRAME	L-33L to L-34L		1040	
N602AL	10/6/98	C-1	26	FITTING	L-31R		1525 to 1530	

R Number	Date	Check	TSI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N602AL	10/8/98	C-1	26	FRAME	L-33R to L-34R		1120	
N602AL	10/20/98	C-1	26	FLOOR BEAM			1120	
N603AL	7/10/98	D	24	FLOOR PANEL		-20 to -32	1000	
N603AL	7/10/98	D	24	ATTACH ANGLE	L-34L to L-34R		1540	
N603AL	7/11/98	D	24	FITTING			1460	
N603AL	7/11/98	D	24	FLOOR PANEL		-23	1000	
N603AL	7/11/98	D	24	FLOOR PANEL		23	1000	
N603AL	7/14/98	D	24	SKIN & LONGERON	L-35L		1080	
N603AL	7/14/98	D	24	ATTACH ANGLE	L-30L	-27	1540	-40
N603AL	7/15/98	D	24	BULKHEAD	L-35R		1540	
N603AL	7/15/98	D	24	FRAME	L-33L		1020	
N603AL	7/15/98	D	24	FRAME	L-36		1000	
N603AL	7/15/98	D	24	FRAME	L-34R to L-35R		1000	
N603AL	7/15/98	D	24	FRAME	L-33L		1040	
N603AL	7/15/98	D	24	FRAME	L-32R to L-33R		1120	
N603AL	7/15/98	D	24	FRAME	L-33R		1060	
N603AL	7/15/98	D	24	FRAME	L-34R		1080	
N603AL	7/17/98	D	24	STRUT	L-26L		1420	
N603AL	7/17/98	D	24	ATTACH ANGLE	L-35L		1060 to 1080	
N603AL	7/17/98	D	24	STRUT	L-27L		1260	
N603AL	7/17/98	D	24	FRAME	L-32R		1260	
N603AL	7/24/98	D	24	FLOOR BEAM			1320	
N603AL	8/4/98	D	24	FLOOR BEAM			1240	
N603AL	8/7/98	D	24	FLOOR BEAM			1520	
N603AL	8/7/98	D	24	FRAME	L-36		1080	
N603AL	8/10/98	D	24	FLOOR BEAM		-60	1280	-1
N603AL	8/12/98	D	24	ATTACH ANGLE			1220	
N603AL	8/14/98	D	24	FLOOR BEAM		50	1580	
N603AL	8/26/98	D	24	FRAME	L-33L to L-36		1020	
N603AL	8/27/98	D	24	FRAME	L-35L		1080	
N603AL	9/4/98	D	24	STRUT		40	1220	
N605AL	9/9/98	C-1	24	FLOOR BEAM		-60	1260	-4
N605AL	9/12/98	C-1	24	FRAME	L-35L to L-35R		1460	

Lift Number	Date	Check	TSLI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N792FT	11/19/98	C-4	21	ATTACH ANGLE	L-27L		1219	
N792FT	11/29/98	C-4	21	FRAME	L-36		1340	
N795FT	9/29/98	C-4	71	FLOOR BEAM		-40	1260	
N796FT	7/23/93	D	19	FRAME	L-34R to L-35R		1020	
N796FT	7/23/93	D	19	FRAME	L-28R to L-29R		1060	
N796FT	7/23/93	D	19	SKIN	L-31L to L-31R		1140 to 1150	
N796FT	7/23/93	D	19	FRAME	L-33L to L-35R		1500	
N796FT	7/23/93	D	19	FRAME	L-34R to L-36		1400	
N796FT	7/23/93	D	19	SKIN			1220	
N796FT	7/23/93	D	19	FRAME/LONGERON	L-32R to L-33R		1620 to 1640	
N796FT	8/6/96	C-2	19	WEB	L-33R		1160 to 1163	
N797AL	9/11/93	D	20	LONGERON	L-36		1180 to 1200	
N797AL	9/11/93	D	20	SKIN	L-34R to L-35R		1160 to 1180	
N797AL	9/11/93	D	20	LONGERON	L-26L		1240 to 1260	
N801GP	10/20/98	C-2	25	FRAME	L-31 to L-32R		1100	
N801GP	10/22/98	C-2	25	Floor Beam		26	1745	
N801GP	11/14/98	C-2	24	SHEAR TIE	L-35R to L-36		1060	
N801GP	11/14/98	C-2	24	ATTACH ANGLE	L-30R		1250	
N8079U	9/11/97	C-2	20	FRAME	L-36	0	1168	
N8084U	3/2/96	C-1	25	LONGERON			990 to 1010	
N8084U	3/2/96	C-1	25	LONGERON	L-36		980 to 990	
N8084U	3/2/96	C-1	25	LONGERON	L-27R		1220 to 1240	
N8084U	9/5/98	C-2	28	FRAME	L-35L to L-34R		1260	
N8084U	9/5/98	C-2	28	SKIN	L-35R		1000	
N8084U	9/5/98	C-2	28	FRAME	L-35L to L-35R		1020	
N8084U	9/5/98	C-2	28	FRAME	L-32R		1040	
N8084U	9/5/98	C-2	28	SHEAR TIE	L-32L		1020	
N8084U	9/5/98	C-2	28	FRAME	L-34R		1060	
N8084U	9/5/98	C-2	28	LONGERON	L-31L		1085	
N8084U	9/5/98	C-2	28	LONGERON	L-31R		1090 to 1100	
N8084U	9/5/98	C-2	28	LONGERON	L-36		1100	
N8084U	9/5/98	C-2	28	FITTING	L-29L to L-30L		1160	
N8084U	9/5/98	C-2	28	PRESSURE WEB	L-28L		1190 to 1210	

A/cft Number	Date	Check	TSLI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N8084U	9/5/98	C-2	28	FITTING	L-33L		1260	
N8084U	9/5/98	C-2	28	DOUBLER	L-34L		1290	
N8084U	9/10/98	C-2	28	FITTING	L-35L		1258	
N8084U	9/11/98	C-2	28	FRAME	L-35L to L-35R		1020	
N8084U	9/14/98	C-2	28	FRAME	L-24L		1015	
N8087U	2/6/96	C-1	26	LONGERON	L-31L		1320 to 1350	
N8087U	7/2/97	D	17	KEEL BEAM	L-35L to L-35R	-8 to +8	1040 to 1060	
N8091U	2/15/97	C-1	26	FITTING	L-34R		1445	
N8177U	2/3/98	C-2	25	WEB	L-33R		1160	
N865F	2/24/98	C-2	33	LONGERON	L-34R		1162	
N865F	2/24/98	C-2	33	FRAME	L-34L to L-34R		1020	
N865F	2/24/98	C-2	33	FRAME	L-36		1060	
N865F	2/24/98	C-2	33	FITTING	L-33R to L-34R		1230	
N870TV	8/2/96	C-3	15	FRAME	L-35L	-12	1020	-62
N870TV	8/2/96	C-3	15	FRAME CAP	L-35L	+15	1040	-62
N870TV	8/2/96	C-3	15	FRAME	L-36	+45	1100	-62
370TV	8/2/96	C-3	15	FRAME	L-36		1120	-62
N870TV	8/2/96	C-3	15	FRAME	L-33L to L-33R	+25 to -25	1140	-62
N870TV	8/2/96	C-3	15	FRAME	L-27R to L-29L	-40	1280	-45
N870TV	4/7/98	C-5	19	SEAT TRACK		62	1003	-1
N870TV	4/7/98	C-5	19	SEAT TRACK			990 to 1210	-1
N870TV	4/21/98	C-5	19	FITTING	L-30R to L-31R		1445	
N870TV	4/23/98	C-5	19	FRAME	L-26R to L-30R		1440	
N870TV	4/23/98	C-5	19	ATTACH ANGLE	L-27L to L-27R		980	
N870TV	4/24/98	C-5	19	ATTACH ANGLE	L-26L		1480	
N870TV	4/24/98	C-5	19	SEAT TRACK		59 to 62	1100	1.1 to 1.3
N870TV	4/24/98	C-5	19	FLOOR BEAM		-37 to -39.5	1500	-1.5 to -2
N870TV	4/24/98	C-5	19	ATTACH ANGLE	L-24R		1220	
N870TV	5/4/98	C-5	20	FITTING		-35 to -36	1684 to 1690	-11 to -11.5
N870TV	5/14/98	C-5	20	DOUBLER	L-30R to L-31R		1342	
N921R	10/11/97	C-2	33	FRAME CAP	L-33L to L-35L	-10	1020	-55
N921R	10/11/97	C-2	33	SKIN - INTERNAL	L-34L to 34R	+6	1050 to 1089	-60
N951R	1/20/96	C-1	32	SKIN	L-35L to L-35R	+8 to -8	1220 to 1260	-56.5

Aft Number	Date	Check	TSI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N951R	1/20/96	C-1	32	SHEAR TIE	L-35L	+2	1116	
N957R	6/26/96	C-1	21	FRAME	L-35L to L-36		1060	
N957R	6/26/96	C-1	21	SKIN	L-33R to L-34R	-14 to -23	1040	-59 to -62
N957R	6/26/96	C-1	21	FRAME CAP	L-34R to L-36		1100	
N957R	6/26/96	C-1	21	LONGERON	L-36		1120	-64
N961R	8/13/96	C-2	14	FITTING			1220 to 1320	
N961R	8/13/96	C-2	14	INTERCOASTAL	L-35L		1000 to 1060	
N964R	9/12/98	D	42	FRAME	L-34L to L-35R		1060	
N964R	9/12/98	D	42	GUSSET	L-34R		1060	
N964R	9/12/98	D	42	SHEAR TIE	L-30L		1100	
N964R	9/12/98	D	42	SHEAR TIE	L-33L to 34L		1080	
N964R	9/12/98	D	42	LONGERON	L-35R		1400 to 1460	
N964R	9/12/98	D	42	FRAME	L-36		1200	
N964R	9/12/98	D	42	FRAME	L-27R		1260	
N964R	9/12/98	D	42	SKIN	L-30R		1400 to 1440	
N964R	9/20/98	D	42	FLOOR BEAM		63	1100	-1
34R	9/21/98	D	42	FRAME	L-34R		1100	
N964R	9/21/98	D	42	FITTING	L-36		1150	
N964R	9/21/98	D	42	FITTING	L-32R		1170	
N964R	9/21/98	D	42	FITTING	L-32R		1230	
N964R	9/22/98	D	42	FITTING	L-30R		1690	
N964R	9/22/98	D	42	LONGERON	L-27L		1360 to 1380	
N964R	9/22/98	D	42	FLOOR BEAM	L-21R		1260	
N964R	9/23/98	D	42	FLOOR BEAM		15	1100	-1
N964R	9/29/98	D	42	FLOOR BEAM		-3 to 3	1500	
N964R	10/7/98	D	43	FITTING	L-33R		1160	
N964R	10/7/98	D	43	FITTING	L-34L		1160	
N964R	12/8/98	D	45	SHEAR TIE	L-36 to L-35R		1140	
N964R	12/8/98	D	45	SKIN	L-36 to L-35R		1140	
N990CF	6/8/98	C-1	44	LONGERON	L-24R	-36	1480 to 1500	-11
N990CF	6/8/98	C-1	44	SKIN		+15	1475 to 1480	
N994CF	6/27/97	C-1	48	SKIN - INTERNAL	L-31L		1220 to 1240	
N995CF	6/1/98	C-5	24	LONGERON	L-35L		960	

Cft Number	Date	Check	TSL		Long/Stringer	X	Y	Z
			MONTHS	Member				
N995CF	6/1/98	C-5	24	FLOOR TRACK	L-33L to L-33R		980 to 1120	
N995CF	6/1/98	C-5	24	ATTACH ANGLE	L-35R		1080	
N995CF	6/1/98	C-5	24	LONGERON	L-28R		1460 to 1480	
N995CF	6/1/98	C-5	24	FRAME	L-35L to L-35R		1440	
N995CF	6/20/98	C-2	48	LONGERON	L-35L		980	
N995CF	6/20/98	C-2	48	FLOOR TRACKS	L-33L to L-33R		980 to 1380	
N995CF	6/20/98	C-2	48	ATTACH ANGLE	L-35R		1080	
N995CF	6/21/98	C-2	48	LONGERON	L-28R		1460 to 1480	
N995CF	6/21/98	C-2	48	INTERCOSTAL	L-26L		1385	
N995CF	6/22/98	C-2	48	FRAME	L-35L to L-35R		1440	
N997CF	2/22/93	D	23	ANGLE	L-21R		440 to 500	
N997CF	2/22/93	D	23	ATTACHED ANGLE	L-21R		440 to 500	
N997CF	2/22/93	D	23	LONGERON	L-26R		1200 to 1220	
N997CF	2/22/93	D	23	ATTACHED ANGLE			1140	
N997CF	2/22/93	D	23	ATTACHED ANGLE			1160	
N997CF	2/22/93	D	23	ATTACHED ANGLE	L-27L to L-36		1180	
97CF	2/22/93	D	23	BULKHEAD			1380	
CPCP Task Number:			<u>559R0552</u>					
N605AL	9/9/98	C-1	24	FITTING	L-21R		1140	
N796FT	7/23/93	D	19	FRAME	L-21R		1260	
CPCP Task Number:			<u>56000551</u>					
N602AL	10/6/98	C-1	26	FLOOR BEAM		-43	1580	-2
N602AL	10/6/98	C-1	26	FLOOR BEAM		-43	1560	
N602AL	10/8/98	C-1	26	FRAME	L-29L to L-34L		1660	
N602AL	10/8/98	C-1	26	INTERCOSTAL		12	1720	
N603AL	7/16/98	D	24	FLOOR BEAM		-56	1580	-13
N791FT	12/30/95	C-2	17	SKIN	L-31R		1600 to 1620	
N796AL	4/19/98	C-2	33	FLOOR BEAM		-27	1702	-7
N797AL	9/11/93	D	20	FRAME	L-25L to L-28R		1600	
N797AL	9/11/93	D	20	ATTACH ANGLE	L-23R		1680	
N8084U	9/5/98	C-2	28	LONGERON	L-31R		1700	
N8084U	9/5/98	C-2	28	SHEAR TIE	L-36		1717	
N870TV	8/2/96	C-3	15	DOUBLER	L-32L to L-33L		1580	

Part Number	Date	Check	TSLI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N870TV	4/28/98	C-5	19	FITTING		30	1710	-5
N870TV	4/29/98	C-5	19	ATTACH ANGLE		14	1700	0
N870TV	4/29/98	C-5	19	ATTACH ANGLE	L-21L		1760	
N870TV	4/29/98	C-5	19	FLOOR BEAM	L-21L		1700	
N870TV	4/29/98	C-5	19	FLOOR PANEL	L-21R		1620	
N870TV	4/29/98	C-5	19	FRAME		0	1700	-1
N870TV	4/30/98	C-5	19	FLOOR BEAM		32	1730	0
N870TV	4/30/98	C-5	19	GUSSET		0	1730	
N870TV	4/30/98	C-5	19	ATTACH ANGLE		-8 to -17	1540	-7 to -9
N921R	10/11/97	C-2	33	ATTACH ANGLE		+4	1754	-12
N921R	10/11/97	C-2	33	BULKHEAD		0	1766	-11 to -12
N964R	9/21/98	D	42	BULKHEAD/ATTACH ANGLE		0 to -26	1766	
N964R	9/22/98	D	42	SEAT TRACK		-46	1580 to 1600	
N964R	9/22/98	D	42	FITTING	L-36		1690	
N964R	9/22/98	D	42	FITTING	L-34R		1690	
N964R	9/22/98	D	42	FITTING	L-32R		1690	
54R	9/22/98	D	42	FITTING	L-30R		1690	
N964R	9/23/98	D	42	CUSP MEMBRAN		-12 to -22	1660 to 1680	
N964R	9/23/98	D	42	FITTING	L-34L		1690	
N964R	9/23/98	D	42	FITTING	L-30L		1690 to 1700	
N964R	9/23/98	D	42	FITTING	L-28L		1690	
N964R	9/23/98	D	42	FITTING	L-26L		1690	
N964R	9/23/98	D	42	SKIN/DOUBLER/FITTING	L-27L to L-27R		1690 to 1890	
N964R	9/23/98	D	42	LONGERON	L-36		1690 to 1734	
N964R	9/23/98	D	42	LONGERON	L-28L		1690	
N964R	9/24/98	D	42	FRAME	L-30R to L-32R		1746	
N964R	9/24/98	D	42	FLOOR BEAM		-32 to 32	1746	
N964R	9/24/98	D	42	DOUBLER	L-28R		1746	
N964R	9/24/98	D	42	FITTING	L-30L		1690	
N964R	9/24/98	D	42	FITTING	L-32L		1690	
N964R	9/24/98	D	42	FITTING	L-32R		1690	
N964R	9/24/98	D	42	FITTING	L-28R		1690	
N964R	9/24/98	D	42	FITTING	L-26R		1690	

Lift Number	Date	Check	TSI		Long/Stringer	X	Y	Z
			MONTHS	Member				
N964R	9/29/98	D	42	FLOOR BEAM		-15	1700	
N964R	9/29/98	D	42	FRAME		1	1680	5
N964R	9/29/98	D	42	FRAME	L-34L to L-32R		1690	
N964R	9/29/98	D	42	LONGERON	L-30R		1690	
N964R	11/3/98	D	44	ATTACH ANGLE	L-26L		1690	
N994CF	6/27/97	C-1	48	FLOOR BEAM	L-30R to L-32R	-58	1530	-20
N994CF	6/27/97	C-1	48	FLOOR BEAM		-10 to -13.5	1440	-5 to -2.5
N994CF	6/27/97	C-1	48	WEB	L-21L	+57	1420 to 1440	
N994CF	6/27/97	C-1	48	FLOOR BEAM		+36 to +40	1500	-2 to -6
N995CF	6/1/98	C-5	24	LONGERON	L-34L		1536 to 1537	
N995CF	6/1/98	C-5	24	LONGERON	L-32L		1536	
N995CF	6/1/98	C-5	24	LONGERON	L-30R		1536	
N995CF	6/1/98	C-5	24	LONGERON	L-36		1535 to 1538	
N995CF	6/1/98	C-5	24	LONGERON	L-32R		1530	
N995CF	6/1/98	C-5	24	DOUBLER	L-25L to L-27L		1450 to 1460	
N995CF	6/1/98	C-5	24	SKIN	L-25R		1470	
N995CF	6/1/98	C-5	24	FITTING	L-29R		1557	
N995CF	6/1/98	C-5	24	FITTING	L-35L		1557	
N995CF	6/1/98	C-5	24	FITTING	L-34R		1557	
N995CF	6/1/98	C-5	24	FITTING	L-35R		1557	
N995CF	6/1/98	C-5	24	FRAME	L-33L to L-34L		1530	
N995CF	6/1/98	C-5	24	LONGERON	L-26L		1440 to 1480	
N995CF	6/1/98	C-5	24	ATTACH ANGLE	L-32R	-18	1608	
N995CF	6/21/98	C-2	48	LONGERON	L-30R		1536	
N995CF	6/21/98	C-2	48	FITTING	L-29R		1557	
N995CF	6/21/98	C-2	48	FITTING	L-35L		1557	
N995CF	6/21/98	C-2	48	FITTING	L-34R		1557	
N995CF	6/21/98	C-2	48	FITTING	L-35R		1557	
N995CF	6/21/98	C-2	48	FRAME	L-33L to L-34L		1530	
N995CF	6/21/98	C-2	48	LONGERON	L-26L		1440 to 1480	
N995CF	6/22/98	C-2	48	DOUBLER	L-32L to L-33L		1570 to 1578	
N995CF	6/22/98	C-2	48	ATTACH ANGLE	L-32R	-18	1608	0
N995CF	6/30/98	C-2	48	LONGERON	L-32R		1530	

<u>Cft Number</u>	<u>Date</u>	<u>Check</u>	<u>TSLI</u> <u>MONTHS</u>	<u>Member</u>	<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
N995CF	7/5/98	C-2	49	LONGERON	L-34L		1536 to 1537	
N995CF	7/5/98	C-2	49	LONGERON	L-32L		1536	
N995CF	7/7/98	C-2	49	LONGERON	L-30R		1536	
N995CF	7/7/98	C-2	49	LONGERON	L-36		1535 to 1538	
N997CF	2/22/93	D	23	SKIN	L-25 to L-31R		1440 to 1480	

CPCP Task Number: 56900561

N2674U	10/6/93	C-1	17	SKIN			280	
N2674U	2/25/98	C-2	23	FITTING	L-32R to L-34R		300 to 320	
N602AL	10/6/98	C-1	26	FITTING	L-33R		280	
N602AL	10/6/98	C-1	26	FITTING	L-34R		340	
N602AL	10/6/98	C-1	26	FITTING	L-30L		280	
N602AL	10/6/98	C-1	26	FRAME		78	238	-3
N603AL	7/27/98	D	24	WEB	L-34L to L-31R		270 to 280	
N792FT	11/22/98	C-4	21	FITTING	L-33R		300 to 320	
N796FT	3/8/98	C-3	20	PANEL			340	
N8091U	2/15/97	C-1	26	HORIZONTAL BEAM	L-29R		320 to 330	
3091U	2/15/97	C-1	26	JAMB FRAME	L-35L to L-35R		333	
N8091U	2/15/97	C-1	26	FITTING	L-34R		1445	
N870TV	4/28/98	C-5	19	WEB	L-33R		302 to 306	
N870TV	5/1/98	C-5	20	TORQUE BOX	L-22L to L-27R		260 to 280	
N870TV	5/1/98	C-5	20	TRACK	L-23R to L-35R		280	
N870TV	5/14/98	C-5	20	WEB	L-32R		280	
N870TV	5/14/98	C-5	20	ATTACH ANGLE	L-34R to L-36		340	
N870TV	5/14/98	C-5	20	WEB	L-27R to L-35R		340 to 348	
N964R	9/17/98	D	42	FITTING	L-34R		306	

CPCP Task Number: 56900562

N870TV	4/23/98	C-5	19	WEB	L-25R to L-34R		1440 to 1448	
N870TV	4/23/98	C-5	19	WEB	L-27R to L-33R		1440	
N870TV	5/18/98	C-5	20	FITTING	L-32R to 34R		500 to 540	
N964R	9/12/98	D	42	FRAME/WEB	L-25R to L-26R		560	
N964R	9/12/98	D	42	FRAME	L-25R		560	
N964R	9/12/98	D	42	WEB		-12	540 to 580	-6
N964R	9/20/98	D	42	WEB	L-28R		560	

Part Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
CPCP Task Number:			<u>56900563</u>					
N603AL	7/15/98	D	24	FITTING	L-30R		1210	
N603AL	7/15/98	D	24	FITTING	L-30R		1195	
N603AL	7/15/98	D	24	FITTING	L-30R		1180	
N603AL	7/15/98	D	24	FITTING	L-30R		1170	
N605AL	9/17/98	C-1	24	FRAME	L-26R	-45	1220	
N605AL	9/17/98	C-1	24	FRAME		-42 to -60	1220	-24
CPCP Task Number:			<u>56900564</u>					
N602AL	10/8/98	C-1	26	FRAME	L-24L to L-27L		1150 to 1160	
N603AL	7/11/98	D	24	FITTING	L-33R		1220	
N603AL	7/11/98	D	24	FITTING	L-33R		1230	
N8091U	2/15/97	C-1	26	JAMB FRAME	L-36		1170	
N8177U	2/3/98	C-2	25	SKIN/DOUBLER	L-31R to L-36		1400 to 1440	
CPCP Task Number:			<u>56900565</u>					
N870TV	6/22/98	C-5	21	CAM			160	
CPCP Task Number:			<u>56900567</u>					
02AL	10/6/98	C-1	26	HINGE SEGMENT	L-6R		130	
CPCP Task Number:			<u>573L0551</u>					
N602AL	10/6/98	C-1	26	ATTACH ANGLE		65	645 to 669	
N796FT	7/23/93	D	19	LONGERON	L-21L		1590	
N796FT	7/23/93	D	19	FRAME	L-21L		300	
N964R	9/22/98	D	42	LONGERON	L-21L		980 to 1000	
N964R	9/23/98	D	42	LONGERON	L-21L		1550 to 1590	
CPCP Task Number:			<u>573R0551</u>					
N602AL	10/6/98	C-1	26	FITTING	L-21R		440	
N791FT	11/18/97	C-3	24	FRAME	L-21R	+2	1520	
N791FT	11/18/97	C-3	24	FRAME	L-21R	+2		
N796FT	7/23/93	D	19	FRAME	L-21R		1590	
N8087U	7/2/97	D	17	LONGERON	L-21R		70	
N964R	9/22/98	D	42	LONGERON	L-21R		440 to 460	
N964R	9/22/98	D	42	LONGERON	L-21R		620 to 640	
N964R	9/22/98	D	42	LONGERON	L-21R		660 to 680	
N997CF	2/22/93	D	23	LONGERON	L-21R		1340	

Job Number	Date	Check	<u>TSLI</u> MONTHS	Member	Long/Stringer	X	Y	Z
CPCP Task Number:			<u>574L0551</u>					
N2674U	2/25/98	C-2	23	FITTING	L-24L		879	
N602AL	10/2/98	C-1	26	LONGERON	L-24R		857 to 980	
N797AL	9/11/93	D	20	SKIN	SKIN		710 to 781	
N8079U	1/12/96	C-1	21	SKIN		-33	790 to 795	
N8084U	9/5/98	C-2	28	LONGERON	L-24L		902	
N8084U	9/8/98	C-2	28	FITTING	L-24L		878	
N8087U	7/2/97	D	17	FITTING	L-24L		857	
N964R	9/17/98	D	42	BULKHEAD	L-24L		865	
N995CF	6/1/98	C-5	24	FITTING	L-24L	60	900	
N995CF	6/1/98	C-5	24	FITTING		60	920	0 to -12
N995CF	6/1/98	C-5	24	FITTING		60	940	0 to -12
N995CF	6/1/98	C-5	24	PRESSURE WEB		-4 to +4	879 to 902	-7
N995CF	6/1/98	C-5	24	DOUBLER		63 to 66	940 to 960	-7
N995CF	6/18/98	C-2	48	FITTING	L-24L	60	900	
N995CF	6/18/98	C-2	48	FITTING		60	920	0 to -12
J5CF	6/18/98	C-2	48	FITTING		60	940	0 to -12
N995CF	6/21/98	C-2	48	DOUBLER		63 to 66	940 to 960	-7
CPCP Task Number:			<u>574L0552</u>					
N603AL	8/4/98	D	24	PISTON PIVOT				
CPCP Task Number:			<u>574R0551</u>					
N602AL	10/6/98	C-1	26	FITTING	L-21R to L-24R		822	
N602AL	10/12/98	C-1	26	FRAME	L-21R		822	
N602AL	12/5/98	C-1	28	ATTACH ANGLE			857	-6 to -8
N602AL	12/9/98	C-1	28	ATTACH ANGLE		-48	857	
N603AL	7/11/98	D	24	FITTING	L-24R		960 to 980	
N603AL	7/13/98	D	24	BULKHEAD		6	940 to 960	-45
N603AL	7/15/98	D	24	FITTING		60	880	-10
N603AL	7/29/98	D	24	PRESSURE PANEL	L-24R		980	
N603AL	8/10/98	D	24	FRAME	L-24R to L-30R		970 to 980	
N791FT	3/8/98	C-3	20	DOUBLER		-9 to -20	891 to 905	
N796AL	4/19/98	C-2	33	LONGERON	L-24R		900	
N796FT	1/20/96	C-2	19	WEB/FITTING		-60	980	-25

Lift Number	Date	Check	TSLJ		Long/Stringer	X	Y	Z
			MONTHS	Member				
N796FT	8/6/96	C-2	19	WEB		-59 to -62	879 to 1163	-10
N796FT	8/6/96	C-2	19	WEB/FLOOR BEAM		-29	902	-11
N796FT	8/6/96	C-2	19	WEB		-65.5	978 to 980	-19
N796FT	8/6/96	C-2	19	FRAME		-40	980	-50
N796FT	8/6/96	C-2	19	BULKHEAD		-40	978 to 788	-49
N796FT	8/6/96	C-2	19	SKIN/FITTING		-65	978 to 980	-15
N8079U	1/12/96	C-1	21	SKIN		+33	790 to 795	
N870TV	5/9/95	C-2	15	PRESSURE PANEL			879 to 902	
N870TV	4/13/98	C-5	19	PRESSURE WEB			960 to 980	
N957R	6/26/96	C-1	21	WEB/FITTING		-65	920	-13
N959R	4/5/96	C-2	20	WEB		+66	879,375	-10
N959R	4/5/96	C-2	20	WEB		-25	902	-10
N964R	9/14/98	D	42	LONGERON	L-24R		860 to 980	
N964R	9/16/98	D	42	FRAME	L-24R		862	
N964R	9/21/98	D	42	LONGERON	L-24R		960	
N964R	9/21/98	D	42	FITTING	L-24R		940	
JOCF	6/8/98	C-1	44	FITTING		-65	915 to 1015	
N990CF	6/8/98	C-1	44	FITTING	L-24R		880	
N990CF	6/8/98	C-1	44	FITTING	L-24R		880	
N990CF	6/8/98	C-1	44	FITTING	L-24R	-59	920	-20
N990CF	6/8/98	C-1	44	FITTING	L-24R	-59	940	-20
N990CF	6/8/98	C-1	44	FITTING	L-24R		960	
N995CF	6/1/98	C-5	24	FITTING	L-24R		880 to 900	-10
N995CF	6/1/98	C-5	24	FITTING	L-24R		900	-4
N995CF	6/1/98	C-5	24	SHEAR TIE	L-24R	-60	902	-2
N995CF	6/1/98	C-5	24	FITTING	L-24R		940	
N995CF	6/18/98	C-2	48	LONGERON	L-24R		880 to 900	-10
N995CF	6/18/98	C-2	48	FITTING	L-24R		900	0 to -4
N995CF	6/18/98	C-2	48	SHEAR TIE	L-24R	-60	902	-2
N995CF	6/18/98	C-2	48	FITTING	L-24R		940	

CPCP Task Number: 574R0552

N870TV 5/12/98 C-5 20 SIDE BRACKET 879

CPCP Task Number: 66100551

<u>Acft Number</u>	<u>Date</u>	<u>Check</u>	<u>TSI</u> <u>MONTHS</u>	<u>Member</u>	<u>Long/Stringer</u>	<u>X</u>	<u>Y</u>	<u>Z</u>
N797AL	9/11/93	D	20	FRAME	L-32L to L-32R		1700	
N797AL	9/11/93	D	20	FRAME	L-27R		1740	
N8084U	9/5/98	C-2	28	ATTACH ANGLE	L-2L		1750 to 1790	
N865F	2/24/98	C-2	33	FLOOR BEAM		+20	1726.656	
N870TV	5/15/98	C-5	20	INTERCOSTAL	L-9R		1610 to 1615	
CPCP Task Number:			<u>66100553</u>					
N801GP	11/14/98	C-2	24	PLATE			1766	10
CPCP Task Number:			<u>66200551</u>					
N8084U	9/5/98	C-2	28	SKIN	L-35L to L-35R		1980 to 1990	
N964R	9/17/98	D	42	SKIN	L-33R to L-35R		1909 to 1916	
N964R	12/17/98	D	45	TAIL SKID	L-36		1820 to 1850	
CPCP Task Number:			<u>68200551</u>					
N603AL	8/18/98	D	24	SKIN		-4 to -6		159.094
N8084U	9/10/98	C-2	28	SKIN		159 to 166		
CPCP Task Number:			<u>68200552</u>					
N964R	9/24/98	D	42	BRACKET/SPAR/DOU BLER				Zr=140 to Zr=263
CP Task Number:			<u>82-00551</u>					
N870TV	5/5/98	C-5	20	SKIN PANEL		239.6	254.5	

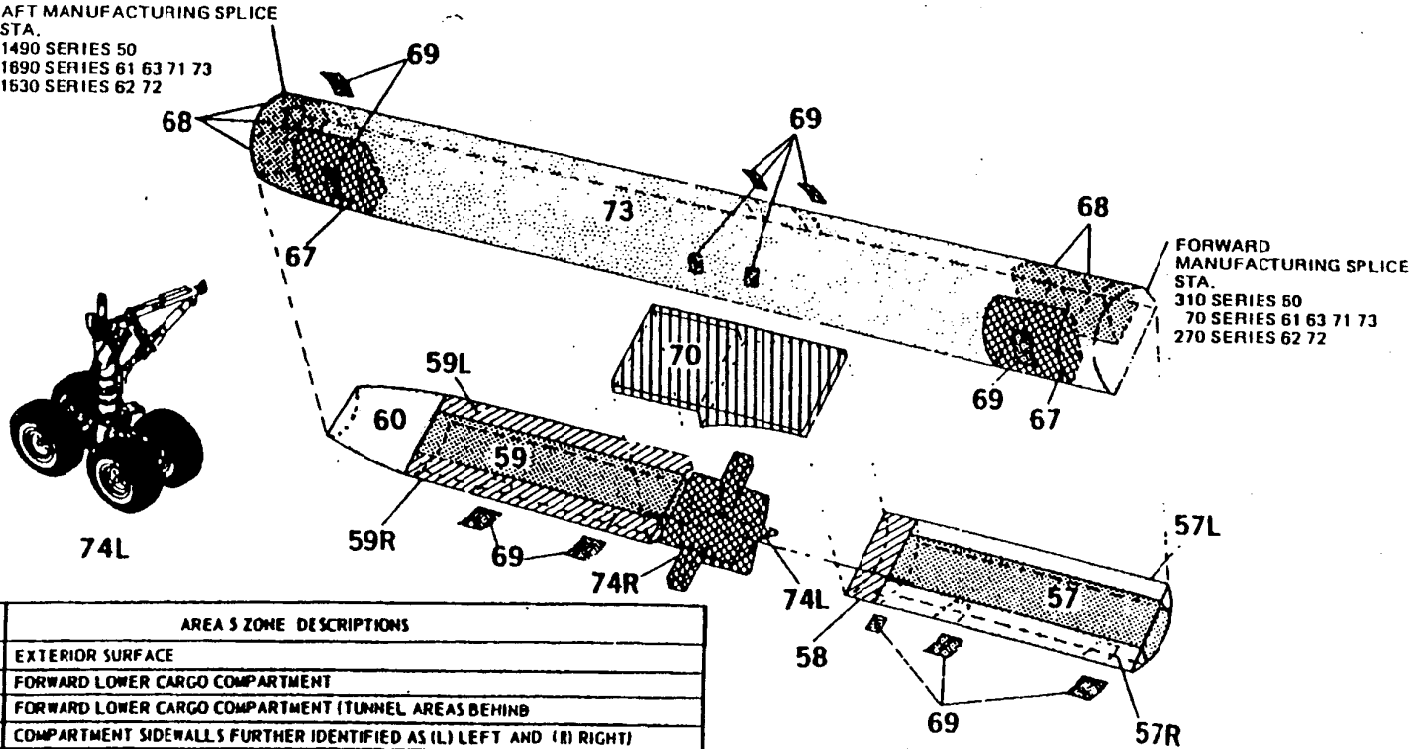
**EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT**

Section IV



DC-8/8F ZONES WORK AREA 5 CENTER FUSELAGE

AFT MANUFACTURING SPLICE
STA.
1490 SERIES 50
1890 SERIES 61 63 71 73
1630 SERIES 62 72



FORWARD
MANUFACTURING SPLICE
STA.
310 SERIES 50
70 SERIES 61 63 71 73
270 SERIES 62 72

ZONES	AREA 5 ZONE DESCRIPTIONS
0	EXTERIOR SURFACE
57	FORWARD LOWER CARGO COMPARTMENT
57 L/R	FORWARD LOWER CARGO COMPARTMENT (TUNNEL AREAS BEHIND COMPARTMENT SIDEWALLS FURTHER IDENTIFIED AS (L) LEFT AND (R) RIGHT)
58	ACCESSORY COMPARTMENT.
59	AFT LOWER CARGO COMPARTMENT
59 L/R	AFT LOWER CARGO COMPARTMENT TUNNELS
60	AFT ACCESSORY COMPARTMENT
67	BUFFET OR GALLEY (APPLIES TO ANY LOCATION)
68	LAVATORY (APPLIES TO ANY LOCATION)
69	EXTERNAL DOORS AND STRUCTURE IMMEDIATELY ADJACENT.
70	LOWER SURFACE OF FLOOR TO UPPER TOP SURFACE OF PRESSURE PANEL & WING SKIN
73	MAIN CABIN COMPARTMENT (EXCLUDES ZONES 67 AND 68)
74 L/R	MAIN GEAR, MAIN GEAR WELL AND DOORS

MEMORANDUM

To: Thomas Wood, Director of Quality Control
From: Bob Peck, Manager Reliability
Andrew Albright, Technical Analyst
Subject: DC-8 Lower Fuselage Skins Inspections
Date: 23 May 1996

The purpose of this memo is to reflect a fleet wide lower fuselage inspection, requested by Mr. David Bucher, Director of Production Control. McDonnell Douglas has announced that they have an extensive in-house fabrication program currently underway for DC-8 fuselage belly skins. Delivery schedules for newly fabricated skins extend through 1998.

Through their initial planning and analysis they have ordered sufficient amount of raw material to support additional orders for skins after they fulfill current requirements. In order to avoid lead-time impacts for possible future orders, they requested our forecast requirements for the next five years.

The Reliability section conducted a visual inspection of the following aircraft. The procedures of inspection consisted of **estimating** repair patch sizes, number of repairs and total percentage of repairs per panel. The Reliability section hopes this information will be useful. The following list represent possible candidate panels needed in the next five to ten years.

62 Series Aircraft

<u>Aircraft</u>	<u>Panel Part Number</u>	<u>Repairs</u>	<u>Percentage</u>	<u>Last C/D Check</u>
N990CF	5645686-31N	3' X 3'	2%	D 09/10/94
	5779925-3	2' X 2'	2%	
N993CF	5645686-31N	1' X 2'		D 02/23/95
		1' X 2'	3%	
	5615374-187	2' X 2'	2%	
	5615372-71N	3' X 4'	5%	
N994CF	569329-75	2' X 3'		C 06/23/93
		1' X 1'	3%	
	5750365-3	6" X 1'	2%	
	5779925-3	2' X 3'		
		1' X 1'	10%	

<u>Aircraft</u>	<u>Panel Part Number</u>	<u>Repairs</u>	<u>Percentage</u>	<u>Last C/D Check</u>
N995CF	579913-3	6" X 4' 6" X 4'	5%	C 06/18/94
N996CF	5649329-75	3' X 3' 6" X 6'	5%	
	5615374-187	4' X 2'	5%	
	5613862-15	6" X 6"	1%	D 05/09/95
N997CF		CLEAN		C 08/30/95
N998CF	5750365-1	1' X 1' 1' X 1'	2%	C 06/09/95

63 Series Aircraft

<u>Aircraft</u>	<u>Panel Part Number</u>	<u>Repairs</u>	<u>Percentage</u>	<u>Last C/D Check</u>
N865F	5779913-3	2' X 3'	3%	C 05/15/95
N921R	5649329-75	1' X 1' 2' X 2' 2' X 2'	5%	
	5615372-71N	2' X 3'	1%	
	5750322-3	2' X 4' 2' X 3'	3%	C 01/25/95
N929R	5649329-75	5' X 5'	10%	
	5750322-3	2' X 3'	2%	
	5779925-3	18" X 3' 2' X 2'	4%	C 04/05/93
N950R	5649329-75	1' X 1' 3' X 2' 1' X 1'	8%	D 06/07/94
N951R	5649329-75	16" X 20" 10" X 10"		
	5750322-3	12" X 5' 12" X 5'	8%	C 01/20/96
N957R	5649329-75	1' X 2' 1' X 2'	3%	
	5615374-187	4' X 6'	10%	
	5750322-3	2' X 4'	8%	
	5779913-3	4' X 8'	15%	
	5779925-3	2' X 6'	20%	C 09/26/94

63 Series Aircraft

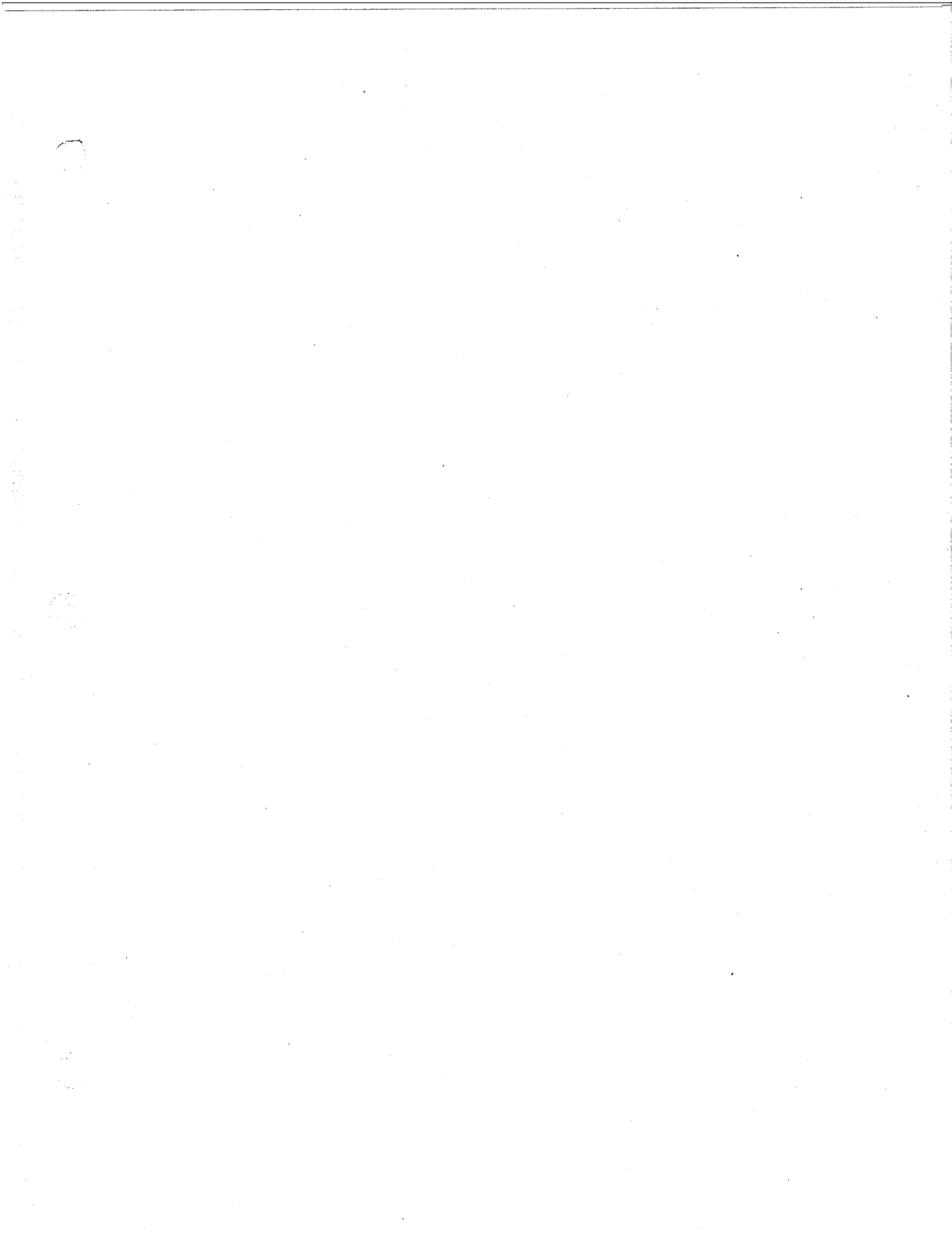
<u>Aircraft</u>	<u>Panel Part Number</u>	<u>Repairs</u>	<u>Percentage</u>	<u>Last C/D Check</u>
N959R	5615374-189	1' X 1'	1%	C 08/18/94
	5750322-3	6" X 6"	1%	
	5755271-3	2' X 2'	20%	
		3' X 4'		
	5779925-3	3' X 4'	15%	
	5613862-15	3' X 2'	10%	
N964R	5649329-75	3' X 2'	10%	C 03/10/95
		2' X 2'		
		1' X 3'		
		2' X 2'		
	5615374-187	2' X 2'	3%	
	5615372-71N	2' X 4'	15%	
	5779913-3	3' X 3'	5%	
5755271-3	2' X 3'	5%		
N796AL	5649329-75	6" X 2'	2%	C 07/31/95
		6" X 1'		
	5615372-71N	1' X 1'	1%	
		5750322-3	1' X 1'	
		1' X 3'		
	5755271-3	3' X 4'	40%	
	5779925-3	3' X 8'		
	1' X 1'			
		1' X 1'		
N797AL	5649329-75	1' X 2'	1%	C 02/16/96
	5750322-3	6" X 6"	1%	
	5779913-3	1' X 2'	10%	
		1' X 3'		

71 Series

<u>Aircraft</u>	<u>Panel Part Number</u>	<u>Repairs</u>	<u>Percentage</u>	<u>Last C/D Check</u>
N500MH	5649329-75	3' X 3' 2' X 2'	5%	C 07/11/94
N801GP	5649329-75	3' X 7'	45%	
	5613862-15	1' X 2'	3%	D 09/01/94
N8076U		CLEAN		C 05/10/94
N8079U	5649329-75	2' X 2'		
	5779913-3	2' X 4' 2' X 2'	10% 3%	C 01/16/96
N8084U	569329-75	6" X 4'	4%	
	5779925-3	1' X 1' 1' X 1'	2%	C 04/12/96
N8085U	5750365-3	3' X 3'		
	5779913-3	6" X 6"	10%	
	5755271-3	2' X 1'	5%	
		2' X 1'	3%	C 05/23/96
N8087U	5613862-15	1' X 1'		
		1' X 1'		
		6" X 6"	2%	C 02/06/96
N8091U	5649329-75	Large Splice	50%	C 12/28/94
N811AL	5649329-75	6" X 4'	10%	
	5615374-187	6" X 6"	1%	C 05/10/95
N8177U	5649329-75	6" X 1'		
		1' X 3'		
		6" X 1'	7%	
	5755271-3	2' X 3'		
		2' X 3'	15%	C 01/28/96

73 Series

<u>Aircraft</u>	<u>Panel Part Number</u>	<u>Repairs</u>	<u>Percentage</u>	<u>Last C/D Check</u>	
N791FT	5649329-75	1' X 1'	1%	C 12/30/95	
	5615374-187	1' X 2'	1%		
	5779925-3	4' X 4'	5%		
	5613862-15	3' X 4'	5%		
N792FT	5649329-75	1' X 1'	2%	C 07/08/95	
		6" X 6"			
N795FT	5649329-75	1' X 2'	3%	C 08/06/95	
		2' X 2'			
		1' X 2'			
	5615374-187	18" X 3'	2%		
		5750322-3	2' X 2'		3%
		5779913-3	2' X 2'		3%
N796FT	5615372-71N	1' X 1'	1%	C 01/20/95	
		5750322-3	1' X 1'		1%
N870TV	5649329-75	1' X 3'	2%	C 05/09/95	
		5615374-187	18" X 12"		
	5615372-71N	1' X 1'	3%		
		1' X 2'	2%		
		1' X 1'	2%		
	5750322-3	18" X 12"	3%		
		5779913-3	2' X 3'		5%
		5755271-3	1' X 1'		1%
		5613862-15	1' X 1'		1%
5613862-15		1' X 1'	1%		
N961R	5649329-75	1' X 1'	1%	C 06/15/95	
		5615374-187	1' X 2'		1%
		5755271-3	2' X 2'		1%
N105WP	5649329-75	1' X 4'	10%	C 04/11/95	
		5615372-71N	6" X 1'		1%
		5750365-3	3' X 4'		5%
		5779913-3	1' X 1'		1%
N2674U	5649329-75	1' X 1'	2%	C 03/13/96	
		5615372-71N	2' X 2'		2%
		5750322-3	2' X 2'		2%



EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.20.2

Emery Worldwide Airlines (EWA) Form ME031 Corrosion Prevention and Control Program Inspection Report is used to record corrosion damage found on the primary structure. The shaded area on the ME031, items 14 through 18, are to be completed by EWA Quality Control and Reliability Representatives. On the corrosion reports reviewed for the N961 R "C-3" inspection, the only blocks checked were the corrosion level and local or widespread. The local block was checked on all sheets. This is contrary to the EWA Inspection Program Manual, Volume 111, Chapter 2, pages 15 through 16.

RRXA Response

The single original ME031, prepared at the heavy maintenance facility, was audited by the inspector. It was explained to him the overall Quality Control/Reliability review, which is detailed in the following response with an example copy. EWA performed this procedure in accordance with our FAA approved program.

MEO31 Process

⑭

INITIAL INSPECTION - Mark the [] yes or [] no box as applicable with an "X". This entry indicates whether the particular Manufacturer's Corrosion Task, as entered in block # 7, has ever been accomplished. This can be ascertained by referring to previous corrosion inspection records.

(Reliability Issue)

Initial inspection is asking if the aircraft has completed an initial or first time inspecting a particular CPCP Task for that aircraft. The inspector in the field has no aircraft historical records to review to make this determination. After the inspector forwards the ME031 to the Reliability Section who does have access of the information records yes/no if the initial inspection was completed.

⑮

INTERVAL SINCE LAST INSPECTION - Enter the type of check (C or D) in which the applicable Manufacturer's Corrosion Task was last accomplished **only** if "no" was marked in item # 14 as described above. If "yes" was marked in item # 14, enter the letters "NA" for not applicable.

(Reliability Issue)

Interval since last inspection is asking if/when the last date of inspection for a given CPCP Task. After the inspector forwards the ME031 to the Reliability Section who does have access of the information records the last inspection date for that CPCP Task..

⑯

INSPECTION FINDINGS / CORROSION LEVEL - Mark with an "X" the appropriate box which indicates the level of corrosion (1, 2, or 3) as determined by the corrective action **performed** to rectify the corrosion damage. Use the EWA Inspection Program Manual guidelines for making this determination.

EMERY WORLDWIDE AIRLINES (RRXA558B)
RASIP Response (Airworthiness)

Finding 2.20.2 Continued

(Inspector Issue)

Corrosion Levels are reserved only for EWA Inspectors because they are the only personal trained in AD 92-22-07 and EWA's Leveling process.

①7

INSPECTION FINDINGS / LOCAL or WIDESPREAD - Mark the appropriate local or widespread box which reflects the extent of the corrosion finding being reported.

(Inspector Issue)

Corrosion damage extension is reserved only for EWA Inspectors because they are the only personal trained in AD 92-22-07 and EWA's Leveling process.

①8

EWA RELIABILITY SECTION - If a corrosion finding (ME031) has been determined by Quality Control personnel as a level 2 or 3 finding, indicate whether or not previous inspection records/reports show that the same area and/or member(s) had shown level 1 corrosion and had been reworked or blended-out IAW the DC8 SRM. If previous records do show the same area or member(s) had been found with level 1 corrosion prior to the recent inspection finding, reduce the corrosion level to 1 and attach copies of previous reports. If no previous records show level 1 corrosion on the affected area or member(s), submit level 2 or 3 report to DAC IAW MDC K4608 and AD 92-22-07.

(Reliability Issue)

This section is asking the Reliability Section to review the aircraft's historical records to determine if the corroded member was ever reported as a Level 1 pier.

EWA does not consider this to be a finding.

CORROSION PREVENTION AND CONTROL PROGRAM INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE C-3	INSPECTION DATE 27 FEB. 1998
TAIL NO. N 961R	MODEL DC-8-73F	MAINT/REPAIR FACILITY AEROCORP	
FACTORY SERIAL NO. 46133		DAC CORROSION TASK NO. 55700551	
INITIAL INSPECTION (14)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	* INTERVAL SINCE LAST INSPECTION: 8 AUG. 1996 (15)	
* INSPECTION FINDINGS (16)		<input type="checkbox"/> LEVEL 1 <input checked="" type="checkbox"/> LEVEL 2	<input checked="" type="checkbox"/> LOCAL (17) <input type="checkbox"/> WIDESPREAD
* EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE			
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? YES _____ NO <u>X</u> IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS (18)			
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO DAC.			
CAUSE OF DAMAGE	<input type="checkbox"/> ENVIRONMENT	<input type="checkbox"/> INTERNAL LEAKAGE	<input type="checkbox"/> CHEMICAL SPILL <input type="checkbox"/> LAV/GALLEY SPILL
	<input type="checkbox"/> BLOCKED DRAIN	<input type="checkbox"/> WET INSULATION	<input checked="" type="checkbox"/> UNKNOWN <input type="checkbox"/> OTHER _____
CORRODED MEMBER(S)	<input type="checkbox"/> LONGERON	<input type="checkbox"/> SPAR CAP	<input type="checkbox"/> BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO <u>X</u>	<input type="checkbox"/> STRINGER	<input type="checkbox"/> WEB	<input type="checkbox"/> FITTING
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____	<input type="checkbox"/> FRAME	<input checked="" type="checkbox"/> SKIN	<input type="checkbox"/> FLOOR BEAM
	<input type="checkbox"/> SHEAR TIE	<input type="checkbox"/> DOUBLER	<input type="checkbox"/> ATTACH ANGLE
	<input type="checkbox"/> BRACKET	<input type="checkbox"/> RIB	<input type="checkbox"/> OTHER _____
DAMAGE LOCATION - Include range data if necessary for understanding extent of damage. Provide at least two axis' or Str/Long references, and include axis variables. Also, provide Repair Specifications Information and Additional Repair References.			
Station Number	Range (TO)	Repair Specifications Information:	Additional Repair Reference (if used):
Y Axis: 312	To Y Axis:	Doubler Size: 8.25 X 6.6	Engineer Sketch Number: D85-R03
X Axis: -6	To X Axis:	Filler Size: 1.6 DIA.	McDonnell Douglas Drawing No.:
Z Axis: -60	To Z Axis:	Number of Fasteners: 40	SRM Repair Figure:
Str/Long LH/RH	To Str/Long LH/RH	Number Transverse Pitches: 3	Other:
DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:			
During a C-Check 3, found corrosion damage to skin beyond limitations IAW DC-8 SRM, at Y=312, X-6 and Z-60.			
Removed all corrosion and treated area IAW DC-8 SRM 51-1-8. Fabricated and installed repair doubler & filler IAW FAA approved DER			
COTNEY Engineering Sketch D85-R03.			
REPAIR FACILITY NON ROUTINE NUMBER(S): 02917			
SERVICE DIFFICULTY REPORT NO.: RRXA98021			

AERO CORP MACON,
NON ROUTINE

0036
5208
E031
0078471
- 0060
08

02917

REPAIR STATION M52R952N

W/O# 0036	DATE 11/9/98	A/C REG. # N961R	A/C TYPE CODE DC-8 73F	ZONE 8	PARTS REQUIRED YES <input type="radio"/> NO <input checked="" type="radio"/>
TASK# X-0060	REFERENCE WC 5208	PROJECT # E031	CUSTOMER EWA	ORIGINATED BY: <input checked="" type="radio"/> ACM 37	

DISCREPANCY

CORROSION ON BELLY SKIN AT FUS STA 312 INSIDE ACCESS HOLE

ZONE 5 AREA 57

PRIMARY HTA 53 (DOT MW 103)

CPCP 55700551

SUGGESTED REPAIR	SUGGESTED REPAIR AUTHORIZED BY:  1879	CUSTOMER LOGBOOK ENTRY REQ. YES <input checked="" type="radio"/> NO <input type="radio"/>
------------------	---	--

Corrosion out of limits needs Repair

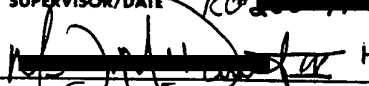
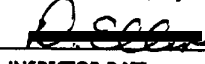
COPY

APPROVED DATA		
M/M	SRM 51-1-8	OTHER

CORRECTIVE ACTION

REMOVED CORROSION DAMAGE AT STA. 312 AT ABOUT LONG 34L FABBED NEW FILLER AND DOUBLER AND INSTALLED LAW DC-8 SRM 51-1-21 AND 51-1-20D. & COTNEY ENG. SKETCH D85-R03

PARTIAL WORK CONTINUED ON BACK

OFF		ON		SKILL	HOURS	FUNCTIONAL CK REQ	YES	NO
P/N	S/N	P/N	S/N	A&P		REP / DATE	WORK	NO WORK
				AV		11/10/98	<input checked="" type="radio"/>	<input type="radio"/>
1				SM	60.0	SUPERVISOR/DATE  1-22-98		
2				INSP	1.0	MECHANIC/DATE #2386		
3				PAINT		1-22-98		
4				TOTAL	61.0	INSPECTOR DATE  1-22-98	<input checked="" type="radio"/>	<input type="radio"/>

FAA MAJOR SDR / M & D REQUIRED

AIR CARRIER R11 REQUIRED

CORROSION PREVENTION AND CONTROL PROGRAM INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE C-3	INSPECTION DATE 1/9/98																				
TAIL NO. N961R	MODEL DC-8 73F	MAINT/REPAIR FACILITY ACMI																					
FACTORY SERIAL NO. 46133		DAC CORROSION TASK NO. 55700551																					
INITIAL INSPECTION <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		INTERVAL SINCE LAST INSPECTION																					
INSPECTION FINDINGS: <input type="checkbox"/> LEVEL 1 <input type="checkbox"/> LEVEL 2 <input type="checkbox"/> LEVEL 3																							
<p>BEFORE REPAIRS ARE MADE, COMPLETE THE FOLLOWING TO REPORT TO THE CORROSION CONTROL SECTION:</p> <p>DO PREVIOUS CORROSION INSPECTION RECORDS SHOW EVIDENCE OF CORROSION FINDINGS ON THE AREA BEING REPAIRED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES (SEE FINDINGS TABLE IN ATTACHED INSPECTION REPORT)</p> <p>IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO TAG</p>																							
CAUSE OF DAMAGE	<input type="checkbox"/> ENVIRONMENT	<input type="checkbox"/> INTERNAL LEAKAGE	<input type="checkbox"/> CHEMICAL SPILL																				
	<input type="checkbox"/> BLOCKED DRAIN	<input type="checkbox"/> WET INSULATION	<input checked="" type="checkbox"/> UNKNOWN																				
	<input type="checkbox"/> LAV/GALLEY SPILL																						
CORRODED MEMBER(S)	<input type="checkbox"/> LONGERON	<input type="checkbox"/> SPAR CAP	<input type="checkbox"/> BULKHEAD																				
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<input type="checkbox"/> STRINGER	<input type="checkbox"/> WEB	<input type="checkbox"/> FITTING																				
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____	<input type="checkbox"/> FRAME	<input checked="" type="checkbox"/> SKIN	<input type="checkbox"/> FLOOR BEAM																				
	<input type="checkbox"/> SHEAR TIE	<input type="checkbox"/> DOUBLER	<input type="checkbox"/> ATTACH ANGLE																				
	<input type="checkbox"/> BRACKET	<input type="checkbox"/> RIB	<input type="checkbox"/> OTHER																				
<p>DAMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str/Long references, and include axis variables. Also, provide Repair Specifications Information and Additional Repair References.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Station Number</th> <th style="width: 25%;">Range (TO)</th> <th style="width: 25%;">Repair Specifications Information:</th> <th style="width: 25%;">Additional Repair Reference (if used):</th> </tr> </thead> <tbody> <tr> <td>Y Axis: 312</td> <td>To Y Axis: 312</td> <td>Doubler Size: 8.25" x 6.6"</td> <td>Engineer Sketch Number: D85-R03</td> </tr> <tr> <td>X Axis: -6"</td> <td>To X Axis: -6"</td> <td>Filler Size: 1.6" Dia.</td> <td>McDonnell Douglas Drawing No.:</td> </tr> <tr> <td>Z Axis: -60"</td> <td>To Z Axis: -60"</td> <td>Number of Fasteners: 40</td> <td>SRM Repair Figure:</td> </tr> <tr> <td>Str/Long LH/RH</td> <td>To Str/Long LH/RH</td> <td>Number Transverse Pitches: 3</td> <td>Other:</td> </tr> </tbody> </table>				Station Number	Range (TO)	Repair Specifications Information:	Additional Repair Reference (if used):	Y Axis: 312	To Y Axis: 312	Doubler Size: 8.25" x 6.6"	Engineer Sketch Number: D85-R03	X Axis: -6"	To X Axis: -6"	Filler Size: 1.6" Dia.	McDonnell Douglas Drawing No.:	Z Axis: -60"	To Z Axis: -60"	Number of Fasteners: 40	SRM Repair Figure:	Str/Long LH/RH	To Str/Long LH/RH	Number Transverse Pitches: 3	Other:
Station Number	Range (TO)	Repair Specifications Information:	Additional Repair Reference (if used):																				
Y Axis: 312	To Y Axis: 312	Doubler Size: 8.25" x 6.6"	Engineer Sketch Number: D85-R03																				
X Axis: -6"	To X Axis: -6"	Filler Size: 1.6" Dia.	McDonnell Douglas Drawing No.:																				
Z Axis: -60"	To Z Axis: -60"	Number of Fasteners: 40	SRM Repair Figure:																				
Str/Long LH/RH	To Str/Long LH/RH	Number Transverse Pitches: 3	Other:																				
<p>DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:</p> <p><i>CORROSION ON BELLY SKIN AT FUS STA 312 INSIDE ACCESS HOLE</i> <i>Removed corrosion damage at sta 312 at about long 346. Fabricated new filler and doubler</i> <i>TAW Casey Eng. Draw # D85-R03. Installed repair doubler TAW D85 SKIN 51-1-21, 51-1-202, and</i> <i>51-1-203 Casey Eng. Draw # D85-R03.</i></p>																							
<p>REPAIR FACILITY NON ROUTINE NUMBER(S): X-0060 clw</p>																							
<p>SERVICE DIFFICULTY REPORT NO.:</p>																							



AERO CORP MACON, INC.

Form M-56
Jul 01/97

FORM M-56 REQUEST FOR TECHNICAL SERVICE

ORIG. 4/91		REQUEST FOR TECHNICAL SERVICES		R.F.T.S. NO. 98-012	
FROM: <i>Thompson, Ronald</i>	SUPERVISOR'S APPROVAL: <i>[Signature]</i> 1577		DATE: 1-13-97		
DEPARTMENT/SECTION: <i>S/m</i>	W.O. NO./ SHOP TRAVLR. NO.: <i>X-0060</i>		AC TYPE: <i>DCS-73.512 46132</i>		
GENERATING ITEM: <i>X-0060</i>	COMPONENT P/N OR AREA: <i>Inner skin A.P.T</i>		S/N OR AC NO.: <i>46123</i> <i>9612</i>		
PROBLEM: <i>Request Eng assistance for repair on the inner skin at frame Sta. 312 between longeron 36 & 35R. Lona goes through Inner SK. -</i>					

COPY

COTNEY ET. *Rep approval & date*

(See back of form for additional space) ADDITIONAL PAGES ATTACHED

REASON FOR REQUEST:					PROJECT NO.: <i>PRJ08AC97</i>		OK TO WORK PENDING FINAL APPROVAL:	
FACILITATE FAB	DESIGN CHANGE	DRAFTING ERROR	OTHER: <i>REPAIR</i>	RFTS OPEN DATE: <i>1-14-98</i>		RFTS CLOSED DATE: <i>1-19-98</i>		
CUSTOMER CHANGE	DESIGN ERROR	ADDITION DESIGN INFO		SKILLS: MECH <input type="checkbox"/> STR <input checked="" type="checkbox"/> AVEL <input type="checkbox"/> OTHER _____				

DISPOSITION:
Repair IAW Cotney Draw 085-R03

ADDITIONAL DOCUMENTS ISSUED: *8110-3*
085-R03

NOTE

1. BRE. SHARP EDGES AND DEBURR ALL HOLES.
2. CLEAN AND CORROSION PROTECT ALL METAL SURFACES PER SRM CHAP. 51
3. INSTALL ALL FASTENERS WITH A MINIMUM EDGE DISTANCE OF TWO FASTENER DIAMETERS AND MINIMUM FASTENER SPACING OF 4 FASTENER DIAMETERS.
4. HOLE PREPARATION AND CONDITION TO BE PER DC-8 SRM CHAPTER 51 UNLESS OTHERWISE NOTED.
5. INSTALL ALL HI-LOK FASTENERS WET USING PR-1422-G, CLASS A SEALANT.
6. DETERMINE FINAL SIZE AND SHAPE OF REPAIR ON A/C WITH MINOR TRIMMING ALLOW (± 0.20)
7. RADIUS ALL CORNER OF DOUBLER 0.75R MIN.
8. FASTENERS SHOWN ARE THE MINIMUM REQUIRED.
9. FILL ALL EXISTING COUNTERSUNK HOLES WITH COUNTERSINK FILLERS IN AREA OF REPAIR.
10. ALODINE AND PRIME ALL BARE SURFACES.
11. APPLY FAYING SURFACE SEALANT TO DOUBLER PER SRM CHAP. 51-1-14

FASTENER CODE:

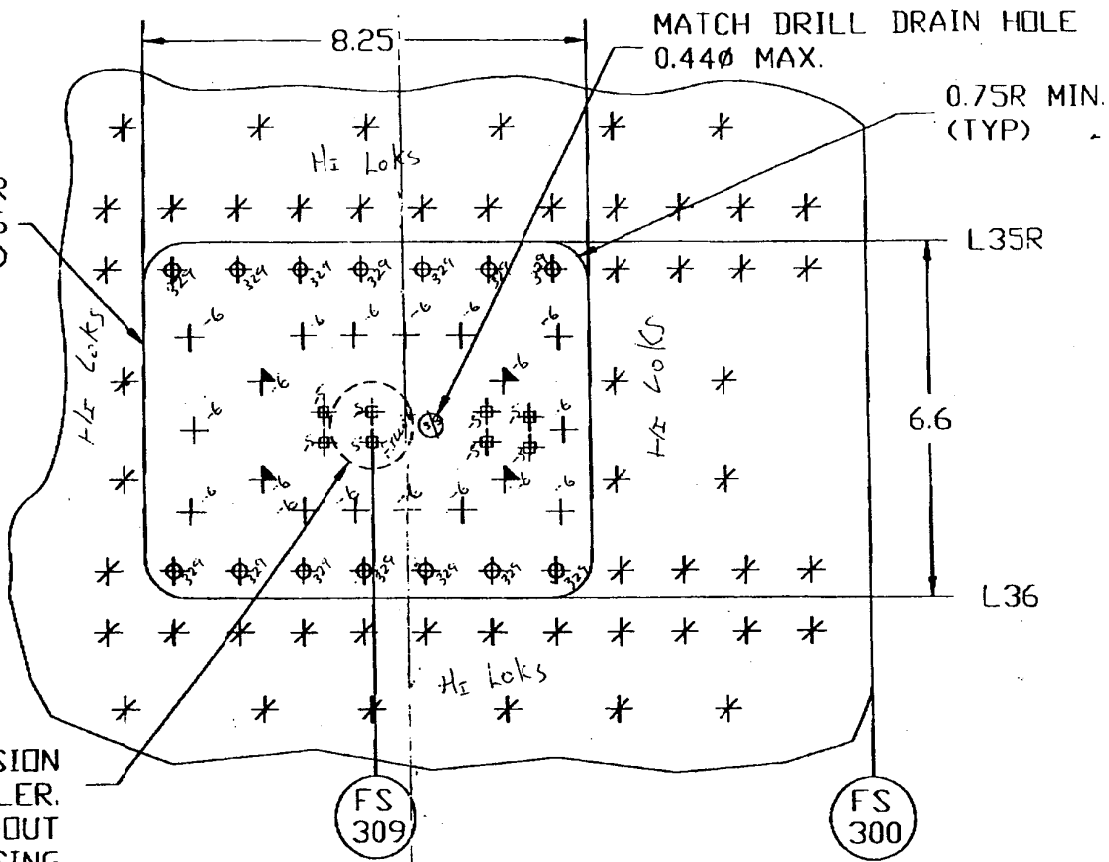
- * EXISTING LOCATIONS NOT USED IN REPAIR.
- + ADDED LOCATIONS INSTALL MS20470AD6-GRIP RIVETS
- ✦ EXISTING LOCATIONS INSTALL HL329-6 HI-LOK/HLT70 COLLAR (OR EQUIVALENT)
- ↑ EXISTING LOCATIONS INSTALL MS20470DD6-GRIP (NACA) RIVETS
- ⊕ EXISTING LOCATIONS INSTALL MS20426AD5-GRIP RIVETS

EFFECTIVITY
 AIRCRAFT:
 SERIAL NO.
 REGIST. NO.

DC-8-73F
 46133
 N961R

TOLERANCES XX = 0.1 X.XX = 0.03		AEROCORP. MACON MACON, GA	
SCALE: NONE	APPROVED: <i>Wick a Blair</i>	DRAWN BY: VA GASIOR	REVISED: I R
DATE: 1/19/98	REPAIR; INNER SKIN EFS 309, BETWEEN L36 AND L35R		SHEET 1 OF 2
CONTRACTOR: COTNEY COMPANY		SKETCH NUMBER: D85-R03	

① DOUBLER
M/F: 0.063 THK 7075-T6
(QQ-A-250/13)



TRIM OUT CORROSION
ON INNER DOUBLER.
1.6Ø MAX CUT-OUT
INSTALL FILLER USING
SAME MATERIAL AND
THICKNESS AS REMOVED.

VIEW LOOKING UP

REPAIR; INNER SKIN	REV. IR
FS 309, BETWEEN L36 AND L35R	SHEET 2 OF 2
CONTRACTOR COTNEY COMPANY	SKETCH NUMBER D85-R03

U. S. Department
of Transportation

Operational Difficulty Report

Federal Aviation
Administration

OPERATOR CONTROL NUMBER

RRXA98021

ATA CODE

5330

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL	SERIAL NO.	TOT. TIME	TOT. CYC.
AIRCRAFT	DOUG	DC873F	46133	77,695	22,515
POWERPLANT					
PROPELLER					

PROBLEM DESCRIPTION

DATE	STATUS	OPER. DESIG.	OPER. TYPE	A/C N NUMBER	PREC. PROCED.	NATURE	STAGE OF FLIGHT	STATION	FLIGHT #
980127	C	RRXA	01	961R	K	O	IN	KMCN	

Discrepancy/Corrective Action:

DURING A MAINTENANCE VISIT FOUND CORROSION ON EXTERIOR SKIN BEYOND LIMITATIONS IAW DC-8 SRM AT, STA 312 LONGERON 36. //CORRECTIVE ACTION—REMOVED ALL CORROSION IAW DC-8 SRM 51-1-8. FABRICATED AND INSTALLED REPAIR DOUBLER & FILL IAW FAA DER APPROVED COTNEY ENGINEERING SKETCH D85-R03 AND DC-8 SRM 51-1-21.

SPECIFIC PART CAUSING PROBLEM

PART NAME	MFG. PART NUMBER	SERIAL #	PART CONDITION	PART/DEFECT LOC.
PLATING/SKIN			CORRODED	STA 312 & L36
PART TOTAL TIME	PART TOTAL CYCLES	PART TIME SINCE:		Overhaul
				Repair
				Inspection
COMPONENT NAME	COMPONENT MANUFACTURER	COMPONENT PART #		COMPONENT SERIAL #
COMPONENT TOTAL TIME	COMPONENT TOTAL CYCLES	COMPONENT TIME SINCE:		Overhaul
				Repair
				Inspection

SUBMITTED BY

NAME	SUB. CODE	DIST. OFF.	ALERT	FILM
EMERY WORLDWIDE AIRLINES INC	A	WP15		

AEROCORP MACON, INC.

Form M-14
RRXA98021 Jul 01/97

RITS 98-012

FORM M-14

Service Difficulty Report AERONAUTICAL EQUIPMENT

MHC X-0060

CONTROL NO.	
ATA	CODE

MAJOR EQUIPMENT IDENTITY

MRR/MIR & NO.

②

Enter pertinent data	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER	N-961R
AIRCRAFT	DOUGLAS	DC-8-73F	46133	
POWERPLANT				
PROPELLER				

PROBLEM DESCRIPTION

DATE	STATUS	CARRIER	ATA	AIRCRAFT TYPE	A/C SERIAL NO.	CONTROL NO.
1-9-98	ORL. Closed	EW A	53	DC-8-73F	46133	
TEXT						
During check found corrosion on belly skin at F/S 312 inside						
Access hole + HHH removed corrosion, Faced doubler & filler IPW						
CUSTOMER ENGINEERING SKETCH DRS-RO3 & INSTALLED IPW DRS SAM 51-1-21						
SPECIFIC PART CAUSING PROBLEM						
PART NAME	MFG PART NUMBER	PART CONDITION	PART/DEFECT LOCATION			
PLATING	3014 T6 AL	Corroded	A PIT			
COMPONENT/APPLIANCE ABOVE PART INSTALLED ON						Report Wkts Hours
PART TT		PART TSO				
COMP/APPL NAME	MANUFACTURER	MFG MODEL/NUMBER	SERIAL NO.			
FUSELAGE	DOUGLAS	FUSE 534	46133			

SUBMITTED BY

SUBMITTER (Check one)												OPER/D.O.	
AEROCORP MACON, INC. MACON MUNICIPAL AIRPORT MACON, GEORGIA 31297													
A	B	C	D	E	F	G	H	I	PS	ALERT			
CARRIER	REPS	OPER	MECH	AIR TAG	MFG	FAA	OTHER	Spec					
X													
PREC PROC.	NATURE	STAGE	STAY	ROLL	FRAME	SYS	SYS						
K	Z	IN											

DATE 1-27-98

SIGNATURE [Signature] 3065