EMERY WORLDWIDE AIRLINES

RESPONSE TO

EXHIBIT 17J

RASIP

Volume 1 of 3

Oct. 16th – Nov. 2nd, 2000

B y

FINDING: 1.03.03 RRXA DC-8 AOM does not designate a crewmember that is responsible for checking the protective breathing equipment (PBE) prior to the first flights of the day that are located at other than a flight crewmembers duty station. This has been corrected with a revision to the DC-8 AOM. This is contrary to 14CFR 121.337(c)(2).

RRXA RESPONSE: *As stated in the finding, this was corrected in the DC-8 AOM Vol. 1, Chapter 1, Page 1-.1-29.*

Portable Oxygen Bottle, Smoke Mask and Protective Breathing Equipment (PBE)
Check pressure within limits, as applicable
Check the facemask and hose connections for condition, as applicable
Check serviceability of equipment as applicable

RRXA CONCLUSION: Finding was valid.

Closed

BY

FINDING: 1.03.04 On 10/19/00, N997GE, Fit. 313 began loading positions #18 and 19 without ballast or a pallet in the #1 position. This is contrary to the RRXA Aircraft Loading Manual, Page 8-2 (H)(2)(b).

RRXA RESPONSE: *The Aircraft Loading Manual in the above referenced chapter does not prohibit starting to load the aircraft without ballast or a pallet int position #1. Paragraph (H)(2)(b) states:*

"Ballast Position, no matter what type of aircraft you are loading, nothing should be pushed past the wings without a ULD in Position 1. Use the heaviest ULD available to you when you commence the load for this "ballast" and then push it back when the ULD you have planned for Position 1 is tendered to you."

Based on the Aircraft Loading Manual Reference Position 1 can be empty at times during the loading process.

RRXA CONCLUSION: *No Finding.*

TM - 8/06

B Y

FINDING: 1.03.05 On 10/20/00, N997GE, Flt. 038; the load plan indicated a pallet was scheduled to be loaded in the #1 position. This position had been deferred on 10/19/00, and was not to be used due to a broken lock rail. This is contrary to the RRXA Aircraft Loading Manual.

RRXA RESPONSE: *The finding is correct in that position #1 was not to be used. However, since this was not mentioned in the Out Briefing, the records for this flight have been destroyed. I can not confirm that a pallet was loaded in position 1 except for ballast while loading.*

The Load Plan sheet should have reflected that Position #1 was not to be used except for on-ground ballast.

RRXA CONCLUSION: *The finding was valid.*

PTRN B 0707

Closed

BY

FINDING: 1.04.01: The Flight Operations Training Manual reflected incorrect CFR references on two (2) separate pages. Page 2-03-1 and 2-03-3 contained an incorrect reference to 14CFR part 121.322(a) and 49CFR/HM 181. On 10/23/00 Flight Operations Training Manual Revision #1 was generated, changing both pages to reflect the correct regulatory references.

RRXA RESPONSE: *As stated in the finding, this was corrected with a revision to theFlight Operations Training Manual on pages 2-03-1 and 2-03-3.*

RRXA CONCLUSION: *The finding was valid.*

A Y

FINDING: 1.07.01 — On October 24, 2000, RRXA flt. 031, FLL to DAY, the F/0 left her duty station to attend to her physiological needs. The captain failed to put on and use his oxygen mask until she returned to her duty station. This is contrary to FAR 121.333 (c)(3).

RRXA RESPONSE: — *The captain in question was counseled by the Chief Pilot. He was then given the EWA new hire test covering the ATP knowledge required for FAA certification, scored 96% and corrected to 100%. He then received 2 + hours of refresher training on hypoxia and use of the DC-8 onboard oxygen system.*

RRXA CONCLUSION: — *The finding was valid.*

B y

FINDING: 1.07.02	On October 25, 2000, there were several unairworthy ULDs on the Dayton ramp with cargo ready for loading for a flight to Mexico City that were stopped by FAA Inspectors and sent back for reloading on serviceable containers.
RRXA RESPONSE:	*There were several ULD's containing Mexico City destined cargo at the South Ramp staging area. The nets on the pallets were unairworthy and all involved managers and supervisors were aware of these pallets and the need to replace the nets. These ULD's came into Dayton on trucks and were not scheduled to depart for at least 18 hours. The nets were going to be reworked after depature of the daylight flights.*
RRXA CONCLUSION:	*No finding.*

BY

FINDING: 1.09.01 RRXA Load Planning Forms were found with inaccurate data and non-RRXA forms are used by a contract loader. This is inconsistent with RRXA Aircraft Loading Manual guidance.

RRXA RESPONSE: *This finding was not mentioned in the out-briefing and does not mention where or when the alleged occurred. We are unable to respond specifically to the allegation but have, once again ,advised all of our contract ground handlers that they must use EWA forms.*

We are also unable to reply to the alleged inaccuracies on Load Planning Forms since no supporting documentation was provided with the RASIP Report.

RRXA CONCLUSION: *No finding.*

Maintenance

CC: Jerry Tumino
Bob Dall
Jim Owens

U. S. Department
of Transportation

Federal Aviation Administration

RECEIVED
FEB 1 9 2001
KENT T. SCOTT

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420

February 13, 2001

FILE NUMBER: 2001GL050011

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

On January 22, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc.(RRXA) Certificate (RRXA). During the RASIP inspection it was contended that RRXA's Operations Specifications (Ops Specs) did not list the Director of Maintenance (DOM). The Ops Specs issued had previously listed the DOM. This was corrected.

It was also contended that RRXA was in violation due to differing Director of Safety, VP of Technical Services and Director of Quality Control in the Ops Specs and the company Maintenance Policy and Procedure Manual (MPPM). Due to numerous recent employee changes, these needed amendments. The Ops Specs were amended to reflect current changes and a revision to the MPPM was submitted.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

FINDING: 2.01.01

Management Personnel listed on the RRXA OPSS Part A, Paragraph A-006 are incorrect. The individual listed as the Director of Safety does not agree with the individual listed in the RRXA MPPM. In addition, the individual and position of Director of Maintenance is not listed and the Vice President of Technical Services and the Director of Quality Control (Chief Inspector) are both listed incorrectly in the OPSS and MPPM. This is contrary to 14CFR 119.65 (c) and (e) and 14CFR 121.135(b)(2).

RRXA RESPONSE:

The EWA Part A006 Management Personnel Operations Specification does reflect the current Vice President of Airline Safety, Director of Maintenance, and the Vice President of Technical Services..

EWA submitted a manual change request on October 19, 2000 for the revision of the Maintenance Policy & Procedure Manual (MPP) to reflect the correct information.

RRXA CONCLUSION: *No finding.*

A N

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

2,01.01

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Ames
Jerry Tumasco
Bob Dale

January 22, 2001

FILE NUMBER: 2001GL050011

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Management Personnel listed on the Emery Worldwide Airlines Inc. Certificate (RRXA) Operations Specifications (OPSSPECs), Part A, Paragraph A-006 was not correct. The individual listed, as the Director of Safety does not agree with the individual listed in the RRXA Maintenance Policy & Procedures Manual (MPPM). In addition, the individual and position of Director of Maintenance is not listed and the Vice President of Technical Services and the Director of Quality Control (Chief Inspector) are both listed incorrectly in the OPSSPECs and MPPM.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

A006. Management Personnel

HQ Control: 02/10/98
HQ Revision: 02b

The certificate holder is authorized the following management positions:

a. The certificate holder uses the following named personnel in the 14 CFR Part 121 management positions listed below.

Part 119 Position Title	Name:	Company Equivalent Position Title:
Agent for Service	Kent T. Scott	President - Chief Operating Officer
Director of Safety	Andrew A. Granuzzo	Director Airline Safety
Dir. of Maintenance, Part 121	Timothy J. Alman	Dir. of Heavy Maintenance
Chief Inspector	Thomas M. Wood	Senior Director of Quality Control/Assurance
Chief Pilot, Part 121	James D.Oswald	Chief Pilot
Dir. of Operations, Part 121	Melvin T. Graves	Vice President of Flight Operations

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

[redacted]

Vonderschmidt, Lawrence J. Principal Operations Inspector GL05

3. Date Approval is effective: 7-13-00 Amendment Number: 2
4. I hereby accept and receive the Operations Specifications in this paragraph.

[redacted]

Melvin T. Graves Dir. of Operations, Part 121 Date: 7-13-00

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR __XX__ SUGGESTION FOR CHANGE (check appropriate space) DATE October 19, 2000

MANUAL/PUBLICATION TITLE Maintenance Policy & Procedures Manual

CHAPTER/SECTION/PAGE REFERENCE Chpt. 2, IV, pg. 22 PARAGRAPH (see attached)

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
Attached are the position summaries for the Senior Director Quality Control and the Director Quality Control.
Please add the new position of Senior Director Quality Control to the MPP containing the attached information.
Please make additions and deletions to the Director Quality Control position summary as indicated by the attached.

Name Thomas M. Wood Signature Thomas M. Wood

Station Location _____ Phone [redacted]

Supervisor Approval _____

Director Maint. Approval _____ Director QC Approval _____

Instructions: 1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Quality Control

MRB Approval Required (Check One) [XX] YES [ ] NO Mgr. Of Reliability _____

MEO51 (Rev 2 01/30/98)

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.

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 and 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 [redacted]
Vice President Technical Services	~~Rene Visscher~~ Robert Dell Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]
* Director Quality Control FAR (Chief Inspector)	~~Thomas M. Wood~~ Edward Jones Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]
* Director Line Maintenance FAR (Asst Director of Maintenance)	David Ungemach Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]
* Director Heavy Maintenance FAR (Director of Maintenance)	Timothy Alman Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]
~~Director Material Management~~	~~Tracy Chaplin~~ ~~Emery Worldwide Airlines~~ ~~One Emery Plaza~~ ~~Vandalia, OH 45377~~ ~~(937) 415-7530~~
→ Senior Director Quality Control	Thomas M. Wood Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]

Director Engineering	~~Bruce Robbins~~ David Kirkpatrick Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]
*Director Airline Safety	~~David Malson~~ Andrew Abramazzo Emery Worldwide Airlines One Emery Plaza Vandalia, OH 45377 [redacted]

cc: Jerry Fumarco
Jim Owens
Bob Hall

U. S. Department
of Transportation

**Federal Aviation
Administration**

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
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RECEIVED
FEB 15 2001
KENT T. SCOTT

February 12, 2001

FILE NUMBER: 2001GL050012

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

On January 22, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc. Certificate (RRXA). The alleged violation was, Paragraph D074 of the Emery Worldwide Airline Inc. Certificate (RRXA) Operations Specifications (OPSSPECs), is not current. Document EWA-51990 Shows Rev. #7B; it should be Rev. 8.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted]

Leslie Korody
Principal Avionics Inspector

FINDING: 2.02.1 Paragraph D074 of RRXA OPSS is not current. Document EWA-51990 shows Rev. #7B; it should be Rev. #8. This is contrary to 14CFR 1 19.7(a)(1).

RRXA RESPONSE: *The Maintenance Program and Publications section revised the Time Limits Manual with the current Operation Specifications, Part D incorporated and received FAA CVG PMI approval on 10/12/00. This revison was in distribution during the RASIP Inspection.*

RRXA CONCLUSION: *No finding.*

R N

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

cc: Jim Owens
Jerry Trimarco
Bob Wall

January 22, 2001
2.02.1

FILE NUMBER: 2001GL050012

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Paragraph D074 of the Emery Worldwide Airline Inc. Certificate (RRXA) Operations Specifications (OPSSPECs), is not current. Document EWA-51990 Shows Rev. #7B; it should be Rev. 8.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]
Harold R. Camden
Principal Maintenance Inspector

119.7 Operations specifications.

(a) Each certificate holder's operations specifications must contain -

(1) The authorizations, limitations, and certain procedures under which each kind of operation, if applicable, is to be conducted; and

(2) Certain other procedures under which each class and size of aircraft is to be operated.

(b) Except for operations specifications paragraphs identifying authorized kinds of operations, operations specifications are not a part of a certificate.

EMERY WORLDWIDE AIRLINES
TIME LIMITS MANUAL

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APPROVED

CVG FSDO DATE: 10-12-00

PMI/PAI SIG. [redacted]

EMERY WORLDWIDE AIRLINES
TIME LIMITS MANUAL

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APPROVED

CVG FSDO DATE: 10-12-00

PMI/PAI SIG. [redacted]

EMERY WORLDWIDE AIRLINES
TIME LIMITS MANUAL

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APPROVED

CVG FSDO DATE: 10-12-00

PMI/PAI SIG. [redacted]

A N

U. S. Department
of Transportation

**Federal Aviation
Administration**

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Amero
Jerry Tumarco
Bob Wall

January 22, 2001
2,02,01

FILE NUMBER: 2001GL050013

Mr. Kent Scott
President
Emery Worldwide Airline
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) Aircraft Maintenance Manual (AMM), Chapter 9, Page 5, procedure "Altimeter Tolerances, Adjustment and Test" allows a drift of plus or minus 50 feet at ground level (field elevation). This is contrary to Douglas DC-8 Maintenance Manual, Chapter 34-11-2 that allows only a plus or minus 20 feet tolerance at field elevation.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

FINDING: 2.03.01

RRXA AMM, Chapter 9, Page 5, procedure "Altimeter Tolerances, Adjustment and Test" allows a drift of plus or minus 50 feet at ground level (field elevation). This is contrary to 14CFR part 43, Appendix E and Douglas DC-8 Maintenance Manual, Chapter 34-11-2 which allow only a plus or minus 20 feet tolerance at field elevation.

RRXA RESPONSE:

FAR Part 43, Appendix E, 91.411(b)(1), "Altimeter System Test and Inspection" provides test instruction by an appropriately rated repair facility.

FAR 91.411(b)(2) states "Altimeters which are of the air data computer type with associated computer systems, or which incorporate air data correction internally, may be tested in a manner and to specifications developed by the manufacturer which are acceptable to the administrator."

FAR 91.411(b)(2) applies to EWA and is maintained by the FAA accepted Maintenance Manual procedures. The EWA aircraft Maintenance Manual reference Chapter 9, page 4, provides general indormation for troubleshooting. It continues to state that detailed instructions covering each aircraft type pitot static system, maintenance practices, use of test equipment, etc., can be found in the individual Maintenance Manual.

RRXA CONCLUSION:

No finding.

VI. ALTIMETER TOLERANCES, ADJUSTMENTS AND TEST

A. General

1. This section provides tolerance values and limits for altimeter and general information regarding altimeter maintenance. The following pages provide a general basis for efficient trouble-shooting.

2. Detailed instructions covering each airplane type pitot static systems, maintenance practices, use of test equipment, etc., can be found in the individual maintenance manual.

B. Altimeter Drift -- Ground Level (Field Elevation)

1. The maximum allowable barometric drift from sea level at the corrected barometric setting is plus or minus 50 feet.

2. Obtain the corrected barometric reading, using the method described under paragraph D, Adjustment and Test.

3. Check the altimeter(s) by setting the field barometric pressure into the altimeter barometric scale window.

4. The altimeter(s) may be considered serviceable if the maximum barometric drift does not exceed plus or minus 50 feet.

5. The maximum allowable separation (spread) between the First Officer's altimeter is sixty (60) feet at ground level.

Example: Allowable Separation

Captain's Altimeter	First Officer's Altimeter
20 ft. - Actual Field Elevation	20 ft.
30 ft. - Altimeter Reads	10 ft
10 SPREAD	10

is

20 ft. - within limits

Example: Excessive Separation

Captain's Altimeter	First Officer's Altimeter
120 ft. - Actual Field Elevation	120 ft.
141 ft. - Altimeter Reads	80 ft
21 SPREAD	40

is

61 ft. - exceeds limit and must be replaced or adjusted

APPENDIX E

ALTIMETER SYSTEM TEST AND INSPECTION

Each person performing the altimeter system tests and inspections required by ~~§91.171~~ §91.411 shall comply with the following:

(a) Static pressure system: *

(1) Ensure freedom from entrapped moisture and restrictions.*

(2) Determine that leakage is within the tolerances established in §23.1325 or §25.1325, whichever is applicable.*

(3) Determine that the static port heater, if installed, is operative.*

(4) Ensure that no alterations or deformations of the airframe surface have been made that would affect the relationship between air pressure in the static pressure system and true ambient static air pressure for any flight condition.*

(b) Altimeter:

(1) Test by an appropriately rated repair facility in accordance with the following subparagraphs. Unless otherwise specified, each test for performance may be conducted with the instrument subjected to vibration. When tests are conducted with the temperature substantially different from ambient temperature of approximately 25 degrees C., allowance shall be made for the variation from the specified condition.*

Added 43-2, 7/29/65.

[Next Page is No. C-976.1]

(i) SCALE ERROR.

With the barometric pressure scale at 29.92 inches of mercury, the altimeter shall be subjected successively to pressures corresponding to the altitude specified in Table I up to the maximum normally expected operating altitude of the airplane in which the altimeter is to be installed. The reduction in pressure shall be made at a rate not in excess of 20,000 feet per minute to within approximately 2,000 feet of the test point. The test point shall be approached at a rate compatible with the test equipment. The altimeter shall be kept at the pressure corresponding to each test point for at least 1 minute, but not more than 10 minutes, before a reading is taken. The error at all test points must not exceed the tolerances specified in Table I.

(ii) HYSTERESIS.

The hysteresis test shall begin not more than 15 minutes after the altimeter's initial exposure to the pressure corresponding to the upper limit of the scale error test prescribed in subparagraph (i); and while the altimeter is at this pressure, the hysteresis test shall commence.

(Continued on next page)

[Next Page is No. C-977]

Pressure shall be increased at a rate simulating a descent in altitude at the rate of 5,000 to 20,000 feet per minute until within 3,000 feet of the first test point (50 percent of maximum altitude). The test point shall then be approached at a rate of approximately 3,000 feet per minute. The altimeter shall be kept at this pressure for at least 5 minutes, but not more than 15 minutes, before the test reading is taken. After the reading has been taken, the pressure shall be increased further, in the same manner as before, until the pressure corresponding to the second test point (40 percent of maximum altitude) is reached. The altimeter shall be kept at this pressure for at least 1 minute, but not more than 10 minutes, before the test reading is taken. After the reading has been taken, the pressure shall be increased further, in the same manner as before, until atmospheric pressure is reached. The reading of the altimeter at either of the two test points shall not differ by more than the tolerance specified in Table II from the reading of the altimeter for the corresponding altitude recorded during the scale error test prescribed in subparagraph (i). (Revised 43-7, August 1, 1967)

(iii) AFTER AFFECT. (Added 43-2, 7/29/65)

Not more than 5 minutes after the completion of the hysteresis test prescribed in subparagraph (ii), the reading of the altimeter (corrected for any change in atmospheric pressure) shall not differ from the original atmospheric pressure reading by more than the tolerance specified in Table II. (Added 43-2, July 29, 1965)

(iv) FRICTION. (Added 43-2, 7/29/65)

The altimeter shall be subjected to a steady rate of decrease of pressure approximating 750 feet per minute. At each altitude listed in Table III, the change in reading of the pointers after vibration shall not exceed the corresponding tolerance listed in Table III. (Added 43-2, July 29, 1965)

(v) CASE LEAK. (Added 43-2, 7/29/65)

The leakage of the altimeter case, when the pressure within it corresponds to an altitude of 18,000 feet, shall not change the altimeter reading by more than the tolerance shown in Table II during an interval of 1 minute. (Added 43-2, July 29, 1965)

(vi) BAROMETRIC SCALE ERROR. (Added 43-2, 7/29/65)

At constant atmospheric pressure, the barometric pressure scale shall be set at each of the pressures (falling within its range of adjustment) that are listed in Table IV, and shall cause the pointer to indicate the equivalent altitude difference shown in Table IV with a tolerance of 25 feet. (Added 43-2, July 29, 1965)

(2) Altimeters which are of the air data computer type with associated computer systems, or which incorporate air data correction internally, may be tested in a manner and ~~in parts, by major components,~~ to specifications developed by the manufacturer and which are acceptable to the Administrator.

(c) Automatic Pressure Altitude Reporting Equipment and ATC Transponder System Integration Test. The test must be conducted by an appropriately rated person under the conditions specified in paragraph (a). Measure the automatic pressure altitude at the output of the installed ATC transponder when interrogated on Mode C at a sufficient number of test points to ensure that the altitude reporting equipment, altimeters, and ATC transponders perform their intended functions as installed in the aircraft. The difference between the automatic reporting output and the altitude displayed at the altimeter shall not exceed 125 feet.

~~(e)~~(d) Records:

Comply with the provisions of §43.9 of this chapter as to content, form, and disposition of the records. The person performing the altimeter tests shall record on the altimeter the date and maximum altitude to which the altimeter has been tested and the persons approving the airplane for return to service shall enter that data in the airplane log or other permanent record. (Revised 43-7, 8/1/67)

[Next Page is No. C-978.1]

FEDERAL AVIATION REGULATIONS - PART 43

TABLE I
(Added 43-2, July 29, 1965)

(Ref: U. S. Standard Atmosphere, 1962)
(Added 43-2, July 29, 1965)

ALTITUDE V. PRESSURE
(Added 43-2, July 29, 1965)

Altitude (feet)	Equivalent pressure (inches of mercury)	Tolerance ± (feet)
−1,000	~~31.02~~ 31.018	20
0	~~29.92~~ 29.921	20
500	~~29.38~~ 29.385	20
1,000	~~28.86~~ 28.856	20
1,500	~~28.33~~ 28.335	25
2,000	~~27.82~~ 27.821	30
3,000	~~26.82~~ 26.817	30
4,000	~~25.84~~ 25.842	35
6,000	~~23.98~~ 23.978	40
8,000	~~22.22~~ 22.225	60
10,000	~~20.58~~ 20.577	80
12,000	~~19.03~~ 19.029	90
14,000	~~17.58~~ 17.577	100
16,000	~~16.22~~ 16.216	110
18,000	~~14.94~~ 14.942	120
20,000	~~13.75~~ 13.750	130
22,000	~~12.64~~ 12.636	140
25,000	~~11.10~~ 11.104	155
30,000	~~8.89~~ 8.885	180
35,000	~~7.04~~ 7.041	205
40,000	~~5.54~~ 5.538	230
45,000	~~4.36~~ 4.355	255
50,000	~~3.43~~ 3.425	280

TABLE II
(Added 43-2, July 29, 1965)

TEST TOLERANCES
(Added 43-2, July 29, 1965)

Test	Tolerance (feet)
Case Leak Test	±100
Hysteresis Test:	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

[Next Page is No. C-979]

TABLE III

FRICTION

Altitude (feet)	Tolerance (feet)
1,000	+70
2,000	70
3,000	70
5,000	70
10,000	80
15,000	90
20,000	100
25,000	120
30,000	140
35,000	160
40,000	180
50,000	250

TABLE IV

PRESSURE-ALTITUDE DIFFERENCE

Pressure(inches of HG)	Altitude difference(feet)
28.10	-1727
28.50	-1340
29.00	-863
29.50	-392
29.92	0
30.50	+531
30.90	+893
30.99	+974

FEDERAL AVIATION REGULATIONS - PART 43

APPENDIX F

ATC TRANSPONDER TESTS AND INSPECTIONS

The ATC transponder tests required by Section ~~91.172~~ 91.413 of this chap- ter may be conducted using a bench check or portable test equipment and must meet the requirements prescribed in paragraphs (a) through (j) of this appendix. If portable test equipment with appropriate coupling to the aircraft antenna system is used, operate the test equipment for ATCRBS transponders at a nominal rate of 235 interrogations per second to avoid possible ATCRBS interference. Operate the test equipment at a nominal rate of 50 Mode S interrogations per second for Mode S. An additional 3 dB loss is allowed to compensate for antenna coupling errors during receiver sensitivity measurements conducted in accordance with paragraph (c)(l) when using portable test equipment.

(a) Radio Reply Frequency:*

(1) For all classes of ATCRBS transponders, interrogate the transponder and verify that the reply frequency is 1090+3 Megahertz (MHz).*

(2) For classes lB, 2B, and 3B Mode S transponders, interrogate the transponder and verify that the reply frequency is 1090~3 MHz.*

(3) For classes lB, 2B, and 3B Mode S transponders that incorporate the optional 1090~1 MHz frequency, interrogate the trans- ponder and verify that the reply frequency is correct.*

(4) For classes lA, 2A, 3A, and 4 Mode S transponders, interrogate the transponder and verify that the reply frequency is 1090+1 MHz.*

**Added 43-26, 4/6/87.*

[Next Page is No. C-980a]

(b) Suppression: When Classes IB and 2B ATCRBS Transponders, or Classes IB, 2B, and 3B Mode S transponders are interrogated Mode 3/A at an interrogation rate between 230 and 1,000 interrogations per second; or when Classes 1A and 2A ATCRBS Transponders, or Classes IB, 2A, 3A, and 4 Mode S transponders are interrogated at a rate between 230 and 1,200 Mode 3/A interrogations per second:

(1) Verify that the transponder does not respond to more than 1 percent of ATCRBS interrogations when the amplitude of P2 pulse is equal to the Pl pulse.

(2) Verify that the transponder replies to at least 90 percent of ATCRBS interrogations when the amplitude of the P2 pulse is 9 dB less than the Pl pulse. If the test is conducted with a radiated test signal, the interrogation rate shall be 235+5 interrogations per second unless a higher rate has been approved for the test equipment used at that location.

[Next Page is No. C-980.1]

(c) Receiver Sensitivity:

(1) Verify that for any class of ATCRBS Transponder, the receiver minimum triggering level (MTL) of the system is -73±4 dbm, or that for any class of Mode S transponder the receiver MTL for Mode S format (P6 type) interrogations is -74±3 dbm by use of a test set either:

(i) connected to the antenna end of the transmission line;

(ii) connected to the antenna terminal of the transponder with a correction for transmission line loss; or

(iii) utilized radiated signal.

(2) Verify that the difference in Mode 3/A and Mode C receiver sensitivity does not exceed 1 db for either any class of ATCRBS transponder or any class of Mode S transponder.

(d) Radio Frequency (RF) Peak Output Power:

(1) Verify that the transponder RF output power is within specifications for the class of transponder. Use the same conditions as described in (c)(1)(i), (ii), and (iii) above.

(i) For Class 1A and 2A ATCRBS transponders, verify that the minimum RF peak output power is at least 21.0 dbw (125 watts).

(ii) For Class 1B and 2B ATCRBS Transponders, verify that the minimum RF peak output power is at least 18.5 dbw (70 watts).

(iii) For Class 1A, 2A, 3A, and 4 and those Class 1B, 2B, and 3B Mode S transponders that include the optional high RF peak output power, verify that the minimum RF peak output power is at least 21.0 dbw (125 watts).

(iv) For Classes 1B, 2B, and 3B Mode S transponders, verify that the minimum RF peak output power is at least 18.5 dbw (70 watts).

(v) For any class of ATCRBS or any class of Mode S transponders, verify that the maximum RF peak output power does not exceed 27.0 dbw (500 watts).

Note: The tests in (e) through (j) apply only to Mode S transponders.

(e) Mode S Diversity Transmission Channel Isolation: For any class of Mode S transponder that incorporates diversity operation, verify that the RF peak output power transmitted fromthe selected antenna exceeds the power transmitted from the nonselected antenna by at least 20 db.

(f) Mode S Address: Interrogate the Mode S transponder and verify that it replies only to its assigned address. Use the correct address and at least two incorrect addresses. The interrogations should be made at a nominal rate of 50 interrogations per second.

(g) Mode S Formats: Interrogate the Mode S transponder with uplink formats (UF) for which it is equipped and verify that the replies are made in the correct format. Use the surveillance formats UF=4 and 5. Verify that the atlitude reported in the replies to UF=4 are the same as that reported in a valid ATCRBS Mode C reply. Verify that the identity reported in the replies to UF=5 are the same as that reported in a valid ATCRBS Mode 3/A reply. If the transponder is so equipped, use the communication formats UF=20, 21, and 24.

(h) Mode S All-Call Interrogations: Interrogate the Mode S transponder with the Mode S-only all-call format UF=11, and the ATCRBS/Mode S all-call formats (1.6 microsecond P_4 pulse) and verify that the correct address and capability are reported in the replies) downlink format DF=11).

(i) ATCRBS-Only All-Call Interrogation: Interrogate the Mode S transponder with the ATCRBS-only all-call interrogation (0.8 microsecond P_4 pulse) and verify that no reply is generated.

(j) Squitter: Verify that the Mode S transponder generates a correct squitter approximately once per second.

(k) Records: Comply with the provisions of Section 43.9 of this chapter as to content, form, and disposition of the records.

[Next page is No. C-983]

FAA 7/26/01

FINDING 2.03.02 RRXA MPPM, Chapter 3, Page 63, Paragraph F is in conflict with Chapter 3, Page 27, Paragraph E, 1. Chapter 3, Paragraph F. Maintenance Control Work Request Form Procedures gives the option to use a logbook entry or a nonroutine form for clearing a Deferred Maintenance Item (DMI). The procedure in Chapter 3, Paragraph E, 1 states that the DMI will be transferred to the aircraft logbook, then cleared.

RRXA RESPONSE: *Chapter 3, page 63, section F, "Maintenance Control Work Request Form Procedures" of the MPP provides a "Work Request" procedure administered by Maintenance Control. This procedure is seperate from and not in conflict with with Chapter 3, Page 27. The "Work Request" procedure administered by Maintenance Control provides for a double check of procedures to prevent errors. However, in order to claify the difference the MP&P has been revised requiring a log page entry when clearing deferred discrepancies. (see attached.)*

Revise MPPM Chapter 3-09-0F

RRXA CONCLUSION: *No finding.*

3-13-01

Jim Owens
Director Quality Assurance
June 25, 2001

E. 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.

   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 procedures 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.

F. 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.

B N

FINDING 2.03.02 RRXA MPPM, Chapter 3, Page 63, Paragraph F is in conflict with Chapter 3, Page 27, Paragraph E, 1. Chapter 3, Paragraph F. Maintenance Control Work Request Form Procedures gives the option to use a logbook entry or a nonroutine form for clearing a Deferred Maintenance Item (DMI). The procedure in Chapter 3, Paragraph E, 1 states that the DMI will be transferred to the aircraft logbook, then cleared.

RRXA RESPONSE: *Chapter 3, page 63, section F, "Maintenance Control Work Request Form Procedures" of the MPP provides a "Work Request" procedure administered by Maintenance Control. This procedure is seperate from and not in conflict with with Chapter 3, Page 27. The "Work Request" procedure administered by Maintenance Control provides for a double check of procedures to prevent errors.*

RRXA CONCLUSION: *No finding.*

PTRJ 0767

See Attached - Correct MPP

2.03.02 - B0268

F. Maintenance Control Work Request Form Procedure

A Work Request form may be used to schedule maintenance or request information. It is printed and retained in the EWA computer system by Work Request Control number. A fax or an original copy of the work request is sent to the maintenance station for accomplishment. An open copy of the Work Request is retained within the Maintenance Control Center until a completed fax copy is received and the computer is updated.

Upon completing the Work Request, a log book/non-routine entry ~~may or may~~ not be required per instructions within the Work Request. The completed fax copy of the Work Request will be filed in Maintenance Planning. All entries on the Work Request form are self-explanatory and must be completed legibly.

Note: Any maintenance performed on aircraft, engine, system, component, or appliance shall be recorded on either the aircraft maintenance log or a non-routine maintenance form. EXCEPT for #6 DEFERRED MNTC ITEMS

Types of maintenance that may be scheduled by a Work Request are:

1. Replacement of engines and/or any other component.
2. Time changes.
3. Accomplishment of Airworthiness Directives.
4. Service Bulletins.
5. Engineering Orders.
6. Deferred Maintenance Items. (LOG BOOK ENTRY Required)
7. Reliability action notices.
8. Any other maintenance directed by the Director of Quality Control or Director of Maintenance.

Note: If a log book or non-routine entry is required, a full description of the work performed will be documented.

The scheduling of maintenance by a Work Request will be accomplished after consideration of the availability of the aircraft, manpower, RII qualified when necessary, maintenance equipment and parts or material. These procedures will best be accomplished by continuous coordination between Material, Production and Maintenance Planning Departments.

A Change MP+P Ch 3, P63

FINDING 2.03.02 RRXA MPPM, Chapter 3, Page 63, Paragraph F is in conflict with Chapter 3, Page 27, Paragraph E, 1. Chapter 3, Paragraph F. Maintenance Control Work Request Form Procedures gives the option to use a logbook entry or a nonroutine form for clearing a Deferred Maintenance Item (DMI). The procedure in Chapter 3, Paragraph E, 1 states that the DMI will be transferred to the aircraft logbook, then cleared.

RRXA RESPONSE: *Chapter 3, page 63, section F, "Maintenance Control Work Request Form Procedures" of the MPP provides a "Work Request" procedure administered by Maintenance Control. This procedure is seperate from and not in conflict with with Chapter 3, Page 2 which is the procedure for clearing a deferred discrepancy.*

RRXA CONCLUSION: *No finding.*

Jim Owens
Director-Quality Assurance

A Y

FINDING 2.03.03 RRXA DC-8 aircraft have cargo pallet lock assemblies installed that have been repaired using components from manufacturers other than the original manufacturer of the cargo pallet locks assemblies. This is contrary to 14CFR 43.13(a). A fleet campaign and re-work of the locks has been completed.

RRXA RESPONSE: *As stated in the finding a fleet campaign was initiated and completed during the RASIP Inspection to identify and replace any locks in question.. Procedures are also being established to prevent future reoccurance.*

RRXA CONCLUSION: *The finding is valid.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

January 22, 2001

FILE NUMBER: 2001GL050015

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) DC-8 aircraft have cargo pallet lock assemblies installed that have been repaired using components from manufacturers other than the original manufacturer of the cargo pallet lock assemblies. A fleet campaign and rework of the locks has been completed.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]
B.e

Harold R. Camden
Principal Maintenance Inspector

Wood, Thomas M

From: Moody, Ronald E
Sent: Wednesday, October 25, 2000 12:04 PM
To: Sutherland, Greg I
Cc: Shook, Laura J; Jacobson, Richard H; Porter, Andrew C; Wood, Thomas M; Jones, Edward B; Scott, Kent T
Subject: RE: FAA Pallet Lock Issue

Greg we had a meeting yesterday about the pallet lock situation on the aircraft. The FAA attended the meeting and were pleased with our progress. We had completed 7 aircraft at the time of the meeting and look to complete the fleet by wednesday night. Three engineers from Pemco arrived Sunday and are assisting in the project for completion by Wednesday. I will get a current reading from Maintenance today on how we stand on completed Aircraft and let you know.

From: Sutherland, Greg I
Sent: Monday, October 23, 2000 7:50 AM
To: Northup, Robert J; Jones, Edward; Farrell, Andrew; Sullivan, Lisa; Piercey, Robert; Meyer, Richard A; Gillaspy, Stephen; Moody, Ronald; Butkus, Cassandra; Porter, Andrew C
Cc: O'Connell, Daniel; Schick, Shannon; Shook, Laura; Brunk, Michelle; Duvall, Jennifer; Chaplin, Tracy; Jacobson, Richard; Ungemach, David; Farnsworth, Wayne; Liddy, Shelley; Hamblin, Michelle M
Subject: FAA Pallet Lock Issue

As a participant in Friday's emergency meeting to discuss the rectification of the FAA pallet lock issue by Friday, October 27th, I am curious as to the progress being made on the project.

Pemco Engineers were to arrive on site last night. I have heard informally that they did in fact arrive as planned. Have they initiated the review of aircraft and parts inventory to identify locks that need to be replaced/repaired?

Gregory I. Sutherland
Director, Maintenance Financial Support
[redacted]

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

MEMORANDUM

TO: Dick Jacobson - VP of Technical Services

October 20, 2000

FROM: Ron Moody – Director of QA

CC: Kent Scott
Tom Wood
Tim Alman
Ed Jones
Rob Northup
Dave Ungemach

SUBJECT: Cargo Systems Pallet Locks

During recent FAA Aircraft Ramp inspection it was brought to our attention that cargo locks installed in the aircraft may contain an intermix of subassembly parts. Our plan to inspect and or correct this problem prior to the end of the RASIP inspection is as follows:

1. Inspect all part numbers on cargo locks in stock. Purge stock of any suspect locks and place in QC quarantine for final inspection and determination.

2. EWA has contracted a Pemco team (3 technical reps) on Sunday, to begin inspecting the DC-8 fleet for suspected cargo locks.

3. On Tuesday, Maintenance and Quality Assurance will have a meeting to discuss the status of accomplishment up to that period.

4. On Tuesday night, we are expecting the completion of all inspections.

5. All removed cargo locks will be sent to Dayton stores for quarantine and final inspection or repair.

Sincerely,

Ronald E. Moody
Director of Quality Assurance

ESM

FAA 7/26/01

2.03.04 RRXA MPPM, Chapter 1, Section IV, Page 21, Paragraph 3A, lists the manuals required to be aboard the DC-8 and DC-10 aircraft. This list does not agree with the manuals listed in the illustrations in Chapter 1, Pages 22 and 23.

RRXA RESPONSE: *MPP, Chapter 1, Section IV, Page 21, Paragraph 3A will be revised to include a complete listing of all manuals (Flight Operations and Maintenance) carried in the plane library on DC-8 and DC-10 aircraft. The manuals listed on pages 22 & 23 will be removed from the illustrations*

Manual revisionhas been completed and accepted by the FAA. (see attached)..

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quiality Assurance
19 February 2001

To ensure that each substantial maintenance vendor is provided with the appropriate EWA manual, the Heavy Maintenance Department will notify Engineering Technical Support, in writing, of any changes to the D091 Operations Specifications. This notification will include the specific manuals required, the vendor contact information, and the date required.

b. Upon termination, closings, or changes in requirement, the issued manuals must be returned to Engineering Technical Support to maintain assignment control.

3. Operational Aircraft

a. DC-8 Maintenance Manuals: (One copy each)

1) Aircraft Maintenance Manual

2) Fueling Manual

3) Inspection Program Manual Volume I

4) Maintenance Policy and Procedures Manual

5) Weight and Balance Manual

b. DC-10-10 Maintenance Manuals: (One copy each)

1) Aircraft Maintenance Manual

2) Chapter 34 DC-10 Maintenance Manual Supplement

3) DC-10-10 Avionics Maintenance Supplement

4) DC-10-10 Flight Environment Fault Indications Manual (FEFI)

5) DC-10-10F(M) IPC Supplement

6) DC-10-10F(M) Maintenance Manual Supplement

7) DC-10-10 Turn Around Fault Isolation Manual (TAFI)

8) DC-10 -10F(M) Wiring Diagram Supplement

9) Fueling Manual

10) Inspection Program Manual Volume IV

11) Maintenance Policy and Procedures Manual

12) Weight and Balance Manual

c. DC-10-30 Maintenance Manuals: (One copy each)

1) Aircraft Maintenance Manual

2) Chapter 34 DC-10 Maintenance Manual Supplement

3) Continental Series 30 DC-10 System Schematics

4) DC-10-30 Flight Environment Fault Indications Manual (FEFI)

5) DC-10-30 Turn Around Fault Isolation Manual (TAFI)

6) Fueling Manual

7) Inspection Program Manual Volume IV

8) Maintenance Policy and Procedures Manual

9) Weight and Balance

4. The Engineering Technical Support Library

a. The Library will maintain one copy of the following:

1) Emery Worldwide Maintenance and Inspection Manuals

2) Manufacturer's Maintenance Manuals

3) Engine Maintenance Manuals

4) Maintenance Manuals on subsystems, parts, tools, Service Bulletins, Airworthiness Directives, Aircraft Drawings, etc.

2.03.04 RRXA MPPM, Chapter 1, Section IV, Page 21, Paragraph 3A, lists the manuals required to be aboard the DC-8 and DC-10 aircraft. This list does not agree with the manuals listed in the illustrations in Chapter 1, Pages 22 and 23.

RRXA RESPONSE: *MPP, Chapter 1, Section IV, Page 21, Paragraph 3A will be revised to include a complete listing of all manuals (Flight Operations and Maintenance) carried in the plane library on DC-8 and DC-10 aircraft. The manuals listed on pages 22 & 23 will be removed from the illustrations.*

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quiality Assurance
19 February 2001

BMV 0769

Check Revision — Send to Harold —

Accepted

See Attached Revision

2.03.04 **MPP, Chapter 1, Section IV, Page 21, Paragraph 3A.**
This page will be revised to include a complete list of all manuals (Flight Operations and Maintenance) carried on the DC-8 and DC-10 aircraft.

The manuals listed on page 22 and 23 will be removed from the illustrations.

2.03.04 RRXA MPPM, Chapter 1, Section IV, Page 21, Paragraph 3A, lists the manuals required to be aboard the DC-8 and DC-10 aircraft. This list does not agree with the manuals listed in the illustrations in Chapter 1, Pages 22 and 23.

RRXA RESPONSE: *MPP, Chapter 1, Section IV, Page 21, Paragraph 3A will be revised to include a complete listing of all manuals (Flight Operations and Maintenance) carried in the plane library on DC-8 and DC-10 aircraft. The manuals listed on pages 22 & 23 will be removed from the illustrations*

Manual revision request has been completed and will be included in MP&P rewrite scheduled for completion 31 May 2001..

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quiality Assurance
19 February 2001

2.03.04 RRXA MPPM, Chapter 1, Section IV, Page 21, Paragraph 3A, lists the manuals required to be aboard the DC-8 and DC-10 aircraft. This list does not agree with the manuals listed in the illustrations in Chapter 1, Pages 22 and 23.

RRXA RESPONSE: *MPP, Chapter 1, Section IV, Page 21, Paragraph 3A will be revised to include a complete listing of all manuals (Flight Operations and Maintenance) carried in the plane library on DC-8 and DC-10 aircraft. The manuals listed on pages 22 & 23 will be removed from the illustrations.*

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quiality Assurance
19 February 2001

~~*WAS MANUAL CHANGE REQUEST MADE?*~~
Written - To be in Revision

2.03.05 There is no system to revise the Manufacturers Maintenance Manual procedure, IPC or Wiring Diagram Manual after Maintenance Authorizations (MA) or Engineering Orders (EO) have been written.

RRXA MPPM states maintenance/operations manuals will be revised as a result of an MA/EO. The MA or EO cover page identifies the documents that are changed due to the MA/EO, but the affected manual is not revised. A document supplement is created but it is not filed with the manual or in an organized system. The mechanic would not be aware that the Manufacturer's Maintenance Manual is no longer accurate. This is contrary to 14CFR 43.13(a) which states maintenance must be performed with current data.

RRXA RESPONSE: *Maintenance document supplements are created as necessary to support changes made as a result of a MA/EO. The MA or EO cover page only identifies "the manual(s) affecting the appropriate type of work required to be accomplished by the EO/MA", not changed due to the MA/EO. Supplemental manuals are current;y issued as necessary to support aircraft maintenance operations.*

Procedures will be incorporated to place a "circle" around the chapter title number, on the Table fo Contents label, of the maintenance manual, IPC, or wiring diagram microfilm cartridge for those chapters affected by the EO/MA changes. This will indicate that supplemental information exists against this chapter. These procedures will be added to the MP&P, Chapter 1. Supplemental manuals are/will be issued to support the MA/EO changes.

RRXA CONCLUSION: *Finding valid*

Jim Owens
EWA Director Quality Assurance
09 February 2001

2.03.07

FILE NUMBER: 2001GL050014

RESPONSE: Maintenance document supplements are created as necessary to support changes made as a result of a MA/EO. The MA or EO cover page only identifies "the manual(s) affecting the appropriate type of work required to be accomplished by the EO/MA", not changed due to the MA/EO. Supplemental manuals are currently issued as necessary to support aircraft maintenance operations.

Procedures will be incorporated to place a "circle" around the chapter title number, on the Table of Contents label, of the maintenance manual, IPC, or wiring diagram microfilm cartridge for those chapters affected by EO/MA changes.. This will indicate that supplemental information exists against this chapter. These procedures will be added to the MP&P, Chapter 1. Supplemental manuals are/will be issued to support these MA/EO changes.

U. S. Department
of Transportation

**Federal Aviation
Administration**

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Jerry Trimarco
Bob Dell

January 22, 2001
2-07-05

FILE NUMBER: 2001GL050014

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

There is no system to revise the Manufacturers Maintenance Manual procedure, Illustrated Parts Catalog (IPC) or Wiring Diagram Manual after Maintenance Authorizations (MA) or Engineering Orders (EO) have been written. Emery Worldwide Airlines Inc. Certificate (RRXA) Maintenance Policy & Procedures Manual (MPPM) States maintenance/operations manuals will be revised as a result of an MA/EO. The MA or EO cover page identifies the documents that are changed due to the MA/EO, but the affected manual is not revised. A document supplement is created but it is not filed with the manual or in an organized system. The mechanic would not be aware that the Manufacturer's Maintenance Manual is no longer accurate.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

43.13 Performance rules (general).

(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in § 43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

2.03.07

RRA 7/26/01

2.03.06 The RRXA Inspection Program Manual (IPM), Volume 1, Issue 10, in the QC Library has inaccuracies between the List of Effective Pages (LEP) and the pages actually installed in the manual, as follows: Chapter 3, transit check Pg. 1-3 are Rev. 1; LEP states Rev. 26. Chapter 4, terminating check Pg. 1-7 are Rev. 1; LEP states Rev. 26. Chapter 5, service check Pg. 1-9 are Rev. 1; LEP states Rev. 26. Volume III of the IPM has. The following inaccuracies: The Table of Contents Pg. I and Pg. 1, 2, 3, 5, 5b, 5c, 5d, 6-10, 14-15b and 15e are Rev. 21. LEP Page 3, dated 04/22/99, shows those pages at various prior revisions.

RRXA RESPONSE: *LEP Revision 26 is for the revision to the LEP. The transit checks, terminating checks, and service check revisions are the actual pages of these task cards and the revision # shown on these pages reflects when the individual page was revised.*

The bottom (footer) of the LEP pages shows the revision for the manual. The list of pages on the LEP shows the revision for that page.

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

BO 7/1

IPM Vol 1

NEED To Check LEP Revision with the Revision #,

Revision should be AT Bottom of Page.

Jim F. Do Away with IPM? Remove Inspection CARDS

Let Harold Know!

B Linding

2.03.06 Inspection Program Manual (IPM) Volume I, Issue 10. Maintenance Publications Library, formerly QC Library, has Issue 80. Issue 10 is assigned to Denver.

List of Effective Pages (LEP) and pages actually installed in manual.
LEP Revision 26 is for the manual revision. The transit checks, terminating checks, service checks revisions are the actual pages of these task cards that have been revised.

The bottom (footer) of the LEP pages shows the revision for the manual. The list of pages on the LEP shows the revision for that page.

2.03.06 The RRXA Inspection Program Manual (IPM), Volume 1, Issue 10, in the QC Library has inaccuracies between the List of Effective Pages (LEP) and the pages actually installed in the manual, as follows: Chapter 3, transit check Pg. 1-3 are Rev. 1; LEP states Rev. 26. Chapter 4, terminating check Pg. 1-7 are Rev. 1; LEP states Rev. 26. Chapter 5, service check Pg. 1-9 are Rev. 1; LEP states Rev. 26. Volume III of the IPM has. The following inaccuracies: The Table of Contents Pg. I and Pg. 1, 2, 3, 5, 5b, 5c, 5d, 6-10, 14-15b and 15e are Rev. 21. LEP Page 3, dated 04/22/99, shows those pages at various prior revisions.

RRXA RESPONSE: *LEP Revision 26 is for the revision to the LEP. The transit checks, terminating checks, and service check revisions are the actual pages of these task cards and the revision # shown on these pages reflects when the individual page was revised.*

The bottom (footer) of the LEP pages shows the revision for the manual. The list of pages on the LEP shows the revision for that page.

Manual revision has been written and submitted for FAA approval. LEP pages were corrected

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

LEP - Fairley

2.03.06 The RRXA Inspection Program Manual (IPM), Volume 1, Issue 10, in the QC Library has inaccuracies between the List of Effective Pages (LEP) and the pages actually installed in the manual, as follows: Chapter 3, transit check Pg. 1-3 are Rev. 1; LEP states Rev. 26. Chapter 4, terminating check Pg. 1-7 are Rev. 1; LEP states Rev. 26. Chapter 5, service check Pg. 1-9 are Rev. 1; LEP states Rev. 26. Volume III of the IPM has. The following inaccuracies: The Table of Contents Pg. I and Pg. 1, 2, 3, 5, 5b, 5c, 5d, 6-10, 14-15b and 15e are Rev. 21. LEP Page 3, dated 04/22/99, shows those pages at various prior revisions.

RRXA RESPONSE: *LEP Revision 26 is for the revision to the LEP. The transit checks, terminating checks, and service check revisions are the actual pages of these task cards and the revision # shown on these pages reflects when the individual page was revised.*

The bottom (footer) of the LEP pages shows the revision for the manual. The list of pages on the LEP shows the revision for that page.

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

IPM VOL 1

NEED TO CHECK LEP REVISION WITH PAGE REVISION. REVISION DATE SHOULD BE AT THE BOTTOM OF THE PAGE. JIM F. DO AWAY WITH IPM? REMOVE INSPECTION CARDS?

Closed

FINDING 2.03.07

RRXA through St. Mobil Aerospace Engineering, Inc. complied with Boeing Service Bulletin DC-10-53-168 and AD 96-18-1 1. The approved data from Boeing established a repetitive High Frequency Eddy Current (HFEC) inspection every 1,000 landings. The 1,000 landings could be adjusted upward to 14,450 landings initial inspection, then repeated every 3,950 landings, based on completing a damage tolerance assessment. RRXA established the initial inspection at 14,450 landings without the damage tolerance assessment being completed.

RRXA RESPONSE:

A.D. 96-18-11 was complied with August 14,2000 on N68042 by the preventive modification in accordance with S/B DC-10-53-168 ROI by Mobile Aerospace at TAT 87-870 and TAC 30,853. Initial inspection is due (14,450C) at TAC 45,303. If no cracks detected, repetitive inspection must be at intervals of 3,950 cycles. If any cracks detected, must be repaired prior to further flight. This modification has received Boeing damage tolerance authorization. (see attached). The Mobile AerospaceEngineering Authorization is also attached.

The reference to 2,600 landings in the MERIT system is an error and will be Corrected.

RRXA CONCLUSION:

No finding.

Jim Owens
Director Quality Assurance
August 14, 2001

ST MOBILE AEROSPACE ENGINEERING
2100 9TH ST
MOBILE, AL 36615

ENGINEERING AUTHORIZATION

TITLE: REPAIR – CRACKED FUSELAGE SKIN ON R/H SIDE AT STA. 1154 AND LONGERON 39R.

AFFECTIVITY:

Registry Asset or
Engine No. N68042
Unit Description
FUSELAGE SKIN

Mfg. P/N NEA6013-19

Serial No. N/A

FUNCTION:

___ Manual Change
___ Material Change
___ Alteration
X Repair
___ Other

SIGNATURES:

Engineer

Manager

FAA/CORP. I.E. (if required)

CLASSIFICATION:

X Major
___ Minor

REVISION RECORD:

Rev. ___ ___ ___
Date ___ ___ ___
Eng. ___ ___ ___
Mgr. ___ ___ ___
FAA/ ___ ___ ___
Corp. I.E. (if required)

ESR NO. 20010-8
JOB NO. 60031600018

REFERENCES:

(A) DC-10 SRM VOL. III CHAPTER 53-34-01 FIGURE 1 SHEET 1 ITEM 13
(B) SERVICE BULLETIN DC10-53-168 R01
(C) DC-10 SRM VOL. I 53-40-00 FIGURE 8
(D) SERVICE REWORK DRAWING SR10530073 CHANGE LETTER "E"

(E) BOEING FAX MOE-MOB-00-00048H DATED 27 JUL 00
(F) BOEING FAX MOE-MOB-00-00049H DATED 03 AUG 00

DESCRIPTION:

DURING HEAVY CHECK AT MAE, THE CUSTOMER REQUESTED THAT REFERENCE (B) BE INCORPORATED. THIS REQUIRED REMOVAL OF REPAIR DOUBLER THAT WAS INSTALLED BY REFERENCE (C), UNDER WHICH WAS FOUND 2 CRACKS. ONE CRACK WAS 6.1-INCHES LONG AND THE OTHER WAS 0.8-INCHES LONG BEGINNING AT AND EXTENDING FORWARD OF A FASTENER HOLE AND THE SAME CRACK WAS 0.65-INCHES LONG BEGINNING AT AND EXTENDING AFT OF SAME FASTENER HOLE. THE SKIN MATERIAL IS MADE FROM 0.090-INCH THICK CLAD 7075-T6 PER REFERENCE (A). SEE FIGURE 1 FOR DAMAGE LOCATION.

INSTRUCTIONS:

REPAIR IN ACCORDANCE WITH THE FOLLOWING STEPS. THIS REPAIR IS CONSIDERED MAJOR AND IS BOEING APPROVED PER REFERENCES (E) AND (F).

1. TRIM OUT ALL CRACKS MAINTAINING A MINIMUM OF 0.5-INCH TRIM RADIUS. BREAK ALL SHARP EDGES CREATED BY TRIM OUT.

2. PERFORM NDT EDDY CURRENT INSPECTION TO ENSURE COMPLETE CRACK REMOVAL AT TRIMMED OUT AREAS.

3. FABRICATE PER REFERENCE (D)THE SR10530073-34 DOUBLER TO PICK UP EXTRA ROWS OF FASTENERS AS SHOWN ON FIGURE 2. THE THICKNESS AND TAPER OF THE ADDED SECTIONS IS TO BE THE SAME AS WHAT THE –34 DOUBLER IS AT THE LOCAL AREA, WHERE MATERIAL WILL BE ADDED. ALSO MODIFY THE DOUBLER TO HAVE A LINEAR TAPER WHICH WILL INCREASE THICKNESS OVER TRIMMED OUT AREAS.

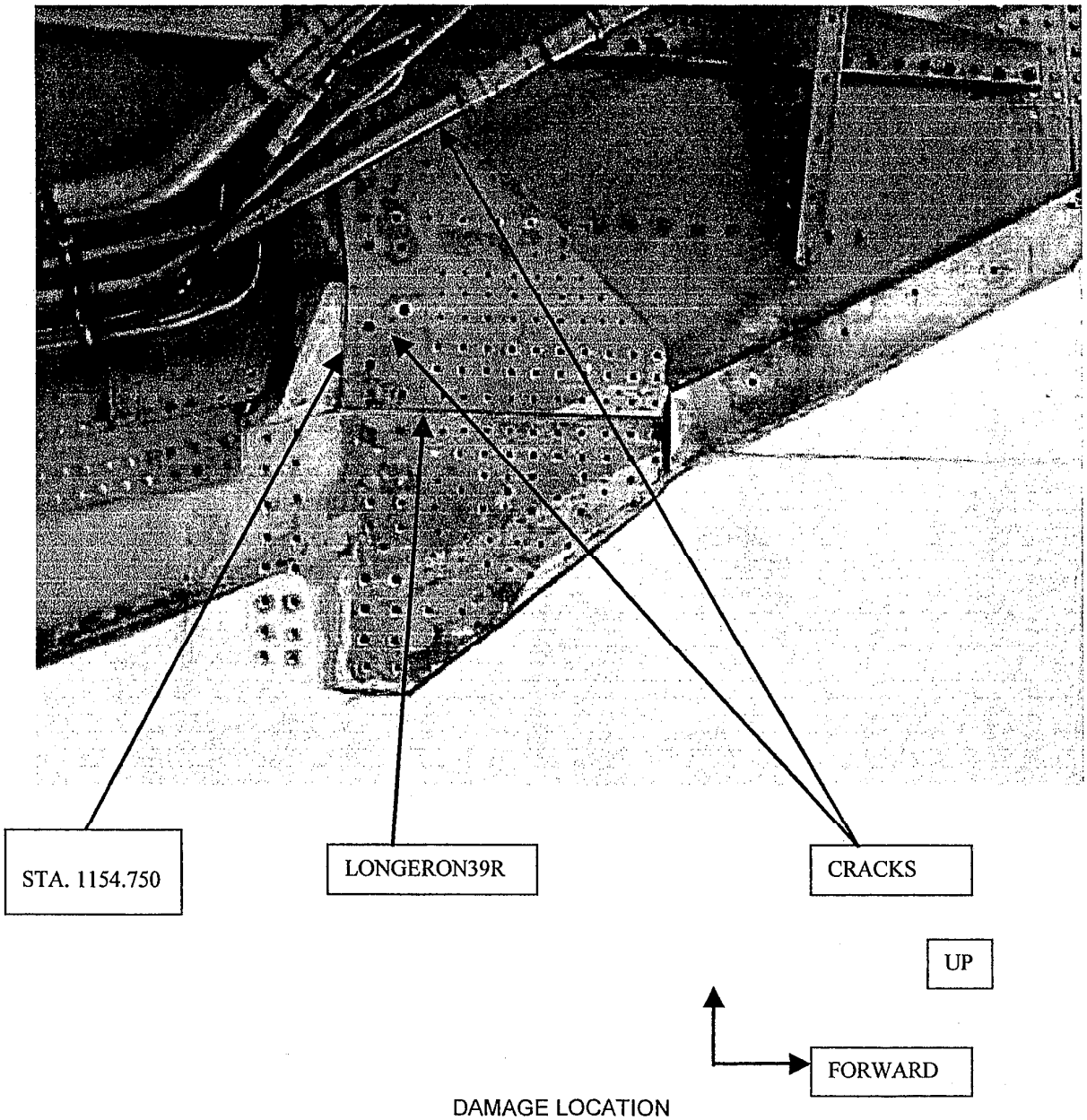
ENGINEERING AUTHORIZATION

4. FABRICATE FILLERS FROM 7075-T6 THICKNESS AS REQUIRED. SHIM AS REQUIRED.

5. MAINTAIN A MINIMUM OF 2D EDGE DISTANCE FROM THE UPPER EDGE OF REPAIR DOUBLER AND THE ADA0154 FITTING. MAINTAIN A MINIMUM OF 2D FASTENER SPACING COMMON TO THE 2 FASTENER ROWS ABOVE THE UPPER CRACK.

6. COMPLETE REPAIR PER REFERENCE (B) AND REFERENCE (D).

7. **SEE NOTES ON PAGE 4 FOR REPETITIVE INSPECTION REQUIREMENTS.**



DAMAGE LOCATION
FIGURE 1

ENGINEERING AUTHORIZATION

FIGURE 2

REPETITIVE INSPECTION REQUIREMENTS:

1. THE TRIMMED OUT LOWER CRACK WHICH IS BETWEEN LONGERONS 39R AND 38 R ON R/H SIDE OF FUSELAGE SKIN NEAR STA. 1154 IS TO BE INSPECTED PER REFERENCE (D) -7007 REQUIREMENTS, WHICH DESCRIBES A 14,450 LANDINGS INITIAL INTERVAL. THEREAFTER, PERFORM INSPECTIONS EVERY 3,950 LANDINGS AS ALSO DESCRIBED PER REFERENCE (D) –7007 REQUIREMENTS.

2. THE TRIMMED OUT UPPER CRACK WHICH IS BETWEEN LONGERONS 38R AND 37R ON R/H SIDE OF FUSELAGE SKIN NEAR STA. 1154, INSPECTION INTERVAL WILL BE DETERMINED AFTER COMPLETION OF DAMAGE TOLERANCE ANALYSIS. THIS REPAIR COULD BE UPGRADED FROM A TEMPORARY REPAIR TO UNCONDITIONAL PERMANENT REPAIR OR PERMANENT REPAIR WITH REPETITIVE INSPECTIONS. THE DAMAGE TOLERANCE ANALYSIS FINDINGS WILL BE NOTIFIED TO MAE AND THE OPERATOR WITHIN A ONE YEAR TIME FRAME.

3. THESE REQUIREMENTS MUST BE COORDINATED WITH THE COGNIZANT REGULATORY AUTHORITY AND RECORDED IN THE SHIPS RECORD.

FAA 7/26/01

FINDING 2.03.07

RRXA through St. Mobil Aerospace Engineering, Inc. complied with Boeing Service Bulletin DC-10-53-168 and AD 96-18-1 1. The approved data from Boeing established a repetitive High Frequency Eddy Current (HFEC) inspection every 1,000 landings. The 1,000 landings could be adjusted upward to 14,450 landings initial inspection, then repeated every 3,950 landings, based on completing a damage tolerance assessment. RRXA established the initial inspection at 14,450 landings without the damage tolerance assessment being completed.

RRXA RESPONSE:

A.D. 96-18-11 was complied with August 14,2000 on N68042 by the preventive modification in accordance with S/B DC-10-53-168 ROI by Mobile Aerospace at TAT 87-870 and TAC 30,853. Initial inspection is due (14,450C) at TAC 45,303. If no cracks detected, repetitive inspection must be at intervals of 3,950 cycles. If any cracks detected, must be repaired prior to further flight. This modification has received Boeing damage tolerance authorization (see attached)..

RRXA CONCLUSION:

No finding.

Jim owens
EWA Director Quality Assurance
25 June 2001

8/3/01
Chris Common

OPEN

DATE: 07/27/2000 17:46:52

FROM: THE BOEING COMPANY
SERVICE ENGINEERING
CUSTOMER SUPPORT
M/C D035-0035
3855 LAKEWOOD BLVD.
LONG BEACH, CA 90846
206-544-0641 (FAX)
32-9430 (TELEX)
LKEBO7X (SITA)
DSE (DIR CODE)

ATTN: MAE ENGINEERING ATTN: RODNEY BROWN

MOE-MOB-00-00048H 27 JUL 00
ATA 5334-00 MODEL DC-10
CRACKED FUS SKIN
REF /A/ MOEL000725 /C/
/B/ MOEL000720
/C/ DC-10 VOL 1 SRM 53-40-00 FIGURE 8
/D/ DC-10 SERVICE REWORK DRAWING SR10530073 CHANGE LETTER 'E'
/E/ MOEL000719

FOLLOWING MESSAGE SENT TO MAE ENGINEERING ATTN: RODNEY BROWN

RIGHT HAND FUSELAGE SKIN NEA6013-19 HAS A 6.1 INCH CRACK WHICH IS PROPAGATING FROM Y STATIONS 1154 TO 1160 WHICH EXCEEDS REF /C/ GENERAL NOTE 9.2 LIMIT OF 5 INCHES ALLOWED. IN ADDITION, THERE IS ANOTHER CRACK COMMON TO THE RIGHT HAND FUSELAGE SKIN NEA6013-19 WHICH IS 0.8 INCH LONG. MAE DOES NOT WANT TO EXTEND THE REF /D/ -34 MOD DOUBLER THREE ROWS OF FASTENERS IN THE UPWARD DIRECTION WHICH WOULD BE COMMON TO FUSELAGE STRINGER 37R AND THE ADA0154 FITTING.
MAE REQUESTS BOEING APPROVED
REPAIR CONCEPT TO RESTORE THE CRACKED AREAS AS DESCRIBED BY REF /A/.

IN RESPONSE, DC-10 FUSELAGE 41 SUBJECT RIGHT HAND FUSELAGE SKIN NEA6013-19 WITH CRACKS DESCRIBED BY REF /A/ IS ACCEPTABLE FOR STRENGTH WITH THE FOLLOWING PROVISIONS:

1. TRIM OUT THE CRACK DAMAGE AT THE BOTH CRACK LOCATIONS AND MAINTAIN A MINIMUM OF 0.5 INCH TRIM RADIUS. BREAK ALL SHARP EDGES CREATED BY TRIM OUTS. VERIFY WITH NDT THAT COMPLETE CRACK REMOVAL HAS BEEN PERFORMED WHICH COULD BE PRESENT AT LOCATIONS BEYOND THE TRIM OUT AREAS.

2. FABRICATE A REF /D/ -34 REPAIR DOUBLER TO PICK UP A MINIMUM OF THREE ROWS OF FASTENERS BEYOND THE TRIM LINE OF THE LOWER CRACK. FABRICATE AND INSTALL A SHIM AND FILLER AS REQUIRED.

3. FABRICATE A REF /D/ -34 REPAIR DOUBLER TO PICK UP A MINIMUM OF TWO ROWS OF FASTENERS BEYOND THE TRIM LINE OF THE UPPER CRACK. MAINTAIN A MINIMUM OF 2D EDGE DISTANCE FROM THE REF /D/ -34 REPAIR DOUBLER UPPER EDGE AND THE ADA0154

FITTING. MAINTAIN A MINIMUM OF 2D FASTENER SPACING COMMON TO THE TWO FASTENER ROWS ABOVE THE UPPER CRACK. FABRICATE AND INSTALL A SHIM AND FILLER AS REQUIRED. MODIFY THE REF /D/ -34 REPAIR DOUBLER TO HAVE A LINEAR TAPER WHICH WILL INCREASE THICKNESS OVER THE TRIM OUT AREA.

NOTE: OUR DOUGLAS PRODUCTS DAMAGE TOLERANCE ASSESSMENT GROUP IS RECOMMENDING THE OPERATOR TO REPETITIVELY HFEC INSPECT THE FUSELAGE SKIN UPPER CRACK TRIM OUT AREA FROM THE INBOARD SIDE BETWEEN FUSELAGE LONGERON 37R TO 38R FORWARD OF Y STATION 1154 FOR ADDITIONAL CRACKS NOT TO EXCEED 1,000 LANDINGS. IF THIS REPETITIVE INSPECTION REQUIREMENT IS NOT SATISFACTORY TO THE OPERATOR, PLEASE RESUBMIT TO BOEING ALLOWING A ONE WEEK TIME FRAME FOR ADDITIONAL TIME TO PERFORM DAMAGE TOLERANCE ASSESSMENT FUNCTIONS THAT COULD PROVE ACCEPTABLE TO REPETITIVELY INSPECT PER REF /D/ -7007 REQUIREMENTS WHICH DESCRIBES A 14,450 LANDINGS INITIAL INTERVAL. THEREAFTER, ACCOMPLISHMENT OF THIS REPAIR / MODIFICATION, PERFORM NON DESTRUCTIVE INSPECTIONS EVERY 3,950 LANDINGS.

4. COMPLETE THE REPAIR PER REF /D/.

THE REPAIR SPECIFICATION IS INTENDED TO BE IN COMPLIANCE WITH THE AIRPLANE TYPE CERTIFICATION BASIS AND IS BOEING APPROVED.

JOHN WEBB - STRUCTURES/PAYLOADS AND REPAIR - LONG BEACH
MCSHANE/CHRIS HAUGHEY - LONG BEACH AIRLINE SUPPORT MANAGER
BOEING SERVICE ENGINEERING
ORGN -CP-OL32 M/C D0035-0035
27 Jul 00 1743

FINDING 2.03.07

RRXA through St. Mobil Aerospace Engineering, Inc. complied with Boeing Service Bulletin DC-10-53-168 and AD 96-18-1 1. The approved data from Boeing established a repetitive High Frequency Eddy Current (HFEC) inspection every 1,000 landings. The 1,000 landings could be adjusted upward to 14,450 landings initial inspection, then repeated every 3,950 landings, based on completing a damage tolerance assessment. RRXA established the initial inspection at 14,450 landings without the damage tolerance assessment being completed.

RRXA RESPONSE:

A.D. 96-18-11 was complied with August 14,2000 on N68042 by the preventive modification in accordance with S/B DC-10-53-168 ROI by Mobile Aerospace at TAT 87-870 and TAC 30,853. Initial inspection is due (14,450C) at TAC 45,303. If no cracks detected, repetitive inspection must be at intervals of 3,950 cycles. If any cracks detected, must be repaired prior to furthe flight. This modification has received Boeing damage tolerance authorization.

RRXA CONCLUSION:

No finding.

See Attached from Boeing

Waiting for Boeing damage Tolerance investigation SEE Attached, —

FINDING 2.03.07

RRXA through St. Mobil Aerospace Engineering, Inc. complied with Boeing Service Bulletin DC-10-53-168 and AD 96-18-1 1. The approved data from Boeing established a repetitive High Frequency Eddy Current (HFEC) inspection every 1,000 landings. The 1,000 landings could be adjusted upward to 14,450 landings initial inspection, then repeated every 3,950 landings, based on completing a damage tolerance assessment. RRXA established the initial inspection at 14,450 landings without the damage tolerance assessment being completed.

RRXA RESPONSE:

A.D. 96-18-11 was complied with August 14,2000 on N68042 by the preventive modification in accordance with S/B DC-10-53-168 ROI by Mobile Aerospace at TAT 87-870 and TAC 30,853. Initial inspection is due (14,450C) at TAC 45,303. If no cracks detected, repetitive inspection must be at intervals of 3,950 cycles. If any cracks detected, must be repaired prior to further flight. This modification has received Boeing damage tolerance authorization.

RRXA CONCLUSION:

No finding.

NEED COPY OF LETTER FROM BOEING GIVING DAMAGE TOLERANCE AUTHORIZATION.

FINDING 2.03.08 RRXA contracted with St. Mobile Aerospace Engineering, Inc. (MAE) for the performance of a "C" check on DC-10, N68042. MAE Production Control Traveler dated 07/28/00 reflects inspector MAE 1 1 signing for RII on three (3) items Item 1: Accepting type material 7075-T7351; Item 2: Accepting Machining Applications. Item 3: Dimension check. Inspector MAE 11 RII authorization is for non-destructive testing. Per 14CFR 121.371(a), no person may be used to perform an RII function unless he/she is appropriately certified, properly trained and qualified and authorized to do so.

RRXA RESPONSE: *The EWA Director Quality Control sent a letter on October 24, 2000 to the Mobile Aerospace Engineering (MAE) Director of Quality concerning the RASIP Inspectors concern that the MAE Inspector #11 was not qualified to sign-off inspection items. EWA received a letter from the MAE Director of Quality, which provided additional substantiation of the inspection authority of the subject Inspector.*

RRXA CONCLUSION: *No finding*

A N

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110**
FAX 513-533-8420

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Jerry Tumarco
Bob Doll

January 23, 2001

2.07.08

FILE NUMBER: 2001GL050016

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA), had contracted with St. Mobil Aerospace Engineering, Inc. (MAE) for the performance of a "C" check on DC-1-, N68042. MAE Production Control Traveler dated 07/28/00 reflects inspector MAE 11 signing for RII on three (3) items: Item 1 – Accepting type material 7075-T7351. Item 2 – Accepting Machining Applications. Item 3 – Dimension check. Inspector MAE 11's authorization is for non-destructive testing. Per 14CFR 121.371 (a), no person may be used to perform an RII function unless he/she is appropriately certified, properly trained and qualified and authorized to do so.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden
Principal Maintenance Inspector

121.371 Required inspection personnel.

(a) No person may use any person to perform required inspections unless the person performing the inspection is appropriately certificated, properly trained, qualified, and authorized to do so.

2.03.05

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: MCDONNELL DOUGLAS	Model: DC-10-10F
	Serial No.: 46901	Nationality and Registration Mark: N68042
2. Owner	Name *(As shown on registration certificate)*: PALS II INC.	Address *(As shown on registration certificate)*: 4 EMBARCADERO CENTER SUITE 3550 SAN FRANCISCO, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	——— *(As described in Item 1 above)* ———			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ST MOBILE AEROSPACE ENGINEERING INC 2100 9TH STREET, BROOKLEY COMPLEX MOBILE, AL 36615	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	[redacted]

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
August 14, 2000	RICHARD MINDREBO [redacted]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED

E3 Y						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
August 14, 2000		ERICH ULM [redacted]

FAA Form 337 (12 88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

13. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

A/C N68042 S/N 46901 AIRCRAFT TOTAL TIME= 30,853.0 TOTAL CYCLES=87,870.42

COMPLIED WITH EMERY E.O. NUMBER DM-5312-01:00 DATED 6/26/00 TERMINATING REPAIR OF INTERIM REPAIR OF TEE CAP AT STA 1156, LONGERON 39L.

COMPLIED WITH MAE EA# 10-5331-22-A0741 DATED 04 AUG 00 REPAIR - CRACKED FUSELAGE SKIN ON RIGHT HAND SIDE OF STA 1154 AND LONGERON 39R.

ACCOMPLISHED TERMINATING ACTION OF SB DC10-53-168 R01. FUSELAGE - GENERAL-INSPECTION/REPAIR/MODIFY BULKHEAD TEE CAP AT STATION Y=1156.00.

RECORD OF ALL WORK ACCOMPLISHED BY ST MOBILE AEROSPACE ENGINEERING ON FILE UNDER WORK ORDER 12590.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

EFFECTIVE DATE: 10AUGUST2000
REVISION NUMBER: 13

AMENDMENTS TO AIRCRAFT N68042

1. DELETE THE SMOKE DETECTOR SYSTEM INSTALLATION FROM THE WORK LETTER. THIS WILL NOW BE DONE AT A LATER DATE. 23JUN00
2. VERIFY PRIOR COMPLIANCE WITH S/B 53-24 R1. 26JUN00
3. VERIFY PRIOR COMPLIANCE WITH S/B 53-26 R2. 26JUN00
4. VERIFY PRIOR COMPLIANCE WITH S/B 53-46 R1. 26JUN00
5. INSPECT/REPAIR TWO SMALL DENTS IN THE LEADING EDGE OF THE MAIN CARGO DOOR. 26JUN00
6. COMPLY WITH E.O. DM-2400-03:00, AD 2000-10-03, INSPECTION OF WIRING AT FLIGHT ENGINEERS CIRCUIT BREAKER PANEL. 26JUN00
7. CHANGE THE COMPLIANCE WITH S/B DC10-57-126R01 TO OPTION 2. 26JUN00
8. COMPLY WITH E.O. DM-5312-01:00, TERMINATING REPAIR OF INTERIM REPAIR OF TEE CAP AT STA 1156, LONGERON 39L. KIT P/N SB10530168-3 AND FASTENER KIT P/N SB10530168-15 WILL BE SUPPLIED BY EMERY. 26JUN00
9. COMPLY WITH INSPECTION PER PSE 53.10.007A. 26JUN00
10. COMPLY WITH INSPECTIONS PER PSE 53.10.005B AND PSE 53.10.006B. 26JUN00
11. COMPLY WITH INSPECTIONS PER PSE 53.10.009B AND PSE 53.10.010B. 26JUN00
12. COMPLY WITH INSPECTIONS PER PSE 53.10.031B AND PSE 53.10.032B. 26JUN00
13. COMPLY WITH INSPECTIONS PER PSE 53.10.033A AND PSE 53.10.034A. 26JUN00
14. COMPLY WITH INSPECTIONS PER PSE 53.10.041B AND PSE 53.10.042B. 26JUN00
15. COMPLY WITH INSPECTIONS PER PSE 53.10.043A AND PSE 53.10.044A. 26JUN00
16. COMPLY WITH INSPECTIONS PER PSE 53.10.045A AND PSE 53.10.046A. 26JUN00
17. COMPLY WITH INSPECTIONS PER PSE 57.10.021B AND PSE 57.10.022B. 26JUN00
18. THE NUMBER THREE ENGINE HAS BEEN CHANGED. SERIAL NUMBER 451464 WAS INSTALLED. BORESCOPE THE LPT ON THIS ENGINE PER THE MAINTENANCE MANUAL AND RECORD YOUR FINDINGS. 03JUL00
19. SEE ATTACHED E-MAIL LETTER FROM RICHARD MEYER TO CHUCK HEATH WHICH REQUESTS ATTENTION TO THESE FOUR ITEMS: (1) #2 ENGINE B FIRE LOOP NEEDS TROUBLESHOOTING. (2) THE LEFT OUTBOARD FLAP DROOPS 10 TO 12 DEGREES AFTER ABOUT ONE HOUR. (3) THE LEFT FOREWARD ACM DOOR NEEDS TO BE PAINTED. (4) THE SMOKE CURTAIN VELCRO NEEDS ATTENTION. 05JUL00
20. CHECK BOTH MAIN LANDING GEAR TRUNNION FITTINGS TO SEE IF A PLACARD HAS BEEN ATTACHED CHANGING THE PART NUMBER FROM ARB0622 TO SR10570071. (COMPLIANCE WITH S/B 57-132, SEE ATTACHED PAPERWORK) 06JUL00
21. REF. AD 74-08-04, VERIFY COMPLIANCE OF PARAGRAPH 1A OF S/B A52-35. 07JUL00
22. REF. AD 74-08-04, VERIFY COMPLIANCE OF PARAGRAPH 1C OF S/B 52-37. 07JUL00
23. REF. AD 89-06-03, VERIFY COMPLIANCE WITH S/B A73-21. 07JUL00
24. REF. AD 90-18-01, VERIFY COMPLIANCE WITH PARAGRAPH A OF S/B 52-129R1. 07JUL00
25. REF. AD 94-12-05, VERIFY COMPLIANCE WITH S/B 57-114R1 ON LEFT-HAND WING STRINGER 41. 07JUL00
26. CHANGE THE NOSE LANDING GEAR LOCK LINK ATTACH BRACKET, PART NUMBER ACA0007, FOR TIME. 07JUL00
27. CORRECT ITEM 24, ABOVE, TO READ: VERIFY COMPLIANCE WITH PARAGRAPH A OF AD 90-18-01. 11JUL00
28. VERIFY COMPLIANCE WITH AD 94-23-01, PARAGRAPH (g). REF: S/B 57-123. 11JUL00
29. COMPLY WITH BOLT INSPECTION PER PARAGRAPH 2.0. OF S/B 54-72R3 ON THE #2 PYLON AFT MOUNT FITTING BOLTS. 11JUL00
30. COMPLY WITH EO DM-1151-01:01, INSTALLATION OF MAIN ENTRY DOOR EXIT PLACARD IN DC-10 AIRCRAFT. 11JUL00
31. INSPECT THE REPAIR DESCRIBED ON THE ATTACHED SHEET PER THE SRM. VERIFY THE CLASS OF REPAIR ACCORDING TO THE SRM. 12JUL00
32. CANCEL ITEM NUMBER 26, ABOVE, (NLG LOCK LINK ATTACH BRACKET CHANGE). 12JUL00
33. CANCEL ITEM NUMBER 31, ABOVE, (REPAIR INSPECTION AND VERIFICATION). 13JUL00
34. CANCEL ITEM NUMBER 29, ABOVE, (BOLT INSPECTION). 14JUL00
35. DISREGARD ITEM NUMBER 34, ABOVE. 14JUL00
36. ACCOMPLISH PREVENTIVE MODIFICATION TO Y1156 BULKHEAD T CAPS PER S/B DC-10-53-168 R01. 18JUL00
37. COMPLY WITH EO DI-3831-01:00, LAVATORY DRAIN SYS-FLUSH/FILL LINES-LEAK CHECK. 04AUG00
38. CHANGE ITEM 10 ON PAGE 6 TO READ: AFTER THE POST-CHECK TEST FLIGHT, <u>IF REQUIRED</u>, IS COMPLETED.....ETC. 10AUG00

Airworthiness Directive 96-18-11 Summary

Subject:	96-18-11 - Eddy current & radiographic inspection		
Manufacturer:	MCDONNELL DOUGLAS	Category:	Airframe
Effective Date:	10/10/1996	Recurring:	Yes
Supersedes:	N/A	Superseded By:	N/A

For complete information on this AD, please see:
AD 96-18-11 (FAA Copy)
AD 96-18-11 (From CFR)
AD 96-18-11 Preamble

Model Applicability:
Model DC-10-10 and -15 series airplanes, as listed in McDonnell Douglas Service Bulletin DC10-53-168, dated August 9, 1995; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Applicable Manufacturers Service Information:
McDonnell Douglas Service Bulletin DC10-53-168

Summary:
This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC–10–10 and –15 series airplanes, that requires repetitive inspections to detect cracks in the bulkhead tee caps, and repair and follow-on actions, if necessary. It also provides for an optional terminating modification for the repetitive inspections. This amendment is prompted by reports of cracking in the bulkhead tee caps at a fuselage station in the area of certain longerons due to fatigue. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in loss of pressurization and damage to adjacent structure.

96-18-11 MCDONNELL DOUGLAS: Amendment 39-9735. Docket 95-NM-204-AD.

Applicability: Model DC-10-10 and -15 series airplanes, as listed in McDonnell Douglas Service Bulletin DC10-53-168, dated August 9, 1995; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking, which could result in loss of pressurization and damage to adjacent structure, accomplish the following:

(a) Prior to the accumulation of 20,000 total landings, or within 1,500 landings after the effective date of this AD, whichever occurs later, perform an eddy current and radiographic inspection, as applicable, to detect cracks in the bulkhead tee caps (left and right sides) in the area of longerons 38.0 through 41.0 at fuselage station Y=1156.000, in accordance with McDonnell Douglas Service Bulletin DC10-53-168, dated August 9, 1995.

(1) If no cracks are detected, repeat the inspections thereafter at intervals not to exceed 2,600 landings until paragraph (b) of this AD is accomplished.

(2) If any crack is detected, prior to further flight, accomplish the repair specified in either paragraph (a)(2)(i) or (a)(2)(ii) of this AD.

(i) Splice in a new bulkhead tee cap section at cracked area of bulkhead tee cap in accordance with the service bulletin. Within 20,000 total landings after accomplishing this repair, perform eddy current inspections to detect cracks in accordance with the service bulletin. Repeat the inspections thereafter at intervals not to exceed 2,600 landings until paragraph (b) of this AD is accomplished. If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(ii) Repair in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(b) Terminating action for the repetitive inspections required by paragraphs (a)(1) and (a)(2)(i) of this AD is as follows:

(1) Accomplish the preventative modification and eddy current open hole inspection in accordance with Condition 1 (no cracks in bulkhead tee cap), Option 2, of McDonnell Douglas Service Bulletin DC10-53-168, dated August 9, 1995. And

(2) Within 14,450 total landings following accomplishment of the modification specified in paragraph (b)(1) of this AD, perform an eddy current and radiographic inspection to detect cracks, in accordance with Condition 1 (no cracks in bulkhead tee cap), Option 2, of the service bulletin.

(i) If no cracks are detected, repeat the inspections thereafter at intervals not to exceed 3,950 landings.

(ii) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(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 2: 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 sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections shall be done in accordance with McDonnell Douglas Service Bulletin DC10-53-168, dated August 9, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on October 10, 1996.

14 CFR Part 39

[Docket No. 95–NM–204–AD; Amendment 39–9735; AD 96–18–11]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model DC–10–10 and –15 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC–10–10 and –15 series airplanes, that requires repetitive inspections to detect cracks in the bulkhead tee caps, and repair and follow-on actions, if necessary. It also provides for an optional terminating modification for the repetitive inspections. This amendment is prompted by reports of cracking in the bulkhead tee caps at a fuselage station in the area of certain longerons due to fatigue. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in loss of pressurization and damage to adjacent structure.

DATES: Effective October 10, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 10, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5238; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC–10–10 and –15 series airplanes was published in the Federal Register on March 28, 1995 (61 FR 13787). That action proposed to require repetitive inspections to detect cracks in the bulkhead tee caps, and repair and follow-on actions, if necessary. The proposal would also provide for an optional terminating modification for the repetitive inspections.

Interested persons have been afforded an opportunity to participate in the

making of this amendment. Due consideration has been given to the comments received.

Support for the Proposal

Two commenters support the proposal.

Request to Ensure that Parts are Available

One commenter who supports the proposal is concerned that enough replacement parts may not be available to support the repair requirements of the proposed rule.

The FAA responds to this concern by stating that the manufacturer has advised that ample replacement tee cap splices will be available to the U.S. fleet in support of any necessary repair that may be required as a result of the inspection required by this rule.

Request for a Revision of Initial Inspection Interval

Two commenters request that the proposed rule be revised to extend the initial inspection interval for airplanes on which the modification specified in the manufacturer's Structural Repair Manual (SRM), Chapter 53-40-00, Volume 1, has been accomplished. This modification involves installing an arrowhead doubler at station Y=1156.000. For airplanes with this modification, the commenters request that the initial inspection interval be changed from the proposed 1,500 landings to 2,200 landings. The commenters state that this extension will allow the inspection to be accomplished during regularly scheduled maintenance (i.e., a "C" check) at a main base. One commenter states that trying to accomplish a radiographic inspection at a field station (rather than at a main base) is very difficult and, if cracks are detected during the inspection, it is nearly impossible to repair them at a field station since trained personnel and appropriate equipment may not be available.

The FAA does not concur with the commenters' request for two reasons:

First, the accomplishment of the SRM modification specified by the commenters has been determined—via an assessment by both the airframe manufacturer and the FAA—to have no effect on the time that cracks may initiate and grow in the bulkhead tee caps at fuselage station Y=1156.00. Although the McDonnell Douglas service bulletin cited in this rule does refer to that SRM modification, the reference is made only to discuss the fact that the accomplishment of the SRM modification affects the methodology that must be used for the inspection and installation of a preventative modification of the bulkhead tee cap. Therefore, there is no basis to connect the inspection times required by this AD to whether or not the SRM modification has been accomplished.

Second, the compliance time for the initial inspection required by this AD is based on the reports of fatigue cracking in the bulkhead tee caps on airplanes that had accumulated between 56,394 and 72,931 total flight hours and between 21,629 and 26,094 total landings. The FAA has determined that inspections of this area by the time the airplane has accumulated at least 20,000 total landings will ensure that fatigue cracking is detected before it reaches a critical length.

The "1,500 landings" specified in the AD's compliance time is a "grace period" that was established to preclude grounding airplanes that have exceeded the 20,000-landing threshold. In determining an appropriate "grace period" for this action, the FAA not only considered the degree of urgency associated with addressing the unsafe condition, but normal scheduled maintenance for the majority of affected operators, recommendations of the manufacturer, analysis of the rate of crack growth, and reports of cracking found in the in-service fleet. In consideration of all of these factors, the FAA finds that the 1,500-landing "grace period" for initiating the required inspections on higher-time airplanes to be warranted, in that it represents an appropriate interval of time allowable for airplanes to continue to operate without compromising safety.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 133 Model McDonnell Douglas Model DC-10-10 and -15 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 121 airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required inspections, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $21,780, or $180 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-18-11 McDonnell Douglas: Amendment 39-9735. Docket 95-NM-204-AD.

Applicability: Model DC-10-10 and -15 series airplanes, as listed in McDonnell Douglas Service Bulletin DC10-53-168, dated August 9, 1995; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability

provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking, which could result in loss of pressurization and damage to adjacent structure, accomplish the following:

(a) Prior to the accumulation of 20,000 total landings, or within 1,500 landings after the effective date of this AD, whichever occurs later, perform an eddy current and radiographic inspection, as applicable, to detect cracks in the bulkhead tee caps (left and right sides) in the area of longerons 38.0 through 41.0 at fuselage station Y=1156.000, in accordance with McDonnell Douglas Service Bulletin DC10–53–168, dated August 9, 1995.

(1) If no cracks are detected, repeat the inspections thereafter at intervals not to exceed 2,600 landings until paragraph (b) of this AD is accomplished.

(2) If any crack is detected, prior to further flight, accomplish the repair specified in either paragraph (a)(2)(i) or (a)(2)(ii) of this AD.

(i) Splice in a new bulkhead tee cap section at cracked area of bulkhead tee cap in accordance with the service bulletin. Within 20,000 total landings after accomplishing this repair, perform eddy current inspections to detect cracks in accordance with the service bulletin. Repeat the inspections thereafter at intervals not to exceed 2,600 landings until paragraph (b) of this AD is accomplished. If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(ii) Repair in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(b) Terminating action for the repetitive inspections required by paragraphs (a)(1) and (a)(2)(i) of this AD is as follows:

(1) Accomplish the preventative modification and eddy current open hole inspection in accordance with Condition 1 (no cracks in bulkhead tee cap), Option 2, of McDonnell Douglas Service Bulletin DC10–53–168, dated August 9, 1995. And

(2) Within 14,450 total landings following accomplishment of the modification specified in paragraph (b)(1) of this AD, perform an eddy current and radiographic inspection to detect cracks, in accordance with Condition 1 (no cracks in bulkhead tee cap), Option 2, of the service bulletin.

(i) If no cracks are detected, repeat the inspections thereafter at intervals not to exceed 3,950 landings.

(ii) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(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 2: 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 sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections shall be done in accordance with McDonnell Douglas Service Bulletin DC10–53–168, dated August 9, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on October 10, 1996.

Issued in Renton, Washington, on August 26, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–22262 Filed 9–4–96; 8:45 am]

BILLING CODE 4910–13–U

Aircraft Records verifying status

DC-10 68042
Mobile Aerospace accomplished DAC 5/13
DC-10-53-168, AD 96-18-11. EWA established
repetitive inspection at 14,000 cycles without DAC
Damage Tolerance performed.

Unify required intervals, and what we are tracking
this on.

works attachment holes, and performs subsequent and repetitive inspections at intervals specified in paragraph 1.E. Condition 2 (Cracks in Bulkhead Tee Cap) - Splices in a manner similar to cracked area of bulkhead tee cap. Accomplishes subsequent and repetitive inspections at intervals specified in paragraph 1.E or Contacts Douglas Aircraft Company.

Accomplishment of preventive modification and cold working of holes will minimize the possibility of cracks developing in the areas of the bulkhead tee cap.

Effectivity:

DC-10, Series 10 and 15 aircraft. (See Service Bulletin DC10-53-168 for detailed effectivity.)

Compliance:

Douglas Aircraft Company recommends that initial eddy current inspection be accomplished within 1500 aircraft landings on aircraft which have more than 20,000 aircraft landings and accomplish preventive modification, repair and subsequent inspections as follows:

Group 1 (Aircraft fuselage skin previously repaired per Structural Repair Manual, Chapter 53-40-00, Volume 1, Figure 8) - Condition 1 (No cracks in bulkhead tee cap) - Option 1 - Repetitively inspect at intervals not to exceed 2,600 aircraft landings. Option 2 - Accomplish subsequent eddy current inspection within 14,450 aircraft landings after accomplishment of preventive modification. Repetitively inspect at intervals not to exceed 3,950 aircraft landings. - Condition 2 (Cracks in Bulkhead Tee Cap) - Repair bulkhead tee cap or contact Douglas Aircraft Company for special instructions prior to further flight. Accomplish subsequent eddy current inspection on repaired bulkhead tee cap within 20,000 aircraft landings after accomplishment of repair. Repetitively inspect at intervals not to exceed 2,600 aircraft landings until preventive modification is accomplished per Condition 1, Option 2.

Group 2 (Aircraft fuselage skin not previously repaired per Structural Repair Manual, Chapter 53-40-00, Volume 1, Figure 8) - Condition 1 (No Cracks in Bulkhead Tee Cap) - Option 1 - Repetitively inspect at intervals not to exceed 2,600 aircraft landings. Option 2 - Accomplish subsequent eddy current inspection within 14,450 aircraft landings after accomplishment of preventive modification. Repetitively inspect at intervals not to exceed 3,950 aircraft landings. - Condition 2 (Cracks in Bulkhead Tee Cap) - [illegible] inspection on repaired bulkhead tee cap within 20,000 aircraft landings after accomplishment of repair. Repetitively inspect at intervals not to exceed 2,600 aircraft landings until preventive modification is accomplished per Condition 1, Option 2.

Federal Aviation Administration Airworthiness Directive 93-15-11, Amendment 39-8700 is related to Service Bulletin DC10-53-168.

Manpower:

Total Man-Hours	74.0 to 97.0
Total Elapsed Hours	18.5 to 19.5

* See Service Bulletin DC10-53-168 for applicable group.

Material Information:

Parts furnished in service and supply kits. See paragraph 2.A for procurement information, see paragraph 2.B.1 for tool kit and paragraph 2.B.2 for special test equipment required to accomplish this modification.

MAE

ST Mobile Aerospace Engineering, Inc.
2100 9th Street, Brookley Complex
Mobile, Alabama 36615
Tel: (334) 438 8888
Fax: (334) 438 8892

Emery Worldwide Airlines
Attn: Edward B Jones
Director Quality Control
One Emery Plaza
Vandalia, Ohio 45377

RE: Your Fascimile dated 10/24/00

Dear Mr. Jones,

I am in receipt of your correspondence dated October 24, 2000 regarding your document review of the paperwork package for A/C N68042. We have reviewed both of your concerns and offer the following explanation.

The copy of the FAA Form 337 you sent is obviously missing the required certificate number in area 7, Approval for Return to Service. These forms are computer generated by an in-house software. The relevant field contains the MAE Repair Station Certificate number. It is unclear how this singular form was printed without the Certificate number, and an audit of other 337's filed in this period reflect accurate and complete forms. We are forwarding a completed document for your records.

The second area of concern you communicated dealt with Inspector Tim Wiggins (#11) and the use of his inspection authority on Traveler #T8536. Mr. Wiggins was granted NDT Inspection authority on EWA DC-10 aircraft on July 5, 2000 by your office. Additionally Mobile Aerospace Engineering received limited authority to fabricate parts for EWA on July 11, 2000 from Mr. Thomas Wood acting in your behalf. It is common practice at Mobile Aerospace Engineering to utilize our NDT staff to perform any and all of the in process inspections associated with back shop fabrication, including material receipt inspections, under the authority of our Repair Station. The document you reference is a back shop traveler, and as such the inspection requirement was not viewed as "on aircraft" as stipulated in the EWA authorization letter. In short it is our position that Mr.Wiggins was qualified to perform in the capacity in question.

I sincerely apologize for any inconvenience this matter has caused you. I will be forwarding the hardcopy originals of this data overnight to your attention. Please feel free to contact my office at your convenience should you require any further information.

Respectfully,

William Hafner
Director Quality

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: MCDONNELL DOUGLAS	Model: DC-10-10F
	Serial No.: 46901	Nationality and Registration Mark: N68042
2. Owner	Name *(As shown on registration certificate)*: PALS II INC.	Address *(As shown on registration certificate)*: 4 EMBARCADERO CENTER SUITE 3550 SAN FRANCISCO, CA 94111

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	____ *(As described in Item 1 above)*			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ST MOBILE AEROSPACE ENGINEERING INC 2100 9TH STREET, BROOKLEY COMPLEX MOBILE, AL 36615	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	[redacted]

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
August 14, 2000	RICHARD MINDREBQ [redacted]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is • J APPROVED ☐ REJECTED

E3 Y		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group

Other *(Specify)*

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
August 14, 2000	[redacted]	ERICH ULM [redacted]

FAA Form 337 (12 88)

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

5th July 2000

ST Mobile Aerospace Engineering, Inc.
Mr. Erich Ulm
Manager Quality Assurance
2100 9th St Brookley Complex
Mobile, Al 35515

Dear Mr. Ulm:

Emery Worldwide Airlines (EWA) accepts the following Mobile Aerospace Engineering personnel as Authorized Inspectors who may perform Airworthiness Release and Required Inspection Item (RII) buy back on DC-10 aircraft, in accordance with the EWA Maintenance Policy and Procedures Manual.

NOTE: Other than the inspectors previously authorized by EWA, these are the only inspectors to be used on Emery Worldwide Airlines aircraft without prior approval from Quality Control/Quality Assurance.

	NAME	EMPLOYEE #	A&P #	STAMP #
1)	Daniel Boutwell	0719	[redacted]	49
2)	James Lee	0531		16
3)	Jack Maher	1333		100

The following Inspectors are authorized to perform NDT inspections for which they are qualified, on EWA DC-10 aircraft. All inspections will be performed to current regulatory and manufacturers technical data.

1)	William Wiggins	1298	[redacted]	11
2)	Donald Scarcliff	0670		39
3)	Charles Ladnier	0224		101
4)	Hetty Udasco	1870		62

ST MOBILE AEROSPACE ENGINEERING, INC.
PRODUCTION CONTROL TRAVELER
CRS NO MZAR013L

TRAVELER #: T9536

SERVICE ORDER #: 600315900067 DATE: 7/29 TARGET DATE: 7/2

P/N: EWA-FAB-PART-T9536 TITLE: DOUBLER

DWG #: _____ REV: _____ REFERENCE: E.A. 10-5551-22-A0741

MAIN SERVICE ORDER#: 300290 CUSTOMER: EWA EQUIP #: EW2 INC-10

REFERENCE ITEM #: 600315700093 ☐ MAE ABSORB ☑ BILLABLE

X CHECK SHOP TO PERFORMED WORK

☐ FAB SHOP	☐ WOOD SHOP	☐ INTERIOR SHOP
☐ WELD SHOP	☐ AVIONICS SHOP	☐ COMPOSITE SHOP
☑ MACH SHOP	☐ BATTERY SHOP	☐ PAINT SHOP

PRINT MECHANICS NAME: _____

X CHECK WORK TO BE PREFORMED/Q.C. STOPS	MECH	INSPECTOR ACCEPT	/ REJECT
☑ TYPE MATERIAL MPN: 2075-T7351 BATCH #: 21857 PO #: 3T200077	7/29	MAE 11 QC	
☐ WELD PER: _____			
☐ BOND PER: _____			
☑ MACHINE PER: _____	7/29	MAE 11 QC	
☐ HEAT TREAT PER: _____			
LOT #: _____			
POST HEAT TREAT HARDNESS TEST RB: _____			
☐ REWORK/MODIFY PER: _____			
☐ INSTALL BUSHINGS/BEARINGS PER: _____			
☐ NDT INSP PER: _____	7/29	MAE 11 QC	
☑ DIMENSION CHECK: _____	7/29		
☐ FINISH: _____ PO#: _____			
☐ PRIME,TYPE: _____			
☐ PAINT,COLOR,TYPE: _____			
☐ PROPER PART MARKING: _____			
☐ FINAL CONFORMITY REQUIRED (1st Article Only)			

DASH	QTY	U/M
1. T9536-1	1	EA
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

RCVD IN SAT COND BY:

INSP: 8/2/10 MAE 11 QC

MECH: _____

NOTES

SEE 1ST DWG 1 EA (MARK A-34, SAMPLE IS A-22)
UNIT EXTENSION HOLES
EXTEND ON 2 SIDES AS MARKED IN E.A.

NO: 6003570143 SKILL: 5tl ZONE: 46 DOT#: ______ (1)

NON-ROUTINE MAINTENANCE WORKSHEET

Rev 11

E.W.A.

NO.: N68042

ORIG. CARD REF.: Work Scope

CUSTOMER: Emery

ORIGINATED BY: 2261

DATE: 07/18/00

PAGE 1 OF 2

DEFECT: Accomplish preventive modification To Y1158 Bulkhead T Cap per S/B DC-10-53-168 R01

MANHOURS: 265.0

EVALUATION: Accomplish preventive Mod IAW E.A.# 10-5331-22-A0741 & S/B DC10-53-168 R01

NO.	PARTIAL WORK ACCOMPLISHED	MECH.	INSP.
1	Removed fairing LH&RH R/H Side; REMOVED OUTER DOUBLER IAW SRM 51-53-01	F0371 07/28/00	MAE 37 07/31/00
2	Trimmed out 2 EACH cracked in skin IAW EA 10-5331-22-A0741	07/31/00	MAE 37
3	H.F.E.C. Inspected per NDT 06-10-01, no cracks after Trimmed Areas.	07/31/00	MAE 37 07/31/00
4	Faxed on MAE TRAV# 75536 ~~SKETCH EXCEPT R~~ ERROR	07/31/00	MAE 37
5	H.F.E.C. Inspected per NDT 06-10-01, no cracks noted.	08/01/00	MAE 37 08/01/00
6	Coldwork Holes IAW S/B DC-10-53-168 R01	08/01/00	
7	H.F.E.C. Inspected per NDT 06-10-01, no cracks noted.		

☒ SUPPLEMENTAL SHEET(S) ATTACHED

CORRECTIVE ACTION	MECH	INSP
Accomplished preventive Modification to sta# 1158 Bulkhead Tee Cap per EA# 10-5331-22-A0741 + S/B DC10-53-168 R01	G. Miller 1202 08/06/00	08/06/00

AUDITED BY LEAD MECH: G. Miller 1202 [redacted]

Updatable?

PARTS LIST

MISCELLANEOUS PARTS

	DESC./PART NUMBER	QTY	DESC/PART NUMBER	QTY
DE				
P/N				
S/N OFF:				
P/N ON:				
S/N ON:				

FORM IPM 5.4-4 REV. 15 12/10/99

WHITE/CUSTOMER YELLOW/RECORDS PINK/WORK DOCK GOLD/WORK DOCK SAFE COPY

ST MOBILE AEROSPACE ENGINEERING, INC
FAA CRS MZAR013L
2100 9TH STREET, MOBILE, AL. 36615

A member of Singapore Technologies

2.03.10 An inspection of the Dayton line station revealed AMM #47 is Revision #1 8. The current revision is #1 9. This is contrary to RRXA MPPM, Chapter 1, Page 14.

RRXA RESPONSE: *AMM #47 wasremoved from aircraft N950R and was being turned into Technical Publications for revision correction. AAM #197 was assigned to aircraft N950R.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

B777

Closed 3/13/01

FAA 7/26/01

FINDING	2.03.11	RRXA AMM does not contain a procedure to make an entry in the aircraft logbook when pitot and/or static ports are taped over or covered during a leak test. This is contrary to NTSB Safety Recommendation A-96-141 and accepted industry standard practices.
RRXA RESPONSE:		*EWA's Aircraft Maintenance Manual, Chapter 9, page 2, section II, General Maintenance Pitot/Static provides a procedure to apply and remove tape to the pitot tube or static holes during work performed on the system.* *However, the AMM does not require a logbook entry for removal of the tape. A revision has been requested requiring a logbook entry and will be in the Next AMM revision. (see attached).*
RRXA CONCLUSION:		*No finding* *Jim Owens* *Director Quality Assurance* *6/25/01.*

OK

B N AMM

FINDING	2.03.11	RRXA AMM does not contain a procedure to make an entry in the aircraft logbook when pitot and/or static ports are taped over or covered during a leak test. This is contrary to NTSB Safety Recommendation A-96-141 and accepted industry standard practices.
RRXA RESPONSE:		*EWA's Aircraft Maintenance Manual, Chapter 9, page 2, section 11, General Maintenance Pitot/Static provides a procedure to apply and remove tape to the pitot tube or static holes during work performed on the system.*
RRXA CONCLUSION:		*No finding.*

BOTH

Closed 3/13/01

Required Log Book entry —

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

____ ERROR ✓ SUGGESTION FOR CHANGE (check appropriate space) DATE 3/19/01

MANUAL/PUBLICATION TITLE FAA AIRCRAFT MAINTENANCE MANUAL

CHAPTER/SECTION/PAGE REFERENCE Chapter 9, Pages PARAGRAPH H., A.

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
ADD A., 6.
A Log Book entry is required when tape is applied to Pitot Tube or STATIC Inlet. And when work is completed confirmed that all Tape has been removed.

Name Jim Owens Signature [redacted]

Station Location HDY Phone [redacted]

Manager Approval

Director of Engineering Approval

Director Maint. Approval

Director of Quality Control Approval

Instructions:
1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Engineering

MRB Approval Required (Check One) ☐ YES ☐ NO Mgr. Of Reliability _____

ME061 (Rev. 3 10/15/99)

C. Automatic Pressure Altitude Reporting Equipment and ATC Transponder System Integration Test

Following component installation or maintenance on the Altitude Reporting System of the ATC Transponder where data correspondence error could be introduced, the integrated system must be tested as follows:

Check the altitude of the installed ATC Transponder when interrogated on Mode C at a sufficient number of test points to ensure that the altitude reporting equipment, altimeters, and ATC Transponders perform their intended functions as installed in the aircraft. The difference between the altitude reporting output and the altitude displayed at the altimeter shall not exceed 125 feet.

II. GENERAL MAINTENANCE PITOT/STATIC

A. Whenever it is necessary to apply tape to the pitot tube or static holes during work on any aircraft instrument system, the following procedure is to be used:

1. Tie a red flag to the pitot tube and to the aircraft control column in the flight compartment.

2. Install the necessary tape on the pitot tube or static holes.

3. Accomplish leak check.

4. Remove tape from the static holes and pitot tube. Be sure adhesive has not plugged up holes.

5. Remove warning flags. Visually check that all tape and covers have been removed from all static holes and pitot tubes.

Note:	It is mandatory that the flags be installed before the tape is installed and removed after the tape has been removed.

B. Check that the pitot heaters are "OFF" at all times during test procedures.

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: EWA AIRCRAFT MAINTENANCE MANUAL

Revision Number: 22 Revision Date: August 8, 2001

Purpose of Revision:

Revise EWA Aircraft Maintenance Manual to incorporate the requirement to make a log book entry when tape is applied to pitot tubes and static holes.

Submitted by: Jim Feisley JF Date: 08/8/01

FAA

( ) Accepted ( ) Approved ( ) Received

( ) Not-Accepted ( ) Disapproved

Signature:_____ Date:_____

Grounds for disapproval:

REVISION HIGHLIGHTS
EWA AIRCRAFT MAINTENANCE MANUAL
REVISION: 22 DATED: 08/06/01

CHAPTER	PAGE	ITEM	PURPOSE
List of Effective Pages	1,5		Reflects changed page.
9	2	II.A.	Added item 6 to paragraph A in Section II.

EMERY WORLDWIDE AIRLINES

AIRCRAFT

MAINTENANCE

MANUAL

August 6, 2001

REVISION 22

EMERY WORLDWIDE AIRLINES
AIRCRAFT MAINTENANCE MANUAL

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Chpt 9	Pg	10	Revision 9	09/29/95
Chpt 9	Pg	11	Revision 9	09/29/95
Chpt 9	Pg	12	Revision 9	09/29/95
Chpt 9	Pg	13	Revision 9	09/29/95
C10TofC	Pg	i	Revision 9	09/29/95
Chpt 10	Pg	1	Revision 9	09/29/95
Chpt 10	Pg	2	Revision 9	09/29/95
Chpt 10	Pg	3	Revision 10	01/23/96
Chpt 10	Pg	4	Revision 9	09/29/95
Chpt 10	Pg	5	Revision 9	09/29/95
Chpt 10	Pg	6	Revision 9	09/29/95
Chpt 10	Pg	7	Revision 9	09/29/95
Chpt 10	Pg	8	Revision 9	09/29/95
Chpt 10	Pg	9	Revision 9	09/29/95
Chpt 10	Pg	10	Revision 9	09/29/95

C. **Automatic Pressure Altitude Reporting Equipment and ATC Transponder System Integration Test**

Following component installation or maintenance on the Altitude Reporting System of the ATC Transponder where data correspondence error could be introduced, the integrated system must be tested as follows:

Check the altitude of the installed ATC Transponder when interrogated on Mode C at a sufficient number of test points to ensure that the altitude reporting equipment, altimeters, and ATC Transponders perform their intended functions as installed in the aircraft. The difference between the altitude reporting output and the altitude displayed at the altimeter shall not exceed 125 feet.

II. GENERAL MAINTENANCE PITOT/STATIC

A. Whenever it is necessary to apply tape to the pitot tube or static holes during work on any aircraft instrument system, the following procedure is to be used:

1. Tie a red flag to the pitot tube and to the aircraft control column in the flight compartment.

2. Install the necessary tape on the pitot tube or static holes.

3. Accomplish leak check.

4. Remove tape from the static holes and pitot tube. Be sure adhesive has not plugged up holes.

5. Remove warning flags. Visually check that all tape and covers have been removed from all static holes and pitot tubes.

Note:	It is mandatory that the flags be installed before the tape is installed and removed after the tape has been removed.

6. A log book entry is required when tape is applied to pitot tube or static holes and when the work is completed confirming that all tape has been removed.

B. Check that the pitot heaters are "OFF" at all times during test procedures.

EAA 7/26/01

2.03.12 Records of the destruction/mutilation of condemned aircraft parts/components are not maintained by RRXA as required by the RRXA MPPM.

RRXA RESPONSE: *According to the MPPM records of destruction/mutilation were kept by EWA Surplus Sales. This department was eliminated prior to the RASIP and this list is now kept by the EWA Procurment department. Attached is a copy of one of the reports.*

This policy & procedure has been addressed and is now the responsibility of the Manager of Aircraft Material Control. MP&P Chapter 4, Page 04-08-13..

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
09 July 2001

4. Proper Destruction of BER material:

a. All parts will be mutilated and discarded. Mutilation may be accomplished by one or a combination of the following procedures, but is not limited to:

1) Grinding

2) Burning

3) Removal of a major lug or other integral feature.

4) Permanent distortion of parts.

5) Cutting a hole with cutting torch or saw.

6) Melting

7) Sawing into many small parts.

8) Condemned hazardous materials will be disposed of per local ordinances.

b. The Manager of Aircraft Material Control will keep a record of all Condemned/BER items and their disposition status. The list of BER items will be reviewed by the BER Review Committee for disposition of the items as deemed necessary by the Manager of Aircraft Material Control.

5. Distribution Procedures for DAY HOLD:

a. A location will be assigned in Merit (DAY HOLD) for all units the BER Review Committee feels that a unit can either be sent out for repair using a different repair vendor or if it is determined a serviceable unit can be assembled at a repair facility by utilizing several BER units.

b. Inventory Planning will move the unit to DAY HOLD (MSHI)

Rev NIP N

2.03.12 Records of the destruction/mutilation of condemned aircraft parts/components are not maintained by RRXA as required by the RRXA MPPM.

RRXA RESPONSE: *According to the MPPM records of destruction/mutilation were kept by EWA Surplus Sales. This department was eliminated prior to the RASIP and this list is now kept by the EWA Procurment department. Attached is a copy of one of the reports.*

This procedure will be rewritten and submitted to the FAA for MP&P rewrite that will be completed by 31 May 2001.

RRXA CONCLUSION: *No finding.*

[redacted]

Jim Owens
EWA Director-Quality Assurance
19 February 2001

2.03.12	Records of the destruction/mutilation of condemned aircraft parts/components are not maintained by RRXA as required by the RRXA MPPM.
RRXA RESPONSE:	*According to the MPPM records of destruction/mutilation were kept by EWA Surplus Sales. This department was eliminated prior to the RASIP and this list is now kept by the EWA Procurment department. Attached is a copy of one of the reports.*
RRXA CONCLUSION:	*No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

Wait for manual B0777 revision, —

MPP chapter 3 - add maintained by. —

Chap. 3, p17, 12 [illegible]

Nov00

FLEET	ACCTCODE	CPN	TL	DISPDATE	DISPNBR	CSN	DISTYPE	CURRENTVA	TLIVALUE	COMMENTS
X	C	1310001	3	01NOV00	005893	000200	U		0	RETURNED TO THE MEMPHIS GROUP LEASE CONSIGNMENT
X	C	1270015	3	01NOV00	005895	000106	U		0	RETURNED TO THE MEMPHIS GROUP LEASE CONSIGNMENT
X	C	1340014	3	01NOV00	005896	016527	U		0	UNIT RETURNED TO THE MEMPHIS GROUP OFF CONSIGNMENT
8	C	8320180	2	01NOV00	005897	0FTL-5	L	4133	0	UNIT SCRAPPED. REF 8320180102R. CERTIFICATE OF
X	C	1220002	3	01NOV00	005898	120559	U		0	UNIT RETURNED TO THE MEMPHIS GROUP OFF CONSIGNMENT
8	C	8330328	3	06NOV00	005924	000123	L		0	GL ADJ. UNIT DEEMED BER.DESTROYED AT VENDOR. REF
8	C	8330328	3	06NOV00	005925	SAS113	L		0	GL ADJ. UNIT DEEMED BER.DESTROYED AT VENDOR. REF
8	C	8330328	3	06NOV00	005926	001670	L		0	GL ADJ. UNIT DEEMED BER.DESTROYED AT VENDOR. REF
8	C	8330328	3	06NOV00	005927	000325	L		0	GL ADJ. UNIT DEEMED BER.DESTROYED AT VENDOR. REF
X	C	1360003	3	06NOV00	005928	02C161	U		0	BORROWED UNIT RETURNED REF 13600050035. PER
8	C	8340967	3	06NOV00	005930	001934	U	5500	0	NO GL ADJ. REF PO 8340967003. ORDERED WRONG PART.
8	C	8270169	2	09NOV00	005947	000138	U	4633	0	NO GL. BORROWED UNIT RETURNED REF 82701690275
X	C	1220002	3	09NOV00	005948	100532	U		0	RETURNED TO THE MEMPHIS GROUP - LEASE/CONSIGNMENT
8	C	8340124	3	09NOV00	005973	101160	U	640	0	BORROWED UNIT RETURNED. REF 8340124112S.
8	C	8720719	3	14NOV00	005987	S05862	U	32912	0	TRANSFER TO RYAN@ DAYTON INV ACCT 1US-EWW-168530 P
8	C	8720719	3	14NOV00	005988	S43969	U	32912	0	TRANSFER TO EWW INV ACCT 1US-EWW-168530
8	C	8720719	3	14NOV00	005989	S43962	U	32912	0	TRANSFER TO RYAN @ DAYTON ACCT 1US-EWW-168530
8	L	8280033	1	14NOV00	005990	118626	U		1879.366	NO GL ADJ. REF PO 8280033026. UNITS RETURNED TO
8	C	8800013	3	14NOV00	005991	-831CA	L	31162	0	BER. REF 8800013189R. ACQ $31,162.00
8	L	8210254	1	17NOV00	005993	119556	L		746.25	UNIT SCRAPPED AT VENDOR. CERTIFICATE OF
8	L	8320327	1	17NOV00	005994	119502	L		896.568	UNIT DESTROYED AT VENDOR. CERTIFICATE OF
8	C	8341043	3	28NOV00	006010	086175	U	1	0	BORROWED UNIT RETURNED TO VENDOR. REF SBO
8	C	8360140	3	28NOV00	006011	0P-423	U	1	0	BORROWED UNIT RETURNED TO VENDOR. REFERENCE SBO
8	C	8220044	2	28NOV00	006012	00231A	U	100	0	CPN MOVED TO 8530052 TL 1.
X	C	1220007	3	28NOV00	006013	080263	U		0	ITEM RETURNED TO AVIATION SALES.TOOK DELIVERY OF

2.03.12 Records of the destruction/mutilation of condemned aircraft parts/components are not maintained by RRXA as required by the RRXA MPPM.

RRXA RESPONSE: *According to the MPPM records of destruction/mutilation were kept by EWA Surplus Sales. This department was eliminated prior to the RASIP and this list is now kept by the EWA Procurment department. Attached is a copy of one of the reports.*

This procedure will be rewritten and submitted to the FAA for MP&P rewrite that will be completed by 31 May 2001.

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

2.03.12 Records of the destruction/mutilation of condemned aircraft parts/components are not maintained by RRXA as required by the RRXA MPPM.

RRXA RESPONSE: *According to the MPPM records of destruction/mutilation were kept by EWA Surplus Sales. This department was eliminated prior to the RASIP and this list is now kept by the EWA Procurment department. Attached is a copy of one of the reports.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

NEED REVISION MPP CHAP. 3, P17[illegible] 12. SCRAPPED PARTS RECORDS.

Coord w/ Seattle

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR _____ SUGGESTION FOR CHANGE (check appropriate space) DATE _____

MANUAL/PUBLICATION TITLE _____

CHAPTER/SECTION/PAGE REFERENCE _____ PARAGRAPH _____

DESCRIPTION OF ERROR OR SUGGESTED CHANGE

Name _____ Signature _____

Station Location _____ Phone _____

_____ _____

Manager Approval Director of Engineering Approval

_____ _____

Director Maint. Approval Director of Quality Control Approval

Instructions:
1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Engineering

MRB Approval Required (Check One) ☐ YES ☐ NO Mgr. Of Reliability _____

ME051 (Rev. 3 10/15/99)

Closed

FINDING: 2.04.01

A review of training records for employee #02409 indicated that he was OJT trained by employee #85758 on rigging of nose wheel steering cables. A review of the training records for employee #85758 indicates that he was not qualified to train other mechanics on rigging nose wheel steering cables.

RRXA RESPONSE:

Alleged finding states that Mechanic Darrell Walbe, emploee #85758 was not qualified to perform OJT for employee #02409 on nose wheel steering rigging. Rigging of nose wheel steering is a routine maintenance procedure outlined in the DC-8 maintenance manual. Mr. Walbe's training recordshows that he has received Basic DC-8 System indoctrination training which covers this procedure and has performed thisjob function. Mr. Walbe is a Maintenance Supervisor and also has had his RII since 3/96.

RRXA CONCLUSION:

No finding.

Jim Owens
EWA Director-Quality Assurance
19 February 2001

FINDING: 2.04.01

A review of training records for employee #02409 indicated that he was OJT trained by employee #85758 on rigging of nose wheel steering cables. A review of the training records for employee #85758 indicates that he was not qualified to train other mechanics on rigging nose wheel steering cables.

RRXA RESPONSE:

Alleged finding states that Mechanic Darrell Walbe, emploee #85758 was not qualified to perform OJT for employee #02409 on nose wheel steering rigging. Rigging of nose wheel steering is a routine maintenance procedure outlines in the DC-8 maintenance manual. Mr. Walbe's training recordshows that he has received Basic DC-8 System indoctrination training which covers this procedure and has performed thisjob function. Mr. Walbe is also an RII mechanic.

RRXA CONCLUSION:

No finding.

Jim Owens
EWA Director-Quality Assurance
19 February 2001

NEED DARRELL WALBE FORMAL AND OJT TRAINING RECORD TO CONFIRM QUALIFICATIONS.

Copy: Jack Smith

FINDING: 2.04.01

A review of training records for employee #02409 indicated that he was OJT trained by employee #85758 on rigging of nose wheel steering cables. A review of the training records for employee #85758 indicates that he was not qualified to train other mechanics on rigging nose wheel steering cables.

RRXA RESPONSE:

Alleged finding states that Mechanic Darrell Walbe. emploee #85758 was not qualified to perform OJT for employee #02409 on nose wheel steering rigging. Rigging of nose wheel steering is a routine maintenance procedure outlines in the DC-8 maintenance manual. Mr. Walbe's training recordshows that he has received Basic DC-8 System indoctrination training which covers this procedure and has performed thisjob function. Mr. Walbe is also an RII mechanic.

RRXA CONCLUSION:

No finding.

Jim Owens
EWA Director-Quality Assurance
19 February 2001

BD778

Need Train Records - WALBE

Wood, Thomas M

From: Wood, Thomas M
Sent: Monday, November 06, 2000 2:08 PM
To: Plaster, Gary H
Subject: RASIP Write-up

Gary: Please review and respond to this write-up, including a copy of the documents. The FAA reviewed the mechanic training record employee # 02409 who received OJT for rigging steering cables by another employee #85785 that did not indicate he was qualified.
Please advise me of this.

Thomas M. Wood
Senior Director Quality Control
Emery Worldwide Airlines
[redacted]

Wood, Thomas M

From: Plaster, Gary H
Sent: Monday, November 06, 2000 4:06 PM
To: Wood, Thomas M
Subject: RE: RASIP Write-up

Sir

I went back and checked these training records. Employee # 02409 is Douglas Atterson, the employee that received the OJT training.

Employee #85758 (not 85785) is Darrell Walbe, the employee that signed the OJT training for Atterson. I went back through his training records from cover to cover and still didn't see anything that shows that he (Walbe) had any training in rigging nose wheel steering or any kind of rigging other than rigging engine cowling.

When Ed gets back next week, we'll go through his (Walbe) records to see if I'm missing something.

Gary
Gary H. Plaster
Manager, Maintenance Training
Emery Worldwide Airlines
[redacted]

From: Wood, Thomas M
Sent: Monday, November 06, 2000 14:08
To: Plaster, Gary H
Subject: RASIP Write-up

Gary: Please review and respond to this write-up, including a copy of the documents. The FAA reviewed the mechanic training record employee # 02409 who received OJT for rigging steering cables by another employee # 85785 that did not indicate he was qualified.
Please advise me of this.

Thomas M. Wood
Senior Director Quality Control
Emery Worldwide Airlines
[redacted]

FINDING: 2.06.01 The DC-8 and DC-10 MEL/CDL Manuals currently in use by line maintenance at RRXA headquarters, Dayton, Ohio are not current. This is contrary to 14CFR 121.137(b) which requires each person to whom a manual has been issued to keep it up to date.

RRXA RESPONSE: EWA Director, Line Maintenance was advised the day of the alleged finding. He immediately went to Maintenance Control and inspected all MEL/CDL Manuals and found that all had the current revisions. He immediately reported this to the POI and PMI and there were no other issues. There are uncontrolled MEL/CDL Manuals at the Line Maintenance Trailor and in the Vans. These are used for training purposes only. All MEL/CDL issues are coordinated through Maintenance Control and current MEL/CDL pages are obtained by the mechanics from Maintenance Control.

RRXA CONCLUSION: No finding.

Jim Owens
EWA Director- Quality Assurance
09 February 2001

INSPECTOR'S STATEMENT

FINDING:

2.06.01

DC-8 & DC-10 MEL/CDL MANUALS IN USE BY LINE MAINTENANCE AT THE LINE MAINTENANCE TRAILER/MX HUB VAN(S) ARE NOT CURRENT THE ONES THAT ARE CURRENT HAVE BEEN AS OF THE 16TH OF OCTOBER, 2000, THE START DATE OF THE RASIP. PRIOR TO THE 16TH, NONE OF THE DC-8/DC-10 MEL/CDL MANUALS SAMPLED HERE WERE CURRENT.

DC-8 MEL/CDL #161 WAS REVISED 10/16/00 BUT THE SUPERCEDED DATE HAD NOT BEEN REMOVED NOR HAD THE RECORD OF REVISION PAGE BEEN SIGNED. ALSO, THE RECORD OF REVISION PAGES IN USE ARE NOT THE ONES NOTED IN THE RRKA MP&P FOUND IN CHAPTER 1, PAGE 27, WHICH REQUIRES A SIGNATURE NEXT TO THE APPROPRIATE REVISION NUMBER.

DC-10 MEL/CDL MANUAL #028 HAS TWO REVISION PAGES, ONE AT REVISION #7, 10-16-00 THE OTHER AT REV #6 DATE 10/10/10. THE FOLLOWING MEL/CDL MANUALS WERE FOUND NOT TO BE CURRENT;

DC-8 MEL/CDL #'S 278 AT REVISION #32 DATED 10/14/98
#271 AT REVISION #32 DATED 10/14/98
#282 AT REVISION #32 DATED 10/14/98

DC-10 MEL/CDL #032 AT REVISION #2 DATED 5/03/99

THIS IS NOT IAW. ~~14 CFR PT. 135(21)(2)~~ & 121.137.b.

Reference Only
DMI MNTC Control
used for Instruction

FINDING: 2.06.01 The DC-8 and DC-10 MEL/CDL Manuals currently in use by line maintenance at RRXA headquarters, Dayton, Ohio are not current. This is contrary to 14CFR 121.137(b) which requires each person to whom a manual has been issued to keep it up to date.

RRXA RESPONSE: EWA Director, Line Maintenance was advised the day of the alleged finding. He immediately went to Maintenance Control and inspected all MEL/CDL Manuals and found that all had the current revisions. He immediately reported this to the POI and PMI and there were no other issues.

RRXA CONCLUSION: No finding.

[redacted]
Jim Owens
Director, Quality Assurance

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110**
FAX 513-533-8420

cc: Jim Owens
Jerry Tumarco
Bob Dell

January 23, 2001

2. 06: 01

FILE NUMBER: 2001GL050017

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) DC-8 and DC-10 MEL/CDL Manuals currently in use by line maintenance at RRXA headquarters, Dayton, Ohio are not current. This is contrary to 14CFR 121.137(b) which requires each person to whom a manual has been issued to keep it up to date.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

2.06.02 Security and controllability of aircraft parts at the Lightner Road facility is not controlled. Spare engines, unserviceable engines and engine pylons are not secured and are accessible to the public. This is contrary to RRXA MPPM Chapter 3, 67. Security signs are not in place per RRXA MPPM, Chapter 3, 68.

RRXA RESPONSE: *At the time of the RASIP security at the Lightner Road facility was lacking. Since the inspection the facility has been put in order and the locks changed to properly secure the facility and equipment.*

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

BO 278 740

Closed 3/12/01

Wood, Thomas M

From: Piercey, Bob W
Sent: Monday, October 30, 2000 9:40 AM
To: Butkus, Cassandra; Estep, Lloyd; Jones, Edward; Liddy, Shelley
Cc: Alman, Timothy; Chaplin, Tracy; Ungemach, David; Wood, Thomas; Deboe, Pare; Peters, Richard; Times, Forrest
Subject: BER Meeting

There will be a BER sub committee meeting in Hangar A at 11:00 A.M. on Thursday, November 9th. This will be an extensive meeting because we will be looking at parts which were scheduled to be reviewed during the meeting which was cancelled because it conflicted with the FAA RASIP.

Please reply confirming your attendance or naming a designee prior to COB, Monday November 6th.

Bob Piercey
Manager, Material Control
Emery Worldwide Airlines
[redacted]

Wood, Thomas M

From: Wood, Thomas M
Sent: Monday, October 30, 2000 9:13 AM
To: Butkus, Cassandra R; Jones, Edward B; Moody, Ronald E
Cc: Granuzzo, Andy; O'Connell, Daniel P; Chaplin, Tracy L; Piercey, Bob W
Subject: RE: FAA RASIP Concerns

Cassandra: Thank you for your immediate response. Ed and Ron will work with you to address these concerns perform a follow-up audit. Thank you.

Thomas M. Wood
Senior Director Quality Control
Emery Worldwide Airlines
[redacted]

-----Original Message-----
From: Butkus, Cassandra R
Sent: Friday, October 27, 2000 5:25 PM
To: Wood, Thomas M
Cc: Granuzzo, Andy; O'Connell, Daniel P; Chaplin, Tracy L; Piercey, Bob W
Subject: FAA RASIP Concerns
Importance: High

Tom-
Per our conversation earlier today, attached please find the immediate plan of action to correct the FAA RASIP findings at Hangar A.

Non-compliance of bi-monthly BER Committee Review Meeting

Instructed Manager of Aircraft Material Control to schedule BER Committee Review Meetings as outlined in the Emery Worldwide Airlines Maintenance Policy and Procedures Manual, Chapter 3, Section XI, Page 72. The Manager of Aircraft Material Control will notify BER Committee members of the next scheduled meeting. The Manager of Aircraft Material Control has also devised a plan to provide a secure, quarantine area for components awaiting review by the BER Committee.

JT8D Stock

Emery Worldwide Airlines is partially responsible for supporting the Ryan International 727 Heavy Maintenance Operation. All 727 material is tracked in the MERIT system and meets all Emery Worldwide Airlines Policy and Procedure Guidelines as outlined in the Emery Worldwide Airlines Maintenance Policy and Procedures Manual, Chapter 3, Section XI, Page 69.

Segregation of Serviceable and Unserviceable Material (co-mingling)

A plan has been devised to expand the shipping station to accommodate segregated receiving and shipping work stations.

Due to the expeditious nature of rectifying the concerns found by the FAA, a re-evaluation of these actions will be reviewed in thirty days to ensure maximum compliance of FAA Regulations and Emery Worldwide Airlines Maintenance Policy and Procedures.

Cassandra Butkus
Manager Inventory Planning
[redacted]

AAA 7/06/01

2.06.03 An inspection of the Dayton line station revealed approximately 20 normally controlled manuals that were labeled "For Reference Only." This is contrary to manual revision system RRXA MPPM, Chapter 1, 13.

RRXA RESPONSE: *The referenced manuals are used for Time management and planning purposes only. All procedures being performed are coordinated through Maintenance Control who supplies a copy of applicable procedure to the mechanics.*

However, the MP&P has been revised to allow Reference Only manuals provided that they

Are clearly identified. (see attached).

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

MAINTENANCE MANUAL POLICY

I. EWA MAINTENANCE MANUALS — FAR 121.133, 121.135, 121.369

A. Policy — 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 Policy 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 Engineering Technical Support Section of the Engineering Department.

Reference Only Manuals are allowed, provided they are clearly identified as "Reference Only" - These manuals are not to be used for return to service.

B. EWA Maintenance Manuals

1. 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:

   a. A detailed description of the duties and responsibilities by title for the Technical Services organization.

   b. 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.

   c. The policies of EWA concerning standards of workmanship, method, techniques, and training.

2.06.03 An inspection of the Dayton line station revealed approximately 20 normally controlled manuals that were labeled "For Reference Only." This is contrary to manual revision system RRXA MPPM, Chapter 1, 13.

RRXA RESPONSE: *The referenced manuals are used for Time management and planning purposes only. All procedures being performed are coordinated through Maintenance Control who supplies a copy of applicable procedure to the mechanics.*

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

6/18/01 Revision attached

B0781

STATEMENT - MANUALS REMOVED -
ADD - Could Have Ref. Only MANUALS
NO SIGN OFF PER THESE MANUALS.
MUST be identified by EMERY
STICKER.

MPPM CHAPTER 1, P 13.

REFERENCE ONLY NOT TO BE
USED FOR RETURN TO SERVICE.

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR ✓ SUGGESTION FOR CHANGE (check appropriate space) DATE 3/19/01

MANUAL/PUBLICATION TITLE MP&P

CHAPTER/SECTION/PAGE REFERENCE Chapter 1, Page 13 PARAGRAPH _____

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
ADD NOTE:
REFERENCE ONLY MANUALS ARE ALLOWED PROVIDED THAT THEY ARE CLEARLY IDENTIFIED AS "REFERENCE ONLY – NOT TO BE USED FOR RETURN TO SERVICE".

Name Jim Queen Signature [redacted]

Station Location HAY Phone [redacted]

Manager Approval

Director of Engineering Approval

Director Maint. Approval

Director of Quality Control Approval

Instructions:
1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Engineering

MRB Approval Required (Check One) ☐ YES ☐ NO Mgr. Of Reliability _____

ME051 (Rev. 3 10/15/99)

2.06.03 An inspection of the Dayton line station revealed approximately 20 normally controlled manuals that were labeled "For Reference Only." This is contrary to manual revision system RRXA MPPM, Chapter 1, 13.

RRXA RESPONSE: *The referenced manuals are used for Time management and planning purposes only. All procedures being performed are coordinated through Maintenance Control who supplies a copy of applicable procedure to the mechanics.*

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
19 February 2001

MPP REVISION: NOTE: REFERENCE ONLY MANUALS ARE ALLOWED PROVIDED THAT THEY ARE CLEARLY IDENTIFIED AS "REFERENCE ONLY - NOT TO BE USED FOR RETURN TO SERVICE".

GAP 7/26/01

2.06.04 Several hydraulic hoses were found in stores serviceable area with no RRXA tags. Therefore, shelf life is not tracked IAW RRXA MPPM Chapter 3, 112.

RRXA RESPONSE: *The untagged hydralyic hoses in the stores seviceable area were scrapped. The stores departments in Dayton and all other locations have recently been audited by EWA Quality Assurance and any discrepancies found were corrected.*

The EWA MP&P rewrite addresses these issues in Chapter 4. Page 04-04-1 throuigh 4

.

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quality Assurance
09 July 2001

Rev

2.06.04 Several hydraulic hoses were found in stores serviceable area with no RRXA tags. Therefore, shelf life is not tracked IAW RRXA MPPM Chapter 3, 112.

RRXA RESPONSE: *The untagged hydralyic hoses in the stores seviceable area were scrapped. The stores departments in Dayton and all other locations have recently been audited by EWA Quality Assurance and any discrepancies found were corrected.*

EWA MP&P is being rewritten and these issues will be addressed. The rewrite will be completed by 31 May 2001.

RRXA CONCLUSION: *Finding valid.* ch 4 C04-04-1-4

Jim Owens
EWA Director-Quality Assurance
21 February 2001

In Admin

2.06.04 Several hydraulic hoses were found in stores serviceable area with no RRXA tags. Therefore, shelf life is not tracked IAW RRXA MPPM Chapter 3, 112.

RRXA RESPONSE: *The untagged hydralyic hoses in the stores seviceable area were scrapped. The stores departments in Dayton and all other locations have recently been audited by EWA Quality Assurance and any discrepancies found were corrected.*

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

Board

Closed

Manual Revision

IV. PARTS/COMPONENTS AND MATERIALS RECEIVING INSPECTION

A. Policy

All parts and materials to be utilized on Emery Worldwide Airlines (EWA) aircraft shall be properly processed through Receiving Inspection prior to storage and/or installation on the aircraft to ensue their airworthiness. Receiving Inspection shall be performed only by certificated personnel so authorized by the Director of Quality Control, or his/her designee.

B. Procedures

1. Receiving inspection of parts and materials shall include, but not be limited to:

   a. Confirm certifying agency is on approved vendor list.

   Note: Exceptions are: 1) Parts that have been through another FAR Part 121 Carriers Receiving Inspection and have signed/stamped serviceable tags. 2) New parts, new components, or new materials.

   b. Visually inspect the container and material for any unusual signs of damage.

   Note: The Receiving Inspector does not always see the packaging of parts, it is the responsibility of the Store Keeper unpacking the item to notify the Receiving Inspector of any abnormal findings.

   c. Verify that the identification on the part has not been tampered with (e.g., Serial Number stamped over, label or part/serial improper or missing, vibro-tech or serial numbers located other than the normal location).

   d. Evaluate any visible irregularities (e.g., altered or unusual surface, absence of required plating, evidence of prior usage, scratches, new paint over old, attempted exterior repair, pitting or corrosion).

   e. Verify state of preservation, plugs, and caps are installed as required.

   f. Verify the part(s) received is/are listed on the purchase order through inspection of the part identification and/or markings and accompanying documentation.

   Note: If serial number of a rotable is missing or unknown, refer to Maintenance Policy and Procedures Manual, Chapter 4, EWA Serial Number Assignment and Installation.

g. Verify that the part(s) met any special requirements such as AD, life limited, or modification level status.

Note: Components with certifications over three years old should be questioned for Airworthiness Directive compliance.

h. Verify the number of pieces and match this quantity to the purchase order and on accompanying documentation.

Note: Conduct random sampling of standard hardware packaged in large quantities in a manner which corresponds to the type and quantity of the parts.

i. Verify that the part and serial numbers on the part match the accompanying documentation as applicable (all rotable parts must be serialized). Refer to part C, part D, and table 1 of this section.

j. Review accompanying documentation ensuring that it is appropriate per the requirements listed under Part C "Aircraft Parts - Documentation Requirements" of this section of this manual.

k. All hard time components must possess a certified Time Since Overhaul on the vendor's repair or overhaul tag.

l. Each item must meet inspection or serviceability limits as provided in the Time Limits Manual.

m. Each applicable item must meet the shelf-life requirements set forth in this manual.

n. Ensure oxygen servicing hoses are identified as "Approved for Aviator's Oxygen Use", or "Approved for Aviation Oxygen Use", or "Approved for Medical Oxygen Use" prior to accepting into stock.

2. Complete EWA Part Tag or Consumable/Expendable Tag and affix to part along with the Vendor Serviceable Tag, Certificate of Conformity, or Statement of Compliance. (See Chapter 4 of this manual for Part Tag Policy and Procedure.)

3. Forward a copy of EWA Repair Order and repair agency's teardown report, work order or statement of Airworthiness Certification, whichever is applicable to the Reliability Section.

4. If any material or part/component does not satisfactorily meet the Receiving Inspection acceptance criteria, a Receiving Inspection Rejection Report shall be initiated.

C. Aircraft Parts: Documentation Requirements

Airframe, aircraft engine, appliance or component replacement parts are acceptable if identified and are accompanied by one or more of the following (see Table 1 for specific guidelines).

1. FAA Production or Type Certificate holder (e.g., Boeing, Douglas, PWA, GE, etc.). The certificate number is to be listed on certification documents.

   OR

   FAA Technical Standard Order Number and identification mark on all parts. Technical Standard Order Certificate is a letter from FAA with a supplement attached listing authorized parts.

   OR

   FAA Part Manufacturer Approval (FAA/PMA) symbol. PMA Certificate is a letter from FAA with a supplement attached listing authorized parts. The part identified should include all applicable dash numbers.

   OR

   Authorization from the Production Approval Holder for direct shipment.

   AND

   Shipping tickets, packing list, invoices and/or other documents which provide evidence that the part was produced by the Production Approval Holder.

2. FAA Form 8130-3 Airworthiness Approval Tag may be issued:

   a. For export of parts manufactured and located in the U.S.A. (Ref. 21.331(A)(1) [FAA 14CFR]).

   b. For identification purposes, for new products only.

   c. As a return to service for a Class II or Class III product. Work must have been accomplished by a FAR 121/135 Air Carrier or FAR 145 Repair Station (Ref. [FAA 14CFR]).

3. Export Certificate of Airworthiness issued by CAA/NAA of the country of export. Must be from a country with which the United States has a Bilateral Airworthiness Agreement (BAA) in effect. Information on the airworthiness certification of aircraft, engines, propellers, and related products imported to the U.S. and a summary of the Bilateral Airworthiness Agreements provisions can be found in Advisory Circular 21-2 and FAR 21.500 and 21.502, e.g., JAA Form One, Joint Aviation Authorities Airworthiness Approval Tag or Transport Canada Form 24-0078 (applicable to a part exported to the U.S.).

4. Acceptable certification of conformance for a standard part of raw material, e.g., complies with applicable Military Specification (NAS, MS, AN) or SAE, etc. (may include physical and chemical test results).

5. FAR Part 121/135 Air Carrier Serviceable Tag. (Ref. [FAA 14CFR]).

6. FAR Part 145 Repair Station's Serviceable Tag. Repair Station number, date of repair/test and record of the last maintenance performed must be attached to the Serviceable Tag and/or attached to component. (Ref. [FAA 14CFR]).

7. Part or Material Certification Form.

8. Acceptable certification of conformance for Commercial Material or parts not regulated by a government agency, (a) manufactured to a unique specification and is marketed under the identification of the manufacturer, (b) subjected to no particular quality control beyond the manufacturer's voluntary internal control system; and part or material is not sensitive to airworthiness.

FAA 7/26/01

2.06.05 Several crates of unserviceable parts are being stored in the serviceable parts area. Two (2) crates contain a scrap JT8D turbine disks from Ryan and Lufthansa airlines. RRXA does not operate JT8D engines and has no means to file a component condition report IAW RRXA MPPM, Chapter 3, 121. ,

RRXA RESPONSE: *The parts were the property of Ryan and were given to them for disposition. EWA MP&P is being rewritten and this issue will be addressed in Chapter 4 Pages 04-04-1 through 4.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
09 July 2001

2.06.05 Several crates of unserviceable parts are being stored in the serviceable parts area. Two (2) crates contain a scrap JT8D turbine disks from Ryan and Lufthansa airlines. RRXA does not operate JT8D engines and has no means to file a component condition report IAW RRXA MPPM, Chapter 3, 121. ,

RRXA RESPONSE: *The parts were the property of Ryan and were given to them for disposition. EWA MP&P is being rewritten and this issue will be addressed. The manual will be complete by 31 May 2001.*

RRXA CONCLUSION: *No finding.*

[redacted]

Jim Owens
EWA Director-Quality Assurance
21 February 2001

MPS - OAL PART - WARRANTED

2.06.05 Several crates of unserviceable parts are being stored in the serviceable parts area. Two (2) crates contain a scrap JT8D turbine disks from Ryan and Lufthansa airlines. RRXA does not operate JT8D engines and has no means to file a component condition report IAW RRXA MPPM, Chapter 3, 121. ,

RRXA RESPONSE: *The parts were the property of Ryan and were given to them for disposition. EWA MP&P is being rewritten and this issue will be addressed. The manual will be complete by 31 May 2001.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

2.06.05 Several crates of unserviceable parts are being stored in the serviceable parts area. Two (2) crates contain a scrap JT8D turbine disks from Ryan and Lufthansa airlines. RRXA does not operate JT8D engines and has no means to file a component condition report IAW RRXA MPPM, Chapter 3, 121. ,

RRXA RESPONSE: *The parts were the property of Ryan and were given to them for disposition.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

MPP REVISION?

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR _____ SUGGESTION FOR CHANGE (check appropriate space) DATE _____

MANUAL/PUBLICATION TITLE _____

CHAPTER/SECTION/PAGE REFERENCE _____ PARAGRAPH _____

DESCRIPTION OF ERROR OR SUGGESTED CHANGE

Name _____ Signature _____

Station Location _____ Phone _____

_____ _____

Manager Approval Director of Engineering Approval

_____ _____

Director Maint. Approval Director of Quality Control Approval

Instructions:
1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Engineering

MRB Approval Required (Check One) ☐ YES ☐ NO Mgr. Of Reliability _____

ME051 (Rev. 3 10/15/99)

2.06.05 Several crates of unserviceable parts are being stored in the serviceable parts area. Two (2) crates contain a scrap JT8D turbine disks from Ryan and Lufthansa airlines. RRXA does not operate JT8D engines and has no means to file a component condition report IAW RRXA MPPM, Chapter 3, 121. ,

RRXA RESPONSE: *The parts were the property of Ryan and were given to them for disposition.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

Bo 7/13

Chapt. -3, 121 – Scrap Parts –

— Lufthansa [illegible] —

2.06.05 Several crates of unserviceable parts are being stored in the serviceable parts area. Two (2) crates contain a scrap JT8D turbine disks from Ryan and Lufthansa airlines. RRXA does not operate JT8D engines and has no means to file a component condition report IAW RRXA MPPM, Chapter 3, 121. ,

RRXA RESPONSE: *The parts were the property of Ryan and were given to them for disposition. EWA MP&P is being rewritten and this issue will be addressed. The manual will be complete by 31 May 2001.*

RRXA CONCLUSION: *No finding.*

[redacted]

Jim Owens
EWA Director-Quality Assurance
21 February 2001

M PTS - OAL PART - QUARANTINED

IV. PARTS/COMPONENTS AND MATERIALS RECEIVING INSPECTION

A. Policy

All parts and materials to be utilized on Emery Worldwide Airlines (EWA) aircraft shall be properly processed through Receiving Inspection prior to storage and/or installation on the aircraft to ensue their airworthiness. Receiving Inspection shall be performed only by certificated personnel so authorized by the Director of Quality Control, or his/her designee.

B. Procedures

1. Receiving inspection of parts and materials shall include, but not be limited to:

   a. Confirm certifying agency is on approved vendor list.

   Note: Exceptions are: 1) Parts that have been through another FAR Part 121 Carriers Receiving Inspection and have signed/stamped serviceable tags. 2) New parts, new components, or new materials.

   b. Visually inspect the container and material for any unusual signs of damage.

   Note: The Receiving Inspector does not always see the packaging of parts, it is the responsibility of the Store Keeper unpacking the item to notify the Receiving Inspector of any abnormal findings.

   c. Verify that the identification on the part has not been tampered with (e.g., Serial Number stamped over, label or part/serial improper or missing, vibro-tech or serial numbers located other than the normal location).

   d. Evaluate any visible irregularities (e.g., altered or unusual surface, absence of required plating, evidence of prior usage, scratches, new paint over old, attempted exterior repair, pitting or corrosion).

   e. Verify state of preservation, plugs, and caps are installed as required.

   f. Verify the part(s) received is/are listed on the purchase order through inspection of the part identification and/or markings and accompanying documentation.

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Note: Components with certifications over three years old should be questioned for Airworthiness Directive compliance.

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Note: Conduct random sampling of standard hardware packaged in large quantities in a manner which corresponds to the type and quantity of the parts.

i. Verify that the part and serial numbers on the part match the accompanying documentation as applicable (all rotable parts must be serialized). Refer to part C, part D, and table 1 of this section.

j. Review accompanying documentation ensuring that it is appropriate per the requirements listed under Part C "Aircraft Parts - Documentation Requirements" of this section of this manual.

k. All hard time components must possess a certified Time Since Overhaul on the vendor's repair or overhaul tag.

l. Each item must meet inspection or serviceability limits as provided in the Time Limits Manual.

m. Each applicable item must meet the shelf-life requirements set forth in this manual.

n. Ensure oxygen servicing hoses are identified as "Approved for Aviator's Oxygen Use", or "Approved for Aviation Oxygen Use", or "Approved for Medical Oxygen Use" prior to accepting into stock.

2. Complete EWA Part Tag or Consumable/Expendable Tag and affix to part along with the Vendor Serviceable Tag, Certificate of Conformity, or Statement of Compliance. (See Chapter 4 of this manual for Part Tag Policy and Procedure.)

3. Forward a copy of EWA Repair Order and repair agency's teardown report, work order or statement of Airworthiness Certification, whichever is applicable to the Reliability Section.

4. If any material or part/component does not satisfactorily meet the Receiving Inspection acceptance criteria, a Receiving Inspection Rejection Report shall be initiated.

C. Aircraft Parts: Documentation Requirements

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   OR

   FAA Technical Standard Order Number and identification mark on all parts. Technical Standard Order Certificate is a letter from FAA with a supplement attached listing authorized parts.

   OR

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   Shipping tickets, packing list, invoices and/or other documents which provide evidence that the part was produced by the Production Approval Holder.

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   a. For export of parts manufactured and located in the U.S.A. (Ref. 21.331(A)(1) [FAA 14CFR]).

   b. For identification purposes, for new products only.

   c. As a return to service for a Class II or Class III product. Work must have been accomplished by a FAR 121/135 Air Carrier or FAR 145 Repair Station (Ref. [FAA 14CFR]).

3. Export Certificate of Airworthiness issued by CAA/NAA of the country of export. Must be from a country with which the United States has a Bilateral Airworthiness Agreement (BAA) in effect. Information on the airworthiness certification of aircraft, engines, propellers, and related products imported to the U.S. and a summary of the Bilateral Airworthiness Agreements provisions can be found in Advisory Circular 21-2 and FAR 21.500 and 21.502, e.g., JAA Form One, Joint Aviation Authorities Airworthiness Approval Tag or Transport Canada Form 24-0078 (applicable to a part exported to the U.S.).

4. Acceptable certification of conformance for a standard part of raw material, e.g., complies with applicable Military Specification (NAS, MS, AN) or SAE, etc. (may include physical and chemical test results).

5. FAR Part 121/135 Air Carrier Serviceable Tag. (Ref. [FAA 14CFR]).

6. FAR Part 145 Repair Station's Serviceable Tag. Repair Station number, date of repair/test and record of the last maintenance performed must be attached to the Serviceable Tag and/or attached to component. (Ref. [FAA 14CFR]).

7. Part or Material Certification Form.

8. Acceptable certification of conformance for Commercial Material or parts not regulated by a government agency, (a) manufactured to a unique specification and is marketed under the identification of the manufacturer, (b) subjected to no particular quality control beyond the manufacturer's voluntary internal control system; and part or material is not sensitive to airworthiness.

IV. PARTS/COMPONENTS AND MATERIALS RECEIVING INSPECTION

A. Policy

All parts and materials to be utilized on Emery Worldwide Airlines (EWA) aircraft shall be properly processed through Receiving Inspection prior to storage and/or installation on the aircraft to ensue their airworthiness. Only certificated personnel so authorized by the Director of Quality Control, or his/her designee shall perform receiving Inspection.

B. Procedures

1. Receiving inspection of parts and materials shall include, but not be limited to:

   a. Confirm certifying agency is on approved vendor list.

   Note: Exceptions are: 1) Parts that have been through another FAR Part 121 Carriers Receiving Inspection and have signed/stamped serviceable tags. 2) New parts, new components, or new materials.

   b. Visually inspect the container and material for any unusual signs of damage.

   Note: The Receiving Inspector does not always see the packaging of parts, it is the responsibility of the Store Keeper unpacking the item to notify the Receiving Inspector of any abnormal findings.

   c. Verify that the identification on the part has not been tampered with (e.g., Serial Number stamped over, label or part/serial improper or missing, vibro-tech or serial numbers located other than the normal location).

   d. Evaluate any visible irregularities (e.g., altered or unusual surface, absence of required plating, evidence of prior usage, scratches, new paint over old, attempted exterior repair, pitting or corrosion).

   e. Verify state of preservation, plugs, and caps are installed as required.

   f. Verify the part(s) received is/are listed on the purchase order through inspection of the part identification and/or markings and accompanying documentation.

   Note: If serial number of a rotable is missing or unknown, refer to Maintenance Policy and Procedures Manual, Chapter 4, EWA Serial Number Assignment and Installation.

   Note: Any material or part/component that is not utilized by Emery Worldwide Airlines shall be stored in a separate area.

A Y

2.06.6 Several hydraulic/pneumatic line repair kits were in the stores area without RRXA tags. These kits are not approved for aircraft use. This is contrary to 14CFR 25.1301 and 21.303.

RRXA RESPONSE: *The kits in question were to be returned to the vendor by procurement for recertification These should have been identified as unusable parts pending this recertification. The kits were returned to the vendor immediately after the discrepancies were noted.*

RRXA CONCLUSION: Finding valid..

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110**
FAX 513-533-8420

cc: Jim Clowers
Jerry Tumarco
Bob Dall

RECEIVED
JAN 25 2001
KENT T. SCOTT

January 23, 2001
2.06.06

FILE NUMBER: 2001GL050019

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines had several hydraulic/pneumatic line repair kits in the stores area without Emery Worldwide Airlines (RRXA) tags. These kits are not approved for aircraft use. This is contrary to 14CFR 25.1301 and 21.303.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

5.1301 Function and installation.

Each item of installed equipment must -

(a) Be of a kind and design appropriate to its intended function;

(b) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors;

(c) Be installed according to limitations specified for that equipment; and

(d) Function properly when installed.

2. 06. 06

21.303 Replacement and modification parts.
{See Notice of interpretation at 62 FR 9923, March 5, 1997}

(a) Except as provided in paragraph (b) of this section, no person may produce a modification or replacement part for sale for installation on a type certificated product unless it is produced pursuant to a Parts Manufacturer Approval issued under this subpart.

.303 Replacement and modification parts.
{See Notice of interpretation at 62 FR 9923, March 5, 1997}

(a) Except as provided in paragraph (b) of this section, no person may produce a modification or replacement part for sale for installation on a type certificated product unless it is produced pursuant to a Parts Manufacturer Approval issued under this subpart.

(b) This section does not apply to the following:

(1) Parts produced under a type or production certificate.

(2) Parts produced by an owner or operator for maintaining or altering his own product.

(3) Parts produced under an FAA Technical Standard Order.

(4) Standard parts (such as bolts and nuts) conforming to established industry or U.S. specifications.

(c) An application for a Parts Manufacturer Approval is made to the Regional Office of the region in which the manufacturing facility is located and must include the following:

(1) The identity of the product on which the part is to be installed.

(2) The name and address of the manufacturing facilities at which these parts are to be manufactured.

(3) The design of the part, which consists of -

(i) Drawings and specifications necessary to show the configuration of the part; and

(ii) Information on dimensions, materials, and processes necessary to define the structural strength of the part.

(4) Test reports and computations necessary to show that the design of the part meets the airworthiness requirements of the Federal Aviation Regulations applicable to the product on which the part is to be installed, unless the applicant shows that the design of the part is identical to the design of a part that is covered under a type certificate. If the design of the part was obtained by a licensing agreement, evidence of that agreement must be furnished.

(d) An applicant is entitled to a Parts Manufacturer Approval for a replacement or modification part if -

(1) The Administrator finds, upon examination of the design and after completing all tests and inspections, that the design meets the airworthiness requirements of the Federal Aviation Regulations applicable to the product on which the part is to be installed; and

(2) He submits a statement certifying that he has established the fabrication inspection

2.06.07 Canoe fitting P/N 5614374-506 was in the stores area with an unserviceable parts tag attached. This unserviceable part had a fitting removed for installation on another aircraft (unknown). This is contrary to 14CFR 25.1301 and RRXA MPPM Chapter 3, 80.

RRXA RESPONSE: *The canoe fitting was properly tagged as unserviceable. ThePart Change Tag was prepared by Dalfort prior to shipping to Dayton and the bushing was not removed by EWA.*

RRXA CONCLUSION: No finding

Jim Owens
EWA Director Quality Assurance
09 February 2001

[redacted]

PART CHANGE TAG

ENDEAVOR WORLDWIDE AIRLINES

MPN REMOVED: _____ MSN REMOVED: _____

ACN: STOCK POS: ____ BORROWED FROM: _____ REASON: _____

LOCN: DALFOR DATE: _____ EMP: _____

TEXT: MANUFACTURE DATE QUESTIONABLE
RETURN TO BOEING
ROBBED BUSHING

CPN: _____

CSN: _____

MPN: _____

MSN: _____

SHELF LIFE DATE: _____

TAG COMPLETE DATE: _____

EMP NBR: _____

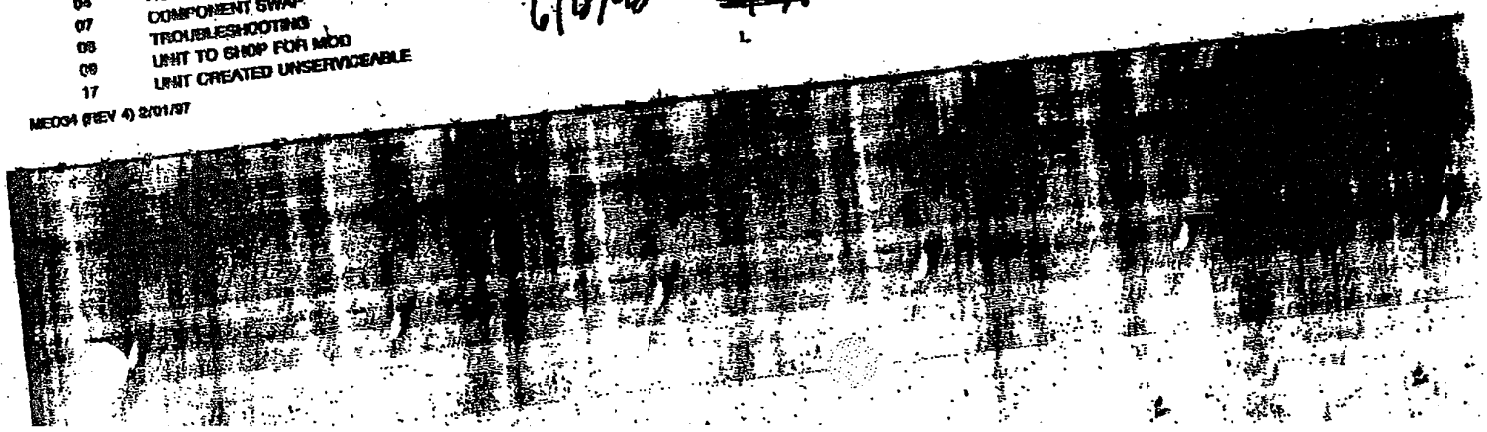
APPROVAL: _____

CODE	REMOVAL REASON
01	TIME CONTROLLED REM
02	REM FOR CAUSE/DEFECT
03	BAD FROM STOCK
04	ROBBED/CANNIBALIZED PART
07	COMPONENT SWAP
08	TROUBLESHOOTING
09	UNIT TO SHOP FOR MOD
17	UNIT CREATED UNSERVICEABLE

MED04 (REV 4) 2/01/97

5614374-506

6/8/98



A N

2.06.07 Canoe fitting P/N 5614374-506 was in the stores area with an unserviceable parts tag attached. This unserviceable part had a fitting removed for installation on another aircraft (unknown). This is contrary to 14CFR 25.1301 and RRXA MPPM Chapter 3, 80.

RRXA RESPONSE: *The canoe fitting was properly tagged as unserviceable. There is no substantiating exidence that the missing fitting was installed on another aircraft.*

RRXA CONCLUSION: No finding.

U. S. Department
of Transportation

**Federal Aviation
Administration**

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420

cc: Jim Owens
Jerry Iumarco
Bob Hall

January 23, 2001
2.06.07 ✓

RECEIVED
JAN 25 2001
KENT T. SCOTT

FILE NUMBER: 2001GL050020

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Canoe fitting P/N 5614274-506 was in the stores area with an unserviceable parts tag attached. This unserviceable part had a fitting removed for installation on another aircraft (unknown). This is contrary to Emery Worldwide Airlines Inc. Certificate (RRXA) Maintenance Policy & Procedures Manual (MPPM), chapter 3, Page 80.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

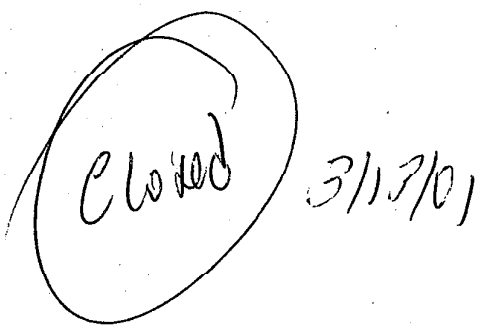
B Y

2.06.08 Numerous aircraft parts, identified as Beyond Economical Repair (BER), located in Hangar A and the Lightner Road facility were not identified with BER tags IAW RRXA MPPM Chapter 3, 115.

RRXA RESPONSE: *An inventory of BER items was accomplished, immediately after the RASIP, items were then tagged appropriately. All BER items have now been distroyed.*

RRXA CONCLUSION: *Finding valid.*

B0786



FAA 4/2/01

2.06.09 The Monthly Calibrated Equipment Inventory Report (Form ME058) was not accomplished by the Raleigh Durham, NC (RDU) for October, 2000. This is contrary to RRXA MPPM Chapter 4, 162.

RRXA RESPONSE: *Raleigh Durham had no calibrated tooling as it was all sent out for calibration in early October and had not been returned. Most of the calibrated tooling in Raleigh belongs to the contract vendor that operates the station.*

However, an MP&P revision has been included in the re-write process that Emphasizes Equipment Calibration Control and Reporting. A copy is attached.

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

GAA 7/26/01

2.06.09 The Monthly Calibrated Equipment Inventory Report (Form ME058) was not accomplished by the Raleigh Durham, NC (RDU) for October, 2000. This is contrary to RRXA MPPM Chapter 4, 162.

RRXA RESPONSE: *Raleigh Durham had no calibrated tooling as it was all sent out for calibration in early October and had not been returned. Most of the calibrated tooling in Raleigh belongs to the contract vendor that operates the station.*

However. an MP&P revision has been included in the MP&P rewrite and is Found in Chapter 5, Pages 05-08-1 through 4.

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
09 July 2001

MP&P Rev.

2.06.09 The Monthly Calibrated Equipment Inventory Report (Form ME058) was not accomplished by the Raleigh Durham, NC (RDU) for October, 2000. This is contrary to RRXA MPPM Chapter 4, 162.

RRXA RESPONSE: *Raleigh Durham had no calibrated tooling as it was all sent out for calibration in early October and had not been returned. Most of the calibrated tooling in Raleigh belongs to the contract vendor that operates the station.*

However, an MP&P revision will be made to make it madatory to complete an ME058 even if no clibrated equipment is in inventory.

RRXA CONCLUSION: *No finding.* 15-05-1 - 4

Jim Owens
EWA Director-Quality Assurance
21 February 2001

MP&P Rev 1

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RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

2.06.10 RXXA stores facility is not adequate to maintain aircraft parts/components in a clean and protected condition. This has allowed them to be subject to deterioration and corrosion. Numerous unserviceable parts, and/or identified parts are intermixed with serviceable parts. Parts are stacked in center aisles and not identified. This is contrary to 14CFR 121.123 and 121.367(b).

RRXA RESPONSE: The issues in the finding have been addressed and are now corrected. We agree that the EWA Stores facility is lacking but with proper attention to detail we can make it work for the near future. We currently have submitted a Capital Expenditure request to build a new 125,000 square foot facility in Dayton to house our stores operation. We expect approval in the near future and plan to have the facility operational by the end of the year.

RRXA CONCLUSION: Finding valid.

Jim Owens
Director Quality Assurance

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

cc: Jim Owens
Jerry Tumance
Bill Dell

January 23, 2001
2.06.10

FILE NUMBER: 2001GL050018

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16,2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA), stores facility is not adequate to maintain aircraft parts/components in a clean and protected condition. This has allowed them to be subject to deterioration and corrosion. Numerous unserviceable parts, and/or identified parts are intermixed with serviceable parts. Parts are stacked in center aisles and not identified. This is contrary to 14 CFR 121.23 and 121.367 (b).

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

OUTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**

26 **CRS T64R164O**

W/O NO.	TASK NO.
1542	3A 057

TION (CIRCLE ONE): ICT · CABIN · RT WING · (TAIL) · LG & W/W · ENG. ____ · DOORS/HATCHES

FUNCTION: (CIRCLE ONE) (MECH) · ELEC · RADIO · S/M · CLEAN · NDT · INSP · PAINT · CABIN · SHOP

A/C TYPE: MODEL DC-8-71F · A/C TAIL NO. N808UA

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

RIPTION "J" panel on Lower side of LH ele has bare metal (panel was not tread and primed at aal)

EWA

3601

WRITTEN BY: [redacted] · EMP. NO. 519809349AT · DAY 16 · MO 05 · YR 00

N (CIRCLE ACTIONS TO BE TAKEN)

CHECK · LUBE · SERVICE · (TREAT) · (PAINT) · REMOVE · REPAIR · TIGHTEN · SECURE · STOW · REPLACE · RESET · TEST · ADJUST

E DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 SRM · A.T.A. 51 - 1 - 8 (CHPT - SECT - SUBJ)

ISTRUCTIONS

N BY [redacted] · EMP. NO. 519809349AT · O.T. AUTH (CIRCLE) YES (NO) · PARTS AUTH (CIRCLE) (YES) NO · REQD INSPN ITEM YES (NO) (CIRCLE) · CUSTOMER APPROVAL 2.0

VE ACTION

Removed paint and preped for treat and prime IAW DC-8 SRM 51-1-8

K to treat and prime [TTS 28 INSP] Treated and primed IAW DC-8 SRM 51-1-8

BER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

SHED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY	DAY	MO	YR
[signature]	A&P 545570398	[redacted]	519909349AT	[TTS 23 INSP]	20	5	00

ROUTINE WORK CARD — TENNESSEE TECHNICAL SERVICES, LLC

CRS T64R164O

W/O NO.	TASK NO.
1942	3A 058

TION (CIRCLE ONE): ICT / CABIN / RT WING / (TAIL) / LG & W/W / ENG. _____ / DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH / ELEC / RADIO / (S/M) / CLEAN / NDT / INSP / PAINT / CABIN / SHOP

A/C TYPE: MODEL: DC-8-71F | A/C TAIL NO.: N804CK

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

RIPTION: Lt and Rt elev mount bushings need to be sized IAW Overhaul Manual

: 35030/35040 EWA

WRITTEN BY: [redacted] | EMP. NO. 519809349AT | DAY 18 | MO 05 | YR 00

N (CIRCLE ACTIONS TO BE TAKEN)

CHECK / LUBE / SERVICE / TREAT / PAINT / REMOVE / REPAIR / TIGHTEN / SECURE / STOW / REPLACE / RESET / TEST / (ADJUST)

E DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 OHM A.T.A. 27 - 16 - 1 40
STRUCTIONS — CHPT - SECT - SUBJ

V BY	EMP. NO.	O.T. AUTH (CIRCLE) YES NO	PARTS AUTH (CIRCLE) YES NO	REQD INSPN ITEM YES NO (CIRCLE)	CUSTOMER APPROVAL
[redacted]	046				2.0

E ACTION

Sized LT and RT elv mount bushings IAW DC 8 OHM 27-16-1. Received
to .4435 IAW ~~27-16~~ DC8 OHM 27-16-1.

ER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

HED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	TIS (INSP)	DAY	MO	YR
[redacted]	219	[redacted]	415576606	[redacted]	23	15	6	00

NON-ROUTINE WORK CARD FORM NO. 26

TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1542 | TASK NO. 3A059

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, TAIL, ENG. _____, LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH, ELEC, RADIO, S/M, CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC-8-71 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: LH Elev Gear Tab Crank arms Upside Down

S/N 0277

Ref: 3403D

EWA

WRITTEN BY: [redacted] | EMP. NO. 126 | DAY 14 MO 05 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT (REMOVE) REPAIR TIGHTEN (SECURE) STOW REPLACE RESET TEST (ADJUST)

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 mm A.T.A. 27 (CHPT) - 30 (SECT) - 3 (SUBJ)

SPECIAL INSTRUCTIONS: Reinstall

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS ALTH (CIRCLE)	REQD INSPN ITEM	CUSTOMER APPROVAL
[redacted]	519090349MA	YES (NO)	(YES) NO	(YES) NO (CIRCLE)	1.0

CORRECTIVE ACTION: Removed and replaced LH elev gear tab crank arms IAW DACO DC-8 MM 27-30-3 See NR 1542-6A122 For cert's

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
4710541	NSN	3802767-1	NSN	4710542	NSN	3802768-1	NSN

ACCOMPLISHED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	DAY	MO	YR
[redacted]	166	[redacted]	519090349MA	23 INSP	6	6	00

NON-ROUTINE WORK CARD FORM NO. 26 — **TENNESSEE TECHNICAL SERVICES, LLC** — **CRS T64R164O**

W/O NO. 1542 | TASK NO. 3A ~~300~~ 06

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT | CABIN | (TAIL) | ENG. | LT WING | RT WING | LG & W/W | DOORS/HATCHES

FUNCTION: (CIRCLE ONE): (MECH) ELEC RADIO S/M CLEAN | NDT INSP PAINT CABIN SHOP

A/C TYPE/MODEL: DC-8-71 | A/C TAIL NO.: N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: LH Elev Geared Tab IB Crank arm has 2 cracks

EWA

Ref: 3503D

WRITTEN BY: G Lane | EMP. NO. 126 | DAY 24 | MO 05 | YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT (REMOVE) REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 MM | A.T.A. 27 (CHPT) . 30 (SECT) . 3 (SUBJ)

SPECIAL INSTRUCTIONS

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM	CUSTOMER APPROVAL
[redacted]	519909349NV	YES (NO)	(YES) NO	(YES) NO (CIRCLE)	2.0

CORRECTIVE ACTION: Removed and replaced LH elev geared tab IB crank arm IAW DACO DC-8 MM 27-30-3 See NR 1542-6A 122. for certs

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
4710541	NSN	3802767-5	NSN			TTS	

~~ACCOMPLISHED BY~~	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	DAY	MO	YR
[redacted]	166	[redacted]	519909349NV	RII (23 INSP)	6	6	00

NON-RC
FORM NO. 26

WORK CARD TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1542 | TASK NO. 3A 064

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, TAIL, ENG., LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH, ELEC, RADIO, S/M, CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC-8-71 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

ITEM DESCRIPTION: LH elevator requires balance for installation of steel crank Arms

Ref: 1542-6A-122

EWA

WRITTEN BY: [redacted] EMP. NO. 519809349AR | DAY 05 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN, CHECK, LUBE, SERVICE, TREAT, PAINT, REMOVE, REPAIR, TIGHTEN, SECURE, STOW, REPLACE, RESET, TEST, ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 SRM A.T.A. 51 (CHPT) - 4 (SECT) - 4 (SUBJ)

SPECIAL INSTRUCTIONS

EVALUATION BY [redacted] EMP. NO. 519809349AR | O.T. AUTH (CIRCLE) YES NO | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM YES NO (CIRCLE) | CUSTOMER APPROVAL 20,Q

CORRECTIVE ACTION: Balanced L/H elevator IAW DACO DC-8 SRM 51-4-4. New moment is 1450.8 inch-pounds and is within limits IAW DACO DC-8 SRM 51-4-4

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
		3701579-1	NSN				

ACCOMPLISHED BY [redacted] EMP. NO. 411333220A&P | SUPERVISOR/LEAD RECHECK [redacted] EMP. NO. 519809349AR | CHECKED BY: RD | TTS 27 INSP | DAY 16 MO 06 YR 00

Terms of

NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

FORM NO. 26

CRS T64R164O

W/O NO. 9542 | TASK NO. 3A065

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, (TAIL), ENG. _____, LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH, ELEC, RADIO, (S/M), CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC-8 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? (YES) NO (CIRCLE ONE)

ITEM DESCRIPTION: Left hand elevator 2 each fairings missing at STA XE 149.00

FWA

WRITTEN BY: [redacted] | EMP. NO. 219 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC-8 SRM A.T.A. 51 - 1 - 4 (CHPT - SECT - SUBJ)

SPECIAL INSTRUCTIONS Machine fairings

EVALUATION BY [redacted] | EMP. NO. 219 | O.T. AUTH (CIRCLE) YES NO | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM YES (NO) (CIRCLE) | CUSTOMER APPROVAL EK 10.0 6.0 hrs

CORRECTIVE ACTION

FABRICATED FAIRINGS IAW. DC-8 S.RM. 51-1-4 MATERIAL IS .063 ~~P.O.#~~ 2024 T3 P.O.# 8967 OK TO TREAT & PRIME

ITS 23 INSP

TREAT & PRIME IAW. DC-8 SRM. 51-1-8

O.K. TO INSTALL

ITS 23 INSP

INSTALLED FAIRINGS IAW. DC-8 SRM. 51-3-0

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY [redacted] | EMP. NO. 9194 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. 245222-48 | CHECKED BY: ITS 23 INSP | DAY 20 MO 6 YR 00

NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

FORM NO. 26

CRS T64R164O

W/O NO. 9542 | TASK NO. 3A 064

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, (TAIL), ENG. _____, LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH, ELEC, RADIO, (S/M), CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC-8 | A/C TAIL NO. N8054U

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

ITEM DESCRIPTION: Left hand elevator fairing missing at STA XE 221

EWA

WRITTEN BY: [redacted] | EMP. NO. 219 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM A.T.A. 51 (CHPT) . 1 (SECT) . 4 (SUBJ)

SPECIAL INSTRUCTIONS Machine fairing 3.0 8.0

EVALUATION BY [redacted] | EMP. NO. 219 | O.T. AUTH (CIRCLE) YES NO | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM YES NO (CIRCLE) | CUSTOMER APPROVAL SK

CORRECTIVE ACTION:

FABRICATED FAIRINGS I.A.W. DC-8 SRM. 51-1-4 MATERIAL IS .063 2024 T3 P.O.# 8967 O.K. TO TREAT + PRIME TIS 23 INSP

TREAT + PRIME I.A.W. DC-8 SRM. 51-1-8

O.K. TO INSTALL TIS 23 INSP

INSTALLED FAIRINGS I.A.W. DC-8 S.R.M. 51-3-0

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY [redacted] | EMP. NO. 9194 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. 245272-4 | CHECKED BY: TIS 23 INSP | DAY 20 MO 06 YR 00

)UTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 7542 | TASK NO. 3A067

ON (CIRCLE ONE): T CABIN RT WING (AIL) LG & W/W ENG. _____ DOORS/HATCHES

FUNCTION: (CIRCLE ONE) MECH ELEC RADIO S/M CLEAN NDT INSP PAINT CABIN SHOP

A/C TYPE: MODEL DC 8 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

IPTION Left hand elevator 2 each fairings missing at STA XE 272

EWA

WRITTEN BY: [redacted] EMP. NO. 219 DAY 14 MO 06 YR 00

(CIRCLE ACTIONS TO BE TAKEN)

CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC-8 SRM A.T.A. 51 (CHPT) - 1 (SECT) - 4 (SUBJ)

TRUCTIONS Machine 2 ea fairings 60 hrs

'BY [redacted] EMP. NO. 219 | O.T. AUTH (CRCLE) YES NO | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM YES NO (CIRCLE) | CUSTOMER APPROVAL SQ 10.0

E ACTION

RICated FAIRINGS IAW DC-8 S.R.M. 51-1-4 MATERIAL 063 2024 T3 R0,# 8967 OK. TO TREAT & PRIME (TS 23 INSP)

4T & PRIME IAW DC-8 S.R.M. 51-1-8

. TO INSTALL (TS 23 INSP)

'THLLed IAW DC-8 SRM. 51-3-0

FAIRINGS

ER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

HED BY [redacted] EMP. NO. 9011 | SUPERVISOR/LEAD RECHECK [redacted] EMP. NO. [redacted] | CHECKED BY: (TS 23 INSP) | DAY 20 MO 06 YR 00

UTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**
CRS T64R164O

W/O NO. 1542 | TASK NO. 3A 028

)N (CIRCLE ONE) CABIN / RT WING / TAIL / LG & W/W / ENG. _____ / DOORS/HATCHES

FUNCTION: (CIRCLE ONE) MECH ELEC RADIO S/M CLEAN NDT INSP PAINT CABIN SHOP

A/C TYPE: MODEL DC-8 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

?TION Left hand elevator fairing missing at STA XE 77.00

EWA

WRITTEN BY: [redacted] | EMP. NO. 219 | DAY 14 MO 06 YR 00

CIRCLE ACTIONS TO BE TAKEN)

HECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

)OCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM A.T.A. 51 - 1 - 4 (CHPT - SECT - SUBJ)

?UCTIONS Matching fairing 30 hrs

BY	EMP. NO.	O.T. AUTH (CIRCLE) YES NO	PARTS AUTH (CIRCLE) YES NO	REQD INSPN ITEM YES NO (CIRCLE)	CUSTOMER APPROVAL
[redacted]	219				SJ 8.0

ACTION
Located FAIRINGS I.A.W. DC-8 SRM 51-1-4 MATERIAL
263 2024 T3 P.O. # 8967 O.K. TO TREAT + PRIME
TTS 23 INSP
4T + PRIME I.A.W. DC-8 SRM 51-1-8
TTS 23 INSP
TO INSTALL
ALLED I.A.W. DC-8 SRM 51-30
FAIRINGS

"OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	DAY	MO	YR
Bwah	9194	[redacted]	245272-42	TTS 23 INSP	20	06	00

NON-ROUTINE WORK CARD FORM NO. 26

TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 2542 | TASK NO. 3A 0169

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, (TAIL), ENG., LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH, ELEC, RADIO, (S/M), CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC8-71F | A/C TAIL NO. N802AU

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: RT ELEV. L/E AT STA XE 120 HAS A Dent

EWA

Ref 3A

WRITTEN BY: [redacted] | EMP. NO. 280 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN (CHECK) LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) SRM / EO 00-107 A.T.A. ____ - ____ - ____ 3.00,0
CHPT SECT SUBJ

SPECIAL INSTRUCTIONS: Check limits, repair if required - Excl time for checking and eng.

EVALUATION BY: [redacted] | EMP. NO. 259 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL

CORRECTIVE ACTION: Dent is acceptable to return to service IAW EO 00-107 3A069

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY: [redacted] | EMP. NO. 259 | SUPERVISOR/LEAD RECHECK: [redacted] | EMP. NO. 41406901 | CHECKED BY: RII | TIS 23 (INSP) | DAY 19 MO 6 YR 00

3A070

UTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1342 | TASK NO. 070 | 3A 136

ON (CIRCLE ONE): T CABIN RT WING (TAIL) LG & W/W ENG. DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH ELEC RADIO (S/M) CLEAN NDT INSP PAINT CABIN SHOP

A/C TYPE: MODEL DC8-71 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

PTION Left Elev Previous Repair Seperated Upper T/E Rvt. Just Forward of Tab

EWA

WRITTEN BY: [redacted] | EMP. NO. 039 | DAY 04 MO 06 YR 00

(CIRCLE ACTIONS TO BE TAKEN)

CHECK LUBE SERVICE TREAT PAINT REMOVE (REPAIR) TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST

DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM | A.T.A. 55 - 2 - 0 8.0 (CHPT - SECT - SUBJ)

TRUCTIONS Chart Damage - fab doubler.

BY [redacted] | EMP NO. 254 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) YES (NO) | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL [redacted]

ACTION Removed damage IAW DC-8 SRM 55-2-0. Fabricated filler & doubler .016 7075-T6 P.O.#009120 IAW DC-8 SRM 51-4-4. OK to treat & prime & primed filler & doubler IAW DC-8 SRM 51-4-8. Weight of repair is .007 grams. Install INSTALLED Filler & Doubler IAW DC8-SRM 55-2-0 OF Previous Repair = Weight OF NEW Repair + .007gr weight + ICE Negligible IAW DC8 SRM 51-4-8

R "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ED BY [redacted] | EMP. NO. 133 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. 41537644A | CHECKED BY [redacted] | DAY 16 MO 06 YR 00

NON-ROUTINE WORK CARD FORM NO. 26 **TENNESSEE TECHNICAL SERVICES, LLC**

CRS T64R164O

W/O NO. 1542 | TASK NO. 3A 072

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, (TAIL) [circled], ENG. ______, LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): (MECH) [circled], ELEC, RADIO, S/M, CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC-8-71F | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) [circled] (CIRCLE ONE)

ITEM DESCRIPTION: R/H Elev. Eyebolt lock tab broken

EWA

WRITTEN BY: [redacted] | EMP. NO. 064 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN): CLEAN, CHECK, LUBE, SERVICE, TREAT, PAINT, (REMOVE) [circled], REPAIR, (TIGHTEN) [circled], (SECURE) [circled], STOW, (REPLACE) [circled], RESET, TEST, ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC-8- M/M | A.T.A. 27 . 30 . 4. (CHPT, SECT, SUBJ)

SPECIAL INSTRUCTIONS:

EVALUATION BY: [redacted] | EMP. NO. 5011 | O.T. AUTH (CIRCLE) (YES) [circled] NO | PARTS AUTH (CIRCLE) (YES) [circled] NO | REQD INSPN ITEM (YES) [circled] NO (CIRCLE) | CUSTOMER APPROVAL | ~~2.0~~ 1.0

CORRECTIVE ACTION: Removed and Replaced R/H Elev Eyebolt Lock TAB IAW Daco DC-8 M/M 27-30-4

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY: [redacted] | EMP. NO. 166 | SUPERVISOR/LEAD RECHECK: [redacted] | EMP. NO. 5199013494AR | CHECKED BY: RII [stamp: TTS 13] | DAY 20 MO 6 YR 00

NON-ROUTINE WORK CARD FORM NO. 26

TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1542 | TASK NO. 6A112

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT | CABIN | (TAIL) | ENG. ____ | LT WING | RT WING | LG & W/W | DOORS/HATCHES

FUNCTION: (CIRCLE ONE): MECH | ELEC | RADIO | (S/M) | CLEAN | NDT | INSP | PAINT | CABIN | SHOP

A/C TYPE-MODEL: DC-8-71 | A/C TAIL NO.: N8084V

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: RIH elev cover plate has several cracks

Refinish EWA 28.

WRITTEN BY: [redacted] | EMP. NO. 126 | DAY 16 | MO 05 | YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN | CHECK | LUBE | SERVICE | TREAT | PAINT | REMOVE | REPAIR | TIGHTEN | SECURE | STOW | (REPLACE) | RESET | TEST | ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM

A.T.A. 51 (CHPT) . 1 (SECT) . 4 (SUBJ) 8.0

SPECIAL INSTRUCTIONS Difficult to form.

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM (CIRCLE)	CUSTOMER APPROVAL
[redacted]	259	YES (NO)	(YES) NO	YES (NO)	

CORRECTIVE ACTION

Fab new cover plate out of 7075 t6 .025 P.O. #7948 OK to treat & Prime. TTS 28 INSP Treated & Primed I.A.W DC-8 SRM 51-1-8 TTS 23 INSP

Installed new cover plate IAW DC-8 SRM 51-3-[illegible]

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY [redacted] | EMP. NO. 681 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. 9142770J | CHECKED BY: TTS 23 INSP | DAY 23 | MO 5 | YR 00

NON-ROUTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**
FORM NO. 26 **CRS T64R164O**

W/O NO. 1542 | TASK NO. 6A 123

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, CABIN, TAIL, ENG. ____, LT WING, RT WING, LG & W/W, DOORS/HATCHES
FUNCTION: (CIRCLE ONE): MECH, ELEC, RADIO, S/M, CLEAN, NDT, INSP, PAINT, CABIN, SHOP
A/C TYPE: MODEL DC-8-71 | A/C TAIL NO. N80844
CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: Lt. Elev. Geared TAB AND Flight Tab eyebolts are misaligned

Ref: 350D EWA 28-26

WRITTEN BY: [redacted] | EMP. NO. 126 | DAY 16 MO 05 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)
CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR (TIGHTEN) SECURE STOW REPLACE RESET TEST (ADJUST)

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 MM A.T.A. 27 (CHFT) . 30 (SECT) . 3 (SUBJ)
SPECIAL INSTRUCTIONS

EVALUATION BY [redacted] | EMP. NO. 519909744141 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) (YES) NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL I.O

CORRECTIVE ACTION: Realigned LH Elev. Geared TAB AND Flight TAB EYEBOLTS TO Proper Alignment FAW 437 AND ReTorqued EYE Bolts IAW DC-8 MM 27-30-3

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY [redacted] | EMP. NO. AND 595570578 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. 519909744141 | CHECKED BY ITS 28 INSP RCH | DAY 22 MO 05 YR 00

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
3A046	R/H HORZ STAB L/E CHANEL NUTS MISSING 3201 (7-254)	SMTL	4/26/00	467 Swackhamer, Gary	5/9/00	257 Shear, Joseph
3A047	L/H HORZ STAB FWD ROLLER BEARING TO FUSE RUSTED AND WILL NOT TURN 3201D (7-262)	MECH	4/26/00	467 Swackhamer, Gary	5/9/00	257 Shear, Joseph
3A048	L/H HORZ STAB L/E MISSING NUTPLATES IN CHANEL SEVERAL PLACES 3201D (7-261)	SMTL	4/26/00	467 Swackhamer, Gary	5/22/00	257 Shear, Joseph
3A049	R/H HORZ STAB LOWER SKIN PLANKS HAS LOOSE RIVITS FRONT SPAR XE76 TO XE 220 3201D (7-260)	MECH	4/26/00	467 Swackhamer, Gary	5/18/00	467 Swackhamer, Gary
3A050	L/H HORZ STAB TRAILING EDGE UPPER PNL CORROSION ON SURFACE AND BULDGE FRXE252-XE -272 REF 3201D (7-264)	SMTL	4/26/00	467 Swackhamer, Gary	5/12/00	257 Shear, Joseph
3A051	L/H HORZ STAB UPPER TRAILING EDGE PNL FRAME XE 221 HAS CHERRY MAX RIVITS AND FINGER DOUBLER PULLED LOOSE 3201 (7-265)	SMTL	4/26/00	467 Swackhamer, Gary	5/25/00	257 Shear, Joseph
3A052	L/H HORZ STAB UPPER TRAILING EDGE PNL XE99 SKIN WRINKLED TRAILING EDGE 3201D (7-266)	SMTL	4/26/00	467 Swackhamer, Gary	5/12/00	257 Shear, Joseph
3A053	L/H HORZ STAB UPPER BODY FAIRING RAIN CHANEL CRACKED AND PIECES MISSING REF 3201D	SMTL	4/26/00	704 Williamson, Brian	6/17/00	735 Cafarella, William
3A054	R/H I/B HORTZ STAB L/E HAS FOUR CRACKED RIVITS REF MECH	SMTL	5/15/00	257 Shear, Joseph	5/22/00	257 Shear, Joseph
3A055	LT GEAR TAB I/B & O/B CONTROL ROD END HAS CORROSION REF 3401D	MECH	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph

All I. Accounted For Mgr. _____ /Insp. _____ TTS 4 INSP

7/12/00 2:50:39PM

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued		Issued By	Date Closed		Closed By
3A056	LT GEAR TAB O/B EYEBOLT HAS 1 THREAD ENGAGMENT REF 3401D	MECH	5/18/00	022	Dawson, Amy	5/22/00	257	Shear, Joseph
3A057	"J" PANEL ON LOWER SIDE OF L/H ELE HAS BARE METAL (PANEL WAS NOT TREATED AND PRIMED AT OVERHAUL)-REF 3601	MECH	5/18/00	022	Dawson, Amy	5/22/00	257	Shear, Joseph
3A058	LT AND RT ELE MOUNT BUSHINGS NEED TO BE SIZED IAW OVERHAUL MANUAL REF 3503D/3504D	SMTL	5/18/00	257	Shear, Joseph	6/19/00	467	Swackhamer, Gary
3A059	L/H ELEV GEAR TAB CRANK ARMS UPSIDE DOWN S/N 0277 REF 3403D	MECH	5/19/00	257	Shear, Joseph	6/7/00	257	Shear, Joseph
3A060	R/H HORZ STAB INBD L/E SCREW HAS DIMPLED WASHER XFS 178.7 REF 3601D	MECH	5/19/00	257	Shear, Joseph	6/13/00	257	Shear, Joseph
3A061	L/H ELEV GEARED TAB I/B CRANK ARM HAS 2 CRACKS REF 3503D	MECH	5/24/00	257	Shear, Joseph	6/12/00	257	Shear, Joseph
3A062	LH LINK FOR DAMPER SHIPPED TO OVERHAUL REF 3503D	MECH	5/25/00	467	Swackhamer, Gary	6/15/00	217	Pitts, William
3A063	RH LINK FOR DAMPER SHIP TO OVERHAUL REF 3504D	MECH	5/25/00	467	Swackhamer, Gary	6/18/00	217	Pitts, William
3A064	L/H ELEVATOR REQUIRES BALANCE FOR I INSTALLATION OF STEEL CRANK ARMS REF 1542-6A122	MECH	6/5/00	467	Swackhamer, Gary	6/18/00	217	Pitts, William
3A065	LEFT HAND ELEVATOR 2 EACH FAIRINGS MISSING AT STA XE 149.00	SMTL	6/14/00	257	Shear, Joseph	6/21/00	257	Shear, Joseph

All . s Accounted For Mgr. _____ /Insp. _____ TTS 4 INSP _____

7/12/00 2:50:39PM

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
3A066	LEFT HAND ELEVATOR FAIRING MISSING AT STA 221	SMTL	6/14/00	257 Shear, Joseph	6/20/00	257 Shear, Joseph
3A067	LEFT HAND ELEVATOR 2 EACH FAIRINGS MISSING AT STA 272	SMTL	6/14/00	257 Shear, Joseph	6/21/00	257 Shear, Joseph
3A068	LEFT HAND ELEVATOR FAIRING MISSING AT STA XE 77.00	SMTL	6/14/00	257 Shear, Joseph	6/21/00	257 Shear, Joseph
3A069	RT ELEV L/E AT STA XE120 HAS A DENT	SMTL	6/15/00	467 Swackhamer, Gary	6/19/00	257 Shear, Joseph
3A070	LEFT ELEV PREVIOUS REPAIR SEPERATED UPPER T/E PANEL JUST FWD OF GEAR TAB 3503D	SMTL	6/15/00	467 Swackhamer, Gary	6/16/00	467 Swackhamer, Gary
3A071	ROBBED HORIZONTAL STAB HYD CONTROL VALVE P/N 5710133-5501 FOR A/C 961R	MECH	6/15/00	467 Swackhamer, Gary	6/22/00	257 Shear, Joseph
3A072	R/H ELEV EYEBOLT LOCKTAB BROKEN	MECH	6/16/00	467 Swackhamer, Gary	6/20/00	467 Swackhamer, Gary
4A001	EXTERNAL PWR NOT IN USE LITE DOES NOT LITE UP WHEN PWR IS APPLIED AND NOT TURNED ON IN COCKPIT-PRE 10	AVON	4/11/00	022 Dawson, Amy	5/12/00	257 Shear, Joseph
4A002	EXTR PWR NOT IN USE LITE MISSING PRE 10	AVON	4/11/00	022 Dawson, Amy	5/12/00	257 Shear, Joseph
4A003	L/H NOSE CHIN SCOOP / SHUT-OFF VALVE CLAMP NOT INSTALLED AROUND VALVE STICKER # 71 REF W/C 4201	MECH	4/20/00	467 Swackhamer, Gary	5/4/00	257 Shear, Joseph

All s Accounted For Mgr. _____ /Insp. _____ TTS IN

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
6A103	MIDDLE RUDDER DAMPNER ARM BEARING WORN AND RATCHES 9A010 SHELF INSP L/H OF A/C	MECH	5/6/00	022 Dawson, Amy	5/11/00	732 Heath, Thomas
6A104	BOTTOM CHANNELS FOR RUDDER CRACKED	SMTL	5/9/00	735 Cafarella, William	5/29/00	257 Shear, Joseph
6A105	VERTICAL STAB/REAR SPAR/HAT CHANNEL COVER CRACKED DOT 15-274 (PART LOCATED IN PAINT SHOP) REF N/R 6A023	SMTL	5/10/00	257 Shear, Joseph	5/18/00	467 Swackhamer, Gary
6A106	REMOVE RUDDER POWER PACK TO ACTUATOR LINE TO FOM (FOR REF FOR LINE MANF)	MECH	5/12/00	467 Swackhamer, Gary	6/17/00	217 Pitts, William
6A107	ROB RUDDER TAB CONTROL PUSH ROD FOR AIRCRAFT N995CF	MECH	5/12/00	467 Swackhamer, Gary	5/15/00	257 Shear, Joseph
5A108	ROB RUDDER POWER VALVE CONTROL PUSH ROD FOR ACFT N995CF	MECH	5/12/00	467 Swackhamer, Gary	5/15/00	257 Shear, Joseph
5A109	ROB GUST LOCK PUSH ROD FOR ACFT N995CF	MECH	5/12/00	467 Swackhamer, Gary	6/18/00	257 Shear, Joseph
A110	ANTI-ICE DUCT COMPT 50 NEXT TO DOOR WELD CRACKED REF 1542-6A077 (07-434)	SMTL	5/15/00	257 Shear, Joseph	6/19/00	257 Shear, Joseph
A111	SHIM FOR RUDDER IS CRACKED	SMTL	5/16/00	735 Cafarella, William	6/15/00	217 Pitts, William
A112	R/H ELEV COVER PLATE HAS SEVERAL CRACKS	SMTL	5/16/00	735 Cafarella, William	5/26/00	257 Shear, Joseph

All Items ounted For Mgr. _____ /Insp. _____ TTS 4 INSP

7/12/00 2:50:39PM

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
6A123	LT ELEV GEARED TAB AND FLIGHT TAB EYEBOLTS ARE MISALIGNED REF 3501D	MECH	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph
6A124	RIVET HEAD SHEARED OFF SIDE OF VERT. STAB. ON FIBERGLASS COVER ABOVE ACCESS PANEL #57-REF 6002D	SMTL	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph
6A125	CORROSION L/H AFT COVER OF COCKPIT FOR HF ANT. COMPLING ACCESS PANEL #57 REF 6602D	SMTL	5/18/00	022 Dawson, Amy	5/19/00	257 Shear, Joseph
6A126	INSIDE PANEL # 57 L/H SIDE OF VERT STAB HF ANT COUPLER CORROSION ON STIFFENER REF 6602D	SMTL	5/17/00	467 Swackhamer, Gary	5/23/00	257 Shear, Joseph
6A127	VERT STAB ISOLATION BAND BOOT DETERIORAT 6202	PAINT	5/17/00	467 Swackhamer, Gary	6/22/00	257 Shear, Joseph
6A128	TOP AND BOTTOM PLANKS OF CONSTANT SECT HAVE LOOSE PRIMER REMOVE AND REPRIME REF 6202D (07-459)	MECH	5/18/00	257 Shear, Joseph	5/23/00	257 Shear, Joseph
6A129	CLEAN AND LUB ELEV CABLES AND PULLYS UNDER CONSTANT SECT REF 6202D (07-458)	MECH	5/18/00	257 Shear, Joseph	5/31/00	257 Shear, Joseph
6A130	AREAS ABOVE AND BELOW CONSTANT SECT NEED PRIME AFTER LOOSE PRIMER REMOVED REF 6202D (07-457)	MECH	5/18/00	257 Shear, Joseph	5/23/00	257 Shear, Joseph
6A131	AREA ABOVE AND BELOW CONSTANT SECT NEED CLEAN REEF 6202D (07-456)	MECH	5/18/00	257 Shear, Joseph	5/31/00	257 Shear, Joseph
6A132	RUDDER MOUNT BUSINGS NEED TO BE SIZED IAW OVERHAUL MANUAL REF 6602D	SMTL	5/18/00	257 Shear, Joseph	6/14/00	217 Pitts, William

All Item counted For Mgr. _____ /Insp. _____ TTS 4 INSP

NORTHWINGS ACCESSORIES CORP.
A SUBSIDIARY OF HEICO AEROSPACE CORPORATION
7975 NW 64TH STREET • MIAMI, FLORIDA 33166 U.S.A.
PHONE (305) 463-0455 • FAX (305) 463-9339
F.A.A. REPAIR STATION #NWQR356K • E-mail: northw@bellsouth.net

RD

WORK ORDER 00-1006

CUSTOMER: AGE001 AGES-AIR GROUND EQUIPMENT SALE
P.O. #: ~~827039900SR~~ 30RX7133 DATE: 02/23/00
P/N: 5644420-508 S/N: 007
DESCRIPTION ELEVATOR TABS
MANUAL #: ~~AGS~~ 1322

MFG: Douglas
REV: 4C
DATE: 12-15-73

SPECIAL INSTRUCTIONS:
For OVERHAUL CONDITION

TEAR DOWN REQUIRED Y ADVISE COST Y
WORK REQUESTED 03 BENCH/CK
TROUBLE REPORTED: SEE ATTACHED RO.
AIRCRAFT: T.S.O.

DEFECT CONDITION RECEIVED: None

TROUBLE FOUND:

LOWER AND UPPER SKIN DIFFERENT AREAS PRESENT DENTS. 2 PLACE IMPROPER REPAIR. RIVETS LOOSE. INSIDE FAIRING CRACKED, EYEBOLT DAMAGE 3 PLACE. O/B ELEVATOR T/EDGE CRACKED. CABLE STOP, MISSING AND SUPORT DAMAGE. DAMPER CORRODED NEED REPAIR. CHANNEL ASSY CORRODED AND REAMING DAMAGE. NEED A BALANCE AND WEIGHT

CORRECTIVE ACTION: I.A.W. SRM 51-4-5, 51-4-6, 51-4-8, 57-3-3, Rev. 98 OHM 27-16-1

Removed & replaced lower skin, Repaired Upper skin as required. Installed new bearings, fasteners, Static support, Eye BOLT, primer, paint Sealant, Repaired TE as required, Cleaned Corrosion and treated, Balance and Weight Applied, Damper OVERHAULED AS required.

WORK PERFORMED OVERHAUL X REPAIR _ BENCH CHECK _ WARRANTY REPAIR _ OTHER _

LABOR RECORD:

TECHNICIAN	DATE	TIME	FUNCTION
X [signature]	4/30/00	12 pm	TEARDOWN/EVALUATION
X [signature]	4/30/00	12 pm	BUILD UP/FUNCT. TES
H Rodriguez	5-1-00		FINAL INSPECTION

PART NUMBER	DESCRIPTION	QTY	UNIT PRICE	AMOUNT

SEE ATTACHED PARTS BREAKDOWN

RECEIVING INSP.	DATE	T.D. INSP.	DATE	RELEASE INSP.	DATE
[signature]	2-24-00	[signature]	4/30/00	[signature]	5/1/00

NORTHWINGS ACCESSORIES-ASSOCIATED COMPOSITES
7875 NW 64th Street
Miami, Florida 33166

FAA Repair Station #NWQR356K

FINAL Q.C. INSPECTION CHECKLIST

PART NUMBER: 5644420-508
DESCRIPTION: Elevator
CUSTOMER PO: 8270399005R
DATE: 4/30/00

SERIAL NUMBER: 007
CUSTOMER: AGES AIR
NAAC WO: 00-1006

CHECKLIST	INSPECTOR
WEIGHT AND BALANCE COMPLETED YES ✓ NOT REQ'D ___	NORTHWINGS 25
IF YES ENTER THE WEIGHT AND BALANCE COMPUTATIONS BELOW AND ON THE 8130-3. Control FAB = WEIGHT = 26.73, BALANCE = 1.59 Inch/LBS Board FAB = WT = 10.59 LBS — ELEVATOR = BALANCE 1.446.36 Inch/LBS	
ALL COMPANY FORMS COMPLETED AND IN WORK PACKAGE	NORTH WINGS 14
FAA FORM 8130-3 COMPLETE, INCLUDING WEIGHT AND BALANCE WHEN APPLICABLE	NORTH WINGS 14
DATA PLATE INSTALLED	NORTH WINGS 14
REQUIRED PICTURES TAKEN OF REPAIRED AREA AND/OR COMPONENT IN GENERAL	NORTH WINGS 14
TEARDOWN REPORT COMPLETED	NORTH WINGS 14
WORK ORDER FORM COMPLETED	NORTH WINGS 14
OTHER: ___	

NAAC FORM QA007

ELEVATOR CONTROL TAB BALANCE CHECK AND CORRECTION AND GEARED TAB WEIGHT LIMITS (DC-8-ALL)

1. Description

The tab assemblies to be balance checked or weighed should be painted (where paint is required) and complete with drive fittings. See Figure 59L, Section 51-4-4, for correct condition for balancing and weighing.

2. Procedure for Checking Tab Weight and Balance

A. Support the control tab assembly by the first and second hinge from the inboard end. The hinge line must be in a horizontal position. The geared tab is not a balanced tab.

B. Check for freedom of movement. The tab must swing freely about its hinge line. See the balance check note, Section 51-4-0, paragraph 4.

C. Establish the correct tab balance check position by use of a protractor level placed on the upper external surface of the tab normal to the hinge line and set at 5°6' (see Figure 59M, Section 51-4-4).

D. Measure the overbalance moment of the tab about its hinge line with the tab in the correct balance check position.

E. Check the overbalance moment obtained against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

F. Weigh each complete tab assembly and check the weights against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE

Tab Assembly	Reference	**Recommended Limits				**Critical Limits	
		Weight, (Lb)		Nose Heavy Balance (In.-Lb)		Weight, (Lb)	Nose Heavy Balance (In.-Lb
		Min	Max	Min	Max	Maximum	Minimum
Control Tab	Figure 59L, Section 51-4-4	26.0	30.3	7.3	7.7	31.3	6.3
						+33.0	6.3
*Geared Tab	Figure 59L, Section 51-4-4	10.5	11.4	---	---	11.6	---
						++13.6	---

NOTES: *(1) The geared tab is not balanced.

**(2) The recommended limits should be used whenever a tab is rebalanced. A tab balanced within the critical limits is safe but has no margin for service growth.

+(3) An overweight repaired control tab with a Maximum Critical Limit of 33.0 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

++(4) An overweight repaired geared tab with a Maximum Critical Limit of 13.6 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

3. Procedure for Correcting Elevator Control Tab Balance

A. Determine the overbalance moment correction required.

B. Remove the tab nose skin.

C. To increase nose-heavy overbalance moment, add weights to the nose channel starting with the inboard end. Use the elevator control tab balance adjustment weights table to obtain the moment exerted by these weights on the tab.

D. To decrease nose-heavy overbalance moment, remove weights from the nose channel starting with the outboard end of the tab.

E. Reinstall the tab nose skin.

F. Reweigh the tab assembly after balance correction. Check the weight of the assembly against the elevator control and geared tab weight and balance limits table.

ELEVATOR CONTROL TAB BALANCE ADJUSTMENT WEIGHTS TABLE

Part Number	Location Station	Forward or Aft of Nose Channel	Weight, Lb per Weight	Nose-Heavy Moment, Inch-Pounds per Weight
2769712-3	99	Forward	0.40	-0.76
2769704	99	Aft	0.06	-0.13
4714620-507	91	Forward	0.66	-1.32
4714621-505	91	Aft	0.05	-0.08
4714620-507	83	Forward	0.66	-1.45
4714621-505	83	Aft	0.05	-0.09
4714620-503	73	Forward	0.91	-2.09
4714621-501	73	Aft	0.37	-0.67
4714621-505	73	Aft (Alternate)	0.05	-0.09
4714620-509	67	Forward	0.30	-0.69
4714621-503	67	Aft	0.18	-0.36
4714621-507	67	Aft (Alternate)	0.04	-0.08
4714620-505	62	Forward	0.67	-1.54
4714621-501	62	Aft	0.37	-0.70
4714621-505	62	Aft (Alternate)	0.05	-0.10
4714620-503	54	Forward	0.91	-2.18
4714621-501	54	Aft	0.37	-0.74
4714621-505	54	Aft (Alternate)	0.05	-0.10
4714620-1	43	Forward	0.87	-2.09
4714621-1	43	Aft	0.52	-0.99
4714620-501	36	Forward	0.78	-2.00
4714621-1	36	Aft	0.52	-1.04
4714620-1	29	Forward	0.87	-2.26
4714621-1	29	Aft	0.52	-1.04

4. Procedure for Correcting Elevator Control Tab Weight

NOTE: It is possible for the elevator control tab to be within the balance limits and yet weigh under the minimum weight limit. This condition must be corrected.

A. Determine the weight correction required.

B. To increase tab weight, add ballast weights to the inboard closing rib flanges. Refer to the DC-8 Illustrated Parts Catalog, Chapter 27, Flight Controls, for the location and attachment of these weights. Use the elevator control tab ballast weights table to obtain the weight and moment for these weights.

C. To decrease tab weight, remove ballast weights from the inboard closing rib flanges, using the table referenced in step B.

D. Ballast weights are aft of the tab hinge line and induce a tail heavy moment. It may be necessary, therefore, to offset the moment change resulting from an adjustment of ballast weights by the addition or removal of compensating balance weights. The additional weight gained or lost thereby must be taken into consideration when determining the net weight added or removed.

E. Rebalance and reweigh the assembly after weight correction. Check the weight and balance against the elevator control and geared tab weight and balance limits table, paragraph 2.

ELEVATOR CONTROL TAB BALLAST WEIGHTS TABLE

Part Number	Location Sta Xet	Weight, Lb per Weight	Tail-Heavy Moment, Inch-Pounds per Weight
5644440-77	25	0.07	0.47
-79	25	0.14	0.94
-81	25	0.05	0.31
-83	25	0.11	0.65

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

MEMORANDUM

TO: Tom Wood
cc: Harold Camden, FAA PMI

FROM: Tim Alman TJA

SUBJECT: Aircraft 8084U

DATE: July 18, 2000

Aircraft 8084U at Tennessee Technical Services has experienced two (2) test flight failures due to elevator vibrations. Our investigation has found that the right elevator was out of balance.

Attached is the report from Tennessee Technical Services and the vendor paperwork where the surface was overhauled.

TJA/bl

TENNESSEE TECHNICAL SERVICES, L.L.C.

CRS T64R164O

634 Fitzhugh Blvd. • Smyrna, TN 37167 • (615) 223-7801 • Fax (615) 355-6472

TO: Tim J. Alman. July 14, 2000
Director Heavy Maintenance

FROM: Ray Pigozzi

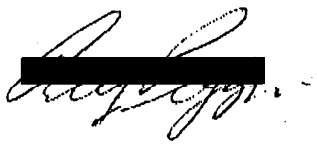
CC: Dave Hofstetter
Jack Ray

SUBJECT: N8084U Right Elevator

On Thursday Tennessee Technical Services balanced the right elevator and found it to at 1,398.255. The minimum is 1,440 to a maximum of 1,480. Our calculations indicate we would have to add 12.95 LBS. to the leading edge. All weight positions have the maximum amount of weights installed except for the base position.

The data plate on the right elevator indicated 1,466 which is within the allowed limits per SRM 51-4-4- page 1

Attached are copies of the
8130-3 for the elevator serial # 007, which had no weight and balance data
Tear down report with the elevator balance data



1/3

Florida 33166
Repair Station #NWQR356K

ATTN: Caryn Dearing Laminski

FINAL Q.C. INSPECTION CHECKLIST

PART NUMBER: 564442 0-508
DESCRIPTION: Elevator
CUSTOMER PO: 227039900PR
DATE: 6/30/00

SERIAL NUMBER: 007
CUSTOMER: ABC AIR
NAAC WO: 00-1006

CHECKLIST	INSPECTOR
WEIGHT AND BALANCE COMPLETED YES ✓ NOT REQ'D ___	(stamp: 25)
IF YES ENTER THE WEIGHT AND BALANCE COMPUTATIONS BELOW AND ON THE 8130-3. Control tab = weight = 26.93 Balance = 7.57 Inch/LBS Geared tab = WT = 10.59 LBS — Elevator = Balance 1446.36 Inch/LBS	
ALL COMPANY FORMS COMPLETED AND IN WORK PACKAGE	
FAA FORM 8130-3 COMPLETE, INCLUDING WEIGHT AND BALANCE WHEN APPLICABLE	
DATA PLATE INSTALLED	
REQUIRED PICTURES TAKEN OF REPAIRED AREA AND/OR COMPONENT IN GENERAL	
TEARDOWN REPORT COMPLETED	
WORK ORDER FORM COMPLETED	
OTHER:	

NAAC FORM QA007

1. UNITED STATES

FAA FORM 8130-3
AIRWORTHINESS APPROVAL TAG
U.S. Department of Transportation Federal Aviation Administration

3 System Tracking Ref. No. QO-1006

4. Organization: NORTHWINGS ACCESSORIES - ASSOCIATED COMPOSITES, CORP. — A SUBSIDIARY OF NECO AEROSPACE CORPORATION, 1875 NW 94th STREET - MIAMI, FLORIDA 33186

5 Work Order, Contract, or Invoice Number: 2762

6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. EA/QUANTITY	10. Qty	11. SERIAL / BATCH NUMBER	12. STATUS / WORK
1	ELEVATOR TAB	5644420-508	TBU BY INSTALLER	1	007	OVERHAULED

13. Remarks:

Mfg.: DOUGLAS

ATA: I.A.W SRM 51-4-5, 51-1-8, 51-3-3 Rev. 78 OHM 2746-1

☑ Overhauled ☐ Modified ☐ Inspected ☐ Repaired ☐ Functionally Tested

Pertinent data of the work is on file at this agency under the work order number referenced in block 3
Certifies that the work specified in block 12/13 was carried out in accordance with JAR 145 and with respect to that work the aircraft component is considered ready for release to service under JAR
Acceptance Certificate Number: JAR.4705.

AGES

Limited life parts must be accompanied by maintenance history including total time / total cycles / time since new.

14. New ☐ Newly Overhauled ☐

Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness.

NOTE: In case of parts to be exported, the special requirements of the importing country have been met.

15. Signature: NA

16. FAA Authorization No.: NA

17. Name (Typed or Printed): NA

18. Date: NA

19. Return to Service in Accordance with FAR 43.9

Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service

ORTHW 145

20. Authorized Signature

21. Certificate Number: NWOR356K

22. Name (Typed or Printed): Hector Rodriguez

23. Date: 5/1/00

FAA Form 8130-3 [illegible]

* (Optional) Number and cross check eligibility with applicable technical data

2/3

NORTHWINGS ACCESSORIES CORP.

A SUBSIDIARY OF HEICO AEROSPACE CORPORATION
7375 NW 64TH STREET • MIAMI, FLORIDA 33166 U.S.A.
PHONE (305) 463-0455 • FAX (305) 463-9339
F.A.A. REPAIR STATION #NWQR356K • E-mail: northw@bellsouth.net

RO

WORK ORDER 00-1006

CUSTOMER: AGE001 AGES-AIR GROUND EQUIPMENT SALE
P.O. #: B270399005R 30RX7133 DATE: 02/23/00
P/N: 5644420-508 S/N: 007
DESCRIPTION ELEVATOR TABS
MANUAL #: ~~A85~~ /322

MFG: Douglas
REV: 4C
DATE: 12-15-73

SPECIAL INSTRUCTIONS
for OVERHAUL CONDITION

TEAR DOWN REQUIRED Y ADVISE COST Y
WORK REQUESTED 03 BENCH/CK
TROUBLE REPORTED: SEE ATTACHED RO.
AIRCRAFT: T.S.O.

DEFECT CONDITION RECEIVED: None

TROUBLE FOUND:

LOWER AND UPPER SKIN DIFERENT AREAS PRESENT DENTS. 2 PLACE IMPROPER RIPAIR. RIVETS LOOSE. INSIDE FAIRING CRACKED, EYEBOLT DAMAGE 3 PLACE. O/B ELEVATOR T/EDGE CRACKED. CABLE STATIC MISING AND SUPORT DAMAGE. DAMPER CORRODED NEED REPAIR, CRANK ASSY CORRODED AND BEARING DAMAGE, NEED IT BALANCE AND WEIGHT

CORRECTIVE ACTION: I.A.W. SRM 51-4-5, ~~51-4-6~~ 51-1-8/51-3-3, Rev. 78 OHM 27-16-1

Removed & replaced lower skin, Repaired upper skin as required, Installed new bearings, fasteners, static support, Eye BOLT, primer, paint sealant, Repaired T/E as required, Cleaned corrosion and treated, Balance and Weight applied, Damper overhauled as required,

WORK PERFORMED OVERHAUL ✓ REPAIR _ BENCH CHECK _ WARRANTY REPAIR _ OTHER _

LABOR RECORD:

TECHNICIAN	DATE	TIME	FUNCTION
[signature]	4/30/00	12 pm	TEARDOWN/EVALUATION
[signature]	4/30/00	12 pm	BUILD UP/FUNCT. TEST
H Rodriguez	5-1-00		FINAL INSPECTION

PART NUMBER	DESCRIPTION	QTY	UNIT PRICE	AMOUNT

SEE ATTACHED PARTS BREAKDOWN

RECEIVING INSP.	DATE	T.D. INSP.	DATE	RELEASE INSP.	DATE
2-24-00 [signature]	NORTHWINGS 8	NORTHWINGS 25	4/30/00	[signature] [redacted] NORTHWINGS 14	5/1/00

NORTHWINGS ACCESSORIES-ASSOCIATED COMPOSITES
7875 NW 64th Street
Miami, Florida 33166

FAA Repair Station #NWQR356K

FINAL Q.C. INSPECTION CHECKLIST

PART NUMBER: 5644420-508
DESCRIPTION: Elevator
CUSTOMER PO: P2703990058R
DATE: 4/30/00

SERIAL NUMBER: 007
CUSTOMER: Aces Air
NAAC WO: 00-1006

CHECKLIST	INSPECTOR
WEIGHT AND BALANCE COMPLETED YES ✓ NOT REQ'D ___	NORTHWINGS 20
IF YES ENTER THE WEIGHT AND BALANCE COMPUTATIONS BELOW AND ON THE 8130-3. Control FAB = Weight = 26.93, Balance = 7.59 Inch/LBS Geared FAB = Wt = 10.59 LBS — Elevator = Balance 7.446.36 Inch/LBS	
ALL COMPANY FORMS COMPLETED AND IN WORK PACKAGE	NORTHWINGS 14
FAA FORM 8130-3 COMPLETE, INCLUDING WEIGHT AND BALANCE WHEN APPLICABLE	NORTHWINGS 14
DATA PLATE INSTALLED	NORTHWINGS 14
REQUIRED PICTURES TAKEN OF REPAIRED AREA AND/OR COMPONENT IN GENERAL	NORTHWINGS 14
TEARDOWN REPORT COMPLETED	NORTHWINGS 14
WORK ORDER FORM COMPLETED	NORTHWINGS 14
OTHER: ___	

NAAC FORM QA007

ELEVATOR CONTROL TAB BALANCE CHECK AND CORRECTION AND GEARED TAB WEIGHT LIMITS (DC-8-ALL)

1. Description

The tab assemblies to be balance checked or weighed should be painted (where paint is required) and complete with drive fittings. See Figure 59L, Section 51-4-4, for correct condition for balancing and weighing.

2. Procedure for Checking Tab Weight and Balance

A. Support the control tab assembly by the first and second hinge from the inboard end. The hinge line must be in a horizontal position. The geared tab is not a balanced tab.

B. Check for freedom of movement. The tab must swing freely about its hinge line. See the balance check note, Section 51-4-0, paragraph 4.

C. Establish the correct tab balance check position by use of a protractor level placed on the upper external surface of the tab normal to the hinge line and set at 5°6' (see Figure 59M, Section 51-4-4).

D. Measure the overbalance moment of the tab about its hinge line with the tab in the correct balance check position.

E. Check the overbalance moment obtained against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

F. Weigh each complete tab assembly and check the weights against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE

Tab Assembly	Reference	**Recommended Limits				**Critical Limits	
		Weight, (Lb)		Nose Heavy Balance (In.-Lb)		Weight, (Lb)	Nose Heavy Balance (In.-Lb
		Min	Max	Min	Max	Maximum	Minimum
Control Tab	Figure 59L, Section 51-4-4	26.0	30.3	7.3	7.7	31.3	6.3
						+33.0	6.3
*Geared Tab	Figure 59L, Section 51-4-4	10.5	11.4	---	---	11.6	---
						++13.6	---

NOTES: *(1) The geared tab is not balanced.

**(2) The recommended limits should be used whenever a tab is rebalanced. A tab balanced within the critical limits is safe but has no margin for service growth.

+(3) An overweight repaired control tab with a Maximum Critical Limit of 33.0 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

++(4) An overweight repaired geared tab with a Maximum Critical Limit of 13.6 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

3. Procedure for Correcting Elevator Control Tab Balance

A. Determine the overbalance moment correction required.

B. Remove the tab nose skin.

C. To increase nose-heavy overbalance moment, add weights to the nose channel starting with the inboard end. Use the elevator control tab balance adjustment weights table to obtain the moment exerted by these weights on the tab.

D. To decrease nose-heavy overbalance moment, remove weights from the nose channel starting with the outboard end of the tab.

E. Reinstall the tab nose skin.

F. Reweigh the tab assembly after balance correction. Check the weight of the assembly against the elevator control and geared tab weight and balance limits table.

ELEVATOR CONTROL TAB BALANCE ADJUSTMENT WEIGHTS TABLE

Part Number	Location Sta Xe	Forward or Aft of Nose Channel	Weight, Lb per Weight	Nose-Heavy Moment, Inch-Pounds per Weight
2769712-3	99	Forward	0.40	-0.76
2769704	99	Aft	0.06	-0.13
4714620-507	91	Forward	0.66	-1.32
4714621-505	91	Aft	0.05	-0.08
4714620-507	83	Forward	0.66	-1.45
4714621-505	83	Aft	0.05	-0.09
4714620-503	73	Forward	0.91	-2.00
4714621-501	73	Aft	0.37	-0.67
4714621-505	73	Aft (Alternate)	0.05	-0.09
4714620-509	67	Forward	0.30	-0.69
4714621-503	67	Aft	0.18	-0.36
4714621-507	67	Aft (Alternate)	0.04	-0.08
4714620-505	62	Forward	0.67	-1.54
4714621-501	62	Aft	0.37	-0.70
4714621-505	62	Aft (Alternate)	0.05	-0.10
4714620-503	54	Forward	0.91	-2.18
4714621-501	54	Aft	0.37	-0.74
4714621-505	54	Aft (Alternate)	0.05	-0.10
4714620-1	43	Forward	0.87	-2.09
4714621-1	43	Aft	0.52	-0.99
4714620-501	36	Forward	0.78	-2.00
4714621-1	36	Aft	0.52	-1.04
4714620-1	29	Forward	0.87	-2.26
4714621-1	29	Aft	0.52	-1.04

4. Procedure for Correcting Elevator Control Tab Weight

NOTE: It is possible for the elevator control tab to be within the balance limits and yet weigh under the minimum weight limit. This condition must be corrected.

A. Determine the weight correction required.

B. To increase tab weight, add ballast weights to the inboard closing rib flanges. Refer to the DC-8 Illustrated Parts Catalog, Chapter 27, Flight Controls, for the location and attachment of these weights. Use the elevator control tab ballast weights table to obtain the weight and moment for these weights.

C. To decrease tab weight, remove ballast weights from the inboard closing rib flanges, using the table referenced in step B.

D. Ballast weights are aft of the tab hinge line and induce a tail heavy moment. It may be necessary, therefore, to offset the moment change resulting from an adjustment of ballast weights by the addition or removal of compensating balance weights. The additional weight gained or lost thereby must be taken into consideration when determining the net weight added or removed.

E. Rebalance and reweigh the assembly after weight correction. Check the weight and balance against the elevator control and geared tab weight and balance limits table, paragraph 2.

ELEVATOR CONTROL TAB BALLAST WEIGHTS TABLE

Part Number	Location Sta Xet	Weight, Lb per Weight	Tail-Heavy Moment, Inch-Pounds per Weight
5644440-77	25	0.07	0.47
-79	25	0.14	0.94
-81	25	0.05	0.31
-83	25	0.11	0.69

43.2 Records of overhaul and rebuilding.

(a) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being overhauled unless -

(1) Using methods, techniques, and practices acceptable to the Administrator, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and

(2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Administrator, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under § 21.305 of this chapter.

(b) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.

2.11.06

A 4

2.11.07 On 10/23/00 RRXA personnel approved for return to service and operated N602AL, after maintenance had been performed due to compressor stalls. The corrective action taken was not done in accordance with manufacturer's maintenance manual. This is contrary to 14CFR 121.709(b)(2)(i) and 43.13(a).

RRXA RESPONSE: *The CFM 56 Manufacturers M/M 71-00-00 page 101 Foult 50 states "Stalls may occur if there is inlet air distortion due to wings or if the Thrust Reverser was used at aircraft airspeeds lower than those specified in the aircraft flight manual. If inlet air distortion is confirmed troubleshooting for cause is not required. Inlet/Exhaust visual inspection will be done." United M/M 71-00-47 page 202 Item "B" states "The following sequence is progressive. All checks need not be accomplished if the fault is found and corrected". This is contrary to CFM M/M 72-00-00. This difference was discussed with GE Zachary Kamen and he agreed that a revision to their manual is necessary to clarify the required procedures. A memo to all maintenance personnel has been distributed stating that if an Engine Compressor Stalls the engine must be boroscoped prior to being returned to service.*

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

cc: Jim Owens
Jerry Tumiacco
Bob Dell

RECEIVED
JAN 25 2001
KENT T. SCOTT

January 23, 2001

2:11, 07

FILE NUMBER: 2001GL050032

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

On 10/23/00 Emery Worldwide Airlines Inc. Certificate (RRXA) personnel approved for return to service and operated N602AL, after maintenance had been performed due to compressor stalls. The corrective action taken was not done in accordance with the manufacturer's maintenance manual.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden
Principal Maintenance Inspector

21.709 Airworthiness release or aircraft log entry.

(a) No certificate holder may operate an aircraft after maintenance, preventive maintenance or alterations are performed on the aircraft unless the certificate holder, or the person with whom the certificate holder arranges for the performance of the maintenance, preventive maintenance, or alterations, prepares or causes to be prepared -

(1) An airworthiness release; or

(2) An appropriate entry in the aircraft log.

(b) The airworthiness release or log entry required by paragraph (a) of this section must -

(1) Be prepared in accordance with the procedures set forth in the certificate holder's manual;

(2) Include a certification that -

(i) The work was performed in accordance with the requirements of the certificate holder's manual;

2. 11.07

(2) Include a certification that -

(i) The work was performed in accordance with the requirements of the certificate holder's manual;

A N

2.11.08 RRXA has removed three (3) aircraft components from aircraft DC-10, N68044. This aircraft is not on RRXA OPSS, therefore, not being maintained under a CAMP. This is contrary to 14CFR part 91.409(e), which states in part; large aircraft; turbojet multiengine airplanes not operated under part 121 must be inspected in accordance with an inspection program selected under 14CFR 91.409(f).

RRXA RESPONSE: *The aircraft in question was on long term lease to RRXA even though it was undergoing conformity inspection at the time the aircraft components were removed. 14CFR part 91.409(f) (1) allows a part 121 carrier to perform maintenance on aircraft of the same make and model operated by the carrier.*

CVG PMI was aware of the removal of the components prior to the RASIP.

RRXA CONCLUSION: *No finding.*

(e) *Large airplanes (to which part 125 is not applicable), turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine-powered rotorcraft.* No person may operate a large airplane, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of § 91.409(a), (b), (c), or (d) in lieu of an inspection option of § 91.409(f).

(f) *Selection of inspection program under paragraph (e) of this section.* The registered owner or operator of each airplane or turbine-powered rotorcraft described in paragraph (e) of this section must select, identify in the aircraft maintenance records, and use one of the following programs for the inspection of the aircraft:

(1) A continuous airworthiness inspection program that is part of a continuous airworthiness maintenance program currently in use by a person holding an air carrier 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 of this chapter and operating that make and model aircraft under part 121 of this chapter or operating that make and model under part 135 of this chapter and maintaining it under § 135.411(a)(2) of this chapter.

(2) An approved aircraft inspection program approved under § 135.419 of this chapter and currently in use by a person holding an operating certificate issued under part 135 of this chapter.

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

cc: Jim Owens
Jerry Durnarco
Bill Doll

January 23, 2001
2.11.00 ✓

FILE NUMBER: 2001GL050033

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) has removed three (3) aircraft components from aircraft DC-10, N68044. This aircraft is not on RRXA Operations Specifications (OPSS), therefore, not being maintained under a CAMP. This is contrary to 14CFR Part 91.409(e), which states in part; large aircraft; tubojet multiegine airplanes not operated under part 121 must be inspected in accordance with an inspection program selected under 14CFR 91.409(f).

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden
Principal Maintenance Inspector

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

	Rig/Adj	Repair	Alter	Replace	Reinstall
(1) Doors					
(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	**Rig/Adj**	**Repair**	**Alter**	**Replace**	**Reinstall**
(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	**Rig/Adj**	**Repair**	**Alter**	**Replace**	**Reinstall**
(a) Engine, APU and Cargo Compartment Fire Extinguishing Bottles				X	X
(4) Flight Controls (Not to include Auto-Pilot Components)	**Rig/Adj**	**Repair**	**Alter**	**Replace**	**Reinstall**
(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

2.07.02

Maintenance records: Falsification, reproduction, or alteration.

(a) No person may make or cause to be made:

(1) Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part;

(2) Any reproduction, for fraudulent purpose, of any record or report under this part; or

(3) Any alteration, for fraudulent purpose, of any record or report under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking the applicable airman, operator, or production certificate, Technical Standard Order Authorization, FAA Parts Manufacturer Approval, or Product and Process Specification issued by the Administrator and held by that person.

[Amdt. 43-19, 43 FR 22639, May 25, 1978, as amended by Amdt. 43-23, 47 FR 41085, Sept. 16, 1982]

14 CFR 43.12

2.07.03 RRXA is contracting with a non-certificated facility for the repair of aircraft components. Indian Creek, the non-certificated facility is not being tracked as a vendor and therefore, they are not being audited by RRXA.

RRXA RESPONSE: *Indian CreekWwelding has been audited by EWA Quality Assurance and has not been approved to perform repairs. The parts that were inadvertently sent to Indian Creek for welding were inspected and tested according to OEM procedures by "B" check mechanics.*

Indian Creek Welding is no longer being used.

RRXA CONCLUSION: *Finding valid.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

Closed 3/13/01

2.08.01

cc: Jerry Iumarco
Jim Owens
Bob Hall

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420**

February 12, 2001

FILE NUMBER: 2001GL050023

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

On January 23, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc. Certificate (RRXA). This alleged violation was, Emery Worldwide Airlines Inc. Certificate (RRXA) per Operations Specifications (OPSS) DO95, item C and C.4: the Certificate Holder shall include a description of the MEL Management Program and specific duties and responsibilities by job title of personnel who manage the program. This list of personnel was not available at the time of this inspection.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted]

Leslie Korody
Principal Avionics Inspector

U. S. Department
of Transportation

**Federal Aviation
Administration**

**FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110**
FAX 513-533-8420

cc: Jim Owens
Jerry Inmarco
Bob Wall

January 23, 2001

2,08,01 ✓

FILE NUMBER: 2001GL050023

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) per Operations Specifications (OPSS) DO95, item C and C.4: the Certificate Holder shall include a description of the MEL Management Program and specific duties and responsibilities by job title of personnel who manage the program. This list of personnel was not available at the time of this inspection. This is contrary to Paragraph DO95 of the OPSS.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden
Principal Maintenance Inspector

A N

FINDING: 2.08.01 Per OPSS D095, Item C and C.4; the Certificate Holder shall include a description of the MEL Management Program and specific duties and responsibilities by job title of personnel who manage the program. This list of personnel was not available at the time of this inspection. This is contrary to Paragraph D095 of the OPSS.

RRXA RESPONSE: OPSS D095, Item C and C.4, does not require a list, by name, of personnel that manage the MEL Management Program. It does require a description of specific duties and responsibilities, by title, of personnel who manage the program. EWA MP&P, Chapter 3, section VI, "Deferred Maintenance Item Policy & Procedures (MEL/CDL)", does have the specific duties and responsibilities by job title.

RRXA CONCLUSION: No Finding.

Finding: 2.08.01

Response: No Finding

OPS D095, Item C and C.4, does not require a list BY NAME of personnel that manage the MEL Management Program. It does require a description of specific duties and responsibilities by the job title of personnel who manage the MEL program. Each Maintenance Policy & Procedure Manual, Chapter 3, Section VI, ~~"Deferred"~~ "Deferred Maintenance Item Policy and Procedures (MEL/CDL)", does have the specific duties and responsibilities by job title of the personnel that make up the overall MEL Management Program. ~~In this chapter and section.~~

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

D095. Minimum Equipment List (MEL) Authorization **HQ Control: 08/15/97** **HQ Revision: 020**

The certificate holder is authorized to use an approved Minimum Equipment List (MEL) provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

a. Authorized Aircraft. The certificate holder is authorized to use an approved MEL for the aircraft listed below provided the conditions and limitations of this paragraph are met

Aircraft M/M/S
DC-10-10F
DC-10-30F
DC-8-62
DC-8-62F
DC-8-63
DC-8-63F
DC-8-71
DC-8-71F
DC-8-73
DC-8-73F

2.04.01

b. Maximum Times Between Deferral and Repair. Except as provided holder shall have items repaired within the time intervals specified for tl

(1) Category A. Items in this category shall be repaired within the time column of the certificate holder's approved MEL.

(2) Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Category C. Items in this category shall be repaired within 10 consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2,880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

c. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

(1) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

(4) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

(5) Procedures for controlling extensions to specified maximum repair intervals as permitted by subparagraph d, to include the limit of the extension, and the procedures to be used for authorizing extensions.

d. The certificate holder is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL provided the responsible Flight Standards District Office is notified within 24 hours of any extension approval.

The certificate holder is not authorized to approve any extensions to the maximum repair interval for category A items or category D items as specified in the approved MEL. The Flight Standards District Office may deny the use of the continuing authorization if abuse is evident.

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: 7/10/00 Amendment Number: 2
4. I hereby accept and receive the Operations Specifications in this paragraph.

Thomas M. Wood Chief Inspector Date: 7/10/00

Print Date: 7/10/2000 D095-2 CERTIFICATE NO.: RRXA558B
Emery Worldwide Airlines Inc

Wood, Thomas M

From: Wood, Thomas M
Sent: Tuesday, November 07, 2000 9:57 AM
To: Graves, Melvin T; Hagquist, Richard A; Newsome, Johnny L
Subject: RASIP Finding

Ted: We received a RASIP finding for the DC-8/-10 MEL, in that we do not provide a list of management personnel in the manual. I'm not aware of this requirement, however you may be. Thanks

Thomas M. Wood
Senior Director Quality Control
Emery Worldwide Airlines
[redacted]

** MCTL: MEL / DMI **

29SEP00
11:31

AIRCRAFT.....: N801GP
CATEGORY.....: Z (USE Z FOR CDL)
ATA.....: 52 - 96
DISCREPANCY..: 9994161
MEL REF NBR..: 52 - 40
MECH EMPL ID.: 88888 (USE 88888 FOR OUTSIDE MECHANIC)
A&P NUMBER...: [redacted]
MECH STA/DEPT: STL LINE
OPENING TEXT:
Fwd lav. door missing.

(ALL FIELDS ARE REQUIRED)

<PF11/23> MERLIN

** MCTL: NEW MEL / DMI NUMBER **

29SEP00
11:43

NEW MEL NBR..: Z9994161-8743

DUE DATE.....: CDL___

ATA CHAPTER..: DOORS_____

SUBCHAPTER...: MISC FUSELAGE DRS___

<PF11/23> MERLIN

SYSTEM 52 – DOORS			
SUBSYSTEM PART NO.	PART DESCRIPTION	COLUMN 1. REQUIRED FOR ALL FLIGHT CONDITIONS EXCEPT AS PROVIDED IN COLUMN 2	COLUMN 2. REMARKS AND/OR EXCEPTIONS
**52–40–01	Ground Pneumatic Connection Door	1	May be missing provided performance limited weights obtained from the FAA Approved Airplane Flight Manual are reduced by 1000 pounds.
**52–40–02	Air Condition Heat Exchanger Access Door	2	One part may be missing provided performance limited weights obtained from the FAA Approved Airplane Flight Manual are reduced by 150 pounds.
**52–40–03	External A.C. Power Receptacle Door	1	May be missing provided performance limited weights obtained from the FAA Approved Airplane Flight Manual are reduced by 150 pounds.
**52–40–04	External Power Fuses and Limiters Door	1	May be missing provided performance limited weights obtained from the FAA Approved Airplane Flight Manual are reduced by 150 pounds.
**52–40–05	Ground Air Condition Inlet Access	1	May be missing provided performance limited weights obtained from the FAA Approved Airplane Flight Manual are reduced by 150 pounds.
**52–40–06	Toilet Service Door – Fwd Aft	1 2	May be missing provided performance limited weights obtained from the FAA Approved Airplane Flight Manual are reduced by 150 pounds per missing door.

**NOTE: All parts noted in SYSTEM 52 may be missing any combination.

==== EMERY WORLDWIDE AIRLINES

DMI CONTROL SHEET

AIRCRAFT: N 80850

COMPLETE DMI NUMBER	MEL REF	CAT	DATE OPENED	DATE DUE	DATE CLEARED
C8011021-8553	73-01	C	9/16	9/26	19SEP.00
C8011051-8563	24-01	C	9/16	9/26	9-20
C8011161-8624	28-07	C	9/21	10/01	9/29
C8011241-8659	27-10	C	9/23	10/3	9-27
A8011243-8660	22-10	A	9/23	3 days flight.	9-27
8688	28 11	C	9-27		10/7
C9328044-8696	73-01	C	9-27	07Oct00	04Oct00
C9328114-8756	28-11	C	9/30	10/20	
8803	25 73	K	10-3	10-4	10/7
C 9327191-8833	34-24	C	10-4		10/7.
C 9328231-8855	34-24	C	5Oct00	15Oct00	10/7
C 9328232-8856	34-24	C	5Oct00	15Oct00	10/7
A 9328241-8858	34-33	A	3DAY	10-15	10/7
C 9328232-8856	34-24	C	5 Oct00	10-15	
C8804062-8896	3005	C	10/10	10/20	
C8804064-8897	27-6	C	10/10	10/20	10/Oct/00
C8804141-8973	34-16	C	10/13	10/23	10/14/00
C8804212-8996	28-07	C	10/14	10/24	
D9332011-9008	34-22	D	10/17/00	02/14/01	

AIRCRA[illegible]AINTENANCE LOG

02202-46 (2/9[illegible] J.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

09994-17

ACFT. NO. N 801GP

TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	132	9-29-00	KSTL	KBRO	1154	1411	2+17	1205	1406	2+01	3750	54000	30700	Ø	40734	N/A
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	00:13	910			Ø	Ø	Ø	Ø	/	01	W Swanson	81088	1	1			
2	:									02	J Brady	7856					
3	:									03	J Wilson	61927					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P / M	
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.				
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS

AIRWORTHINESS RELEASE

CHECK C/W: TERM

STATION: KBRO

DATE: 9/30/00

CERT. NO.: [redacted]

GMT TIME: 0100Z

AUTH. SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	31221	LANDINGS THIS PAGE	1	TOTAL LANDINGS	31222
PREV. A/C FLT. HRS.	79474:51	FLT. HRS. THIS PAGE	2:01	TOTAL A/C FLT. HRS.	79476:52

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

==== EMERY WORLDWIDE AIRLINES

NON-MEL CONTROL SHEET

04-12

AIRCRAFT: N 801GP

COMPLETE NON-MEL NUMBER	DESCRIPTION	DATE OPENED	DATE CLOSED
N8774094-5149	SMOKE DET. LT. PNL. Removed for Repair	02/08	2/29
N8774213-5224	Aft sill guard gone	2/12	4-07
N8774213-5223	Fwd sill guard missing	2/12.	4-07
N 7689011-6218	Aft sill guard missing.	04-12	6-15-00
N 7689051-6240	Smoke Barrier	04-13	5/15
N9956141-6430	AFT SILL GUARD STORAGE MOUNT CABLE ASSY	4-29	5-5
N7748086-6500	CIRCUIT BRKR.	5-5	19JUN BM
N8230121-6663	#2 POS. SIDE RAIL BROKEN	5-13	15MAY
N9291095-7069	Flex line installed #2 pylon T/R line	6/9	
N8032252-7652	Remote O2 Service port has stripped threads.	7/19.	
N998F2268U	AFT SILL GUARD	8-18	8-08
	MCI		
[illegible]	[illegible]	[illegible]	[illegible]

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Number: A-3110-01:00 Priority: D Author: Richard F. Morano

Title: Lightplate Deactivation

Subject: This M.A. provides for deactivation/reactivation of Cockpit Lightplates (Background lighting) to facilitate repair. Minor Alteration

Equipment/Aircraft Affected: Fleet

Drawing #'s Attached: N/A

Manuals Affected: N/A

Est. Man Hours: ½ hr. per lightplate

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

Special Notes: This M.A. must have a Non-MEL control number assigned to each use, & tracked by Maintenance Control to assure re-installation of removed plates in a timely manner, not to exceed 90 days.

Reference: LG PS 8774-09

Work Accomplished:
Aircraft: N601GP
Date: 2-7-00
Station: KOAK
Accomplished by: 51305

Approved By: [redacted] Date: 12-8-92

Approved By: [redacted] Date: 12-8-92

FAA Acceptance: [redacted] Date: 12/09/92

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Kit List/Spares

N/A	N/A

Strip List

Lightplate(s)	Contact Maintenance Control for repair disposition

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

GENERAL:

This Maintenance Authorization provides for the deactivation/ reactivation of cockpit lightplates (background lighting). The purpose is to provide for the repair of the lightplates when spares are unobtainable or when the manufacturer imposes an excessively long lead time.

1. Completion Instructions

NOTE: Maintenance Control must authorize usage of this M.A. and ensure that lightplate removal will not compromise MEL "Remarks and Exceptions Requirements (Reference MEL 33-1)".

NOTE: Enter "N/A" in the section that does not apply.

A. Deactivation

NOTE: Ensure that all electrical power is removed from the aircraft prior to proceeding.

1. OPEN the circuit breaker to the effected light panel. M 36305

2. Remove light plate as required. M 36305

Part Number 3800410-1 S/N N/S/N

3. Place electrical tape over recessed female portion of connector. M 36305

NOTE: If lightplate is hardwired, disconnect wires and cap accordingly.

4. Using dyno-tape or equivelant label all switches and control. M 36305

5. In the center of the control panel, using dyno-tape or equivelant identify as; M 36305

"Lightplate Deactivated"

6. Close the circuit breaker in step #1. M 36305

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

B. Reactivation

NOTE: Ensure all electrical power is removed prior to preceding.

1.	Open the circuit breaker to the effected light panel.	24980 M N/A
2.	Remove all temporary identification and electrical tape.	M N/A
3.	Reinstall lightplate as required:	24980 M N/A
	Part Number _____ S/N _____	24980
4.	Close the circuit breaker in step #1.	M N/A
5.	Operationally check the effected lightplate.	24980 M N/A

C.	Complete the Work Accomplished section on page 1 of this M.A. and make a log book entry indicating compliance with this M.A.	24980 M N/A

CRAFT MAI[illegible]NANCE LOG
-46 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

8672-21

ACFT. NO. N 801GP | ACFT. TYPE DC8-71F

FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
056	2-26-00	KDAY	KMHR	1058	1545	4+47	1107	1538	4+31	7415	83.1	25.6	Ø	68932	N/A
056	2-26-00	KMHR	KRNO	1625	1705	+40	1633	1658	+25	1489	35.5	28.7	Ø	7505	N/A

DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU
00:20	500		KMHR	1	1	1	1	—
00:29	910		KRNO	1	1	1	1	—

A/P	CREW	EMP #	T.O.	LDG
0/1	G. BARRERA	04296	1	1
0/2	C. RIVERA	70768	1	1
0/3	K. PASTMA	66301		
D/H	R. BOEHM	06985		

A/P	CREW	EMP#
D/H	F. BRAVO	08308

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
	(P)/M	PALLET LOCK POSITION 6 SECOND IN FROM LEFT HARD TO LOCK	1.	Removed one shim washer from between Pawl + base, ops ck. good	2-26-00	KRNO	37177
	P/(M)	Ref. DMI 867219-5430 LT. landing light inop	2.	Replaced Lt. landing light, ops ck gd. This clears DMI-867219-5430 Placard Removed	2/26/00	KRNO	26147
	P/(M)	upon inspection Found Dent in #1 Eng inlet cowling at 3 o'clock Position	3.	inspected and Found to be within limits According to SRM chapt 54-2-0	2/27/00	KRNO	26147
	P/(M)	upon inspection Found Dent in #1 Engn cowling (AFT) RH Side FAN cowl	4.	inspected and Found to be within limits According to SRM chapt 54-2-0	2/27/00	KRNO	26147
	P/(M)	Ref. Non MEL N8774094-5145 Smoke detector light Panel removed for repair	5.	Replaced smoke detector light panel ops ck. gd. This clears Non MeL N8774094-5145	2-28-00	KRNO	37177
	P/(M)	Ref: DMI# C8672161-5391 #4 T/R unlocked light INOP	6.	R&R Hyd Pressure Switch on HCU number 4 Eng IAW DC 8 M.M. Leaked & Op's checked Good This clears DMI# C8672161-5391 Placard Removed	2-28-00	KRNO	18397

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
	light Panel T/L	No off unit	NSN	3800410-1	038	only
2	Pressure Switch T/L	C24549000	59	C2454 9000	426	4

AIRWORTHINESS RELEASE	
CHECK C/W: Service	STATION: KRNO
DATE: 2/29/00	CERT. NO.: [redacted]
TIME: 0010	AUTH SIG.: [redacted]

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS	30695	LANDINGS THIS PAGE	2	TOTAL LANDINGS	30697
PREV. A/C FLT. HRS.	78497:48	FLT. HRS. THIS PAGE	4:56	TOTAL A/C FLT. HRS.	78502:44

INS READOUT 1-DIST.	2-DIST.	3-DIST.

DISC. CR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

N801GP AIRCRAFT HISTORY DISCREPANCIES

PDIS N801GP 26-15 8774094 06FEB00 OAK CLOSE
ACCOMPLISH W.R./MA A-3110-01:00. CABIN SMOKE DECTECT
OR LIGHT PANEL DEACTIVATION TO FACILATATE REPAIR PF
PANEL.

24980

DFRL 06FEB00 16:09 OAK
ACCOMPLISHED NA A 3110-01:00 CABIN SMOKE DECTECTOR
DEACTIVATION LIGHT PANEL ONLY SYS CKS GOOD THIS
PANEL REMOVED TO FACLIATE REPAIR OF PANEL ENTERED AS
NON-MEL #N8774094-5149 DUE WITHIN 90 DAYS PLACARD
INSTALLED ENTERED BY 14467

24980

FACT 28FEB00 23:59 RNO
REPLACED SMOKE DETECTOR LIGHT PANEL. OPS CHECK
GOOD. THIS CLEARS NON-MEL #N8774094-5145.
ENTERED BY 00039

37177

MDIS N801GP 12-64 8774093 06FEB00 OAK CLOSE
O2 CLOSED IN "A" PIT
ENTERED BY 14467
MORE

A N

U. S. Department
of Transportation

Federal Aviation Administration

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Jerry Tumarco
Bob Wall

January 23, 2001

2.0f.04

FILE NUMBER: 2001GL050026

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Aircraft N811AL was issued Deferred Maintenance Item (DMI) #C7088232-8806 IAW MEL 25-21 which required the #2 pallet position to be rendered inoperative. On Flt. 26 on 10/05/00, freight was loaded in this unusable position. This is contrary to MEL 25-21.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

FINDING 2.08.04 Aircraft N811AL was issued DMI #C7088232-8806 [AW MEL 25-21 which required the #2 pallet position to be rendered inoperative. On Flt. 26 on 10/05/00, freight was loaded in this unusable position. This is contrary to MEL 25-21 and 14CFR 121.628(a)(5).

RRXA RESPONSE: *No supporting documentation was provided with this alleged finding which makes it impossible to respond authoritatively to the allegation. However, since EB026 originates in Dayton I believe that the aircraft did not depart with any cargo in the #2 position. Position 2 would have been used while loading all cargo positions since number 2 is the door position.*

RRXA CONCLUSION: *No finding.*

(a) No person may takeoff an airplane with inoperable instruments or equipment installed unless the following conditions are met:

(1) An approved Minimum Equipment List exists for that air plane.

(2) The certificate-holding district office has issued the certificate holder operations specifications authorizing operations in accordance with an approved Minimum Equipment List. The flight crew shall have direct access at all times prior to flight to all of the information contained in the approved Minimum Equipment List through printed or other means approved by the Administrator in the certificate holders operations specifications. An approved Minimum Equipment List, as authorized by the operations specifications, constitutes an approved change to the type design without requiring recertification.

(3) The approved Minimum Equipment List must:

(i) Be prepared in accordance with the limitations specified in paragraph (b) of this section.

(ii) Provide for the operation of the airplane with certain instruments and equipment in an inoperable condition.

(4) Records identifying the inoperable instruments and equipment and the information required by paragraph (a)(3)(ii) of this section must be available to the pilot.

(5) The airplane is operated under all applicable conditions and limitations contained in the Minimum Equipment List and the operations specifications authorizing use of the Minimum Equipment List.

2. 05.04

AIR[illegible]FT MAINTENANCE LOG

AIR-0[illegible]/97) Litho U.S.A.

EMI[illegible] WORLDWI[illegible] A CNF COMPANY

Q.C. 10 RRXA

7088-23

ACFT. NO. N8[illegible]AC

CFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2							MX ONLY / N/O FLIGHT									
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				Ø	Ø	Ø	Ø	N/A								
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P / (M)	Ref DMI # C7088211-8749 - AT 300 KTS 14,000 FT RT PACK COOLING DOOR CLOSED SEVERE VIBRATION FROM RT PACK GOES AWAY WITH COOLING DOOR OPEN BEYOND
2.	P / M	3/11 OPEN.
3.	P (M)	#2 Position Door Locks will Not Lock into position with Pright
4.	P / M	
5.	P / M	
6.	P / M	

DMI

2552

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Removed & Replaced LH & RH AFT Cooler Door Seals - Pressurized Aircraft - No Vibration Noted At This Time - This Clears DMI # C7088214-8349 - Placard Removed	10-3-00	KDA	64/16
2.				
3.	Item Deferred IAW MEL 25-21 Cat "C" Item Control # C7088232-8806 Date 10-13-00 Placard Installed	10-3-00	KDA	45082
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: Service

STATION: KDA

DATE: 10-3-00

CERT. NO.: [redacted]

GMT TIME: 1630Z

AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21408	LANDINGS THIS PAGE	0	TOTAL LANDINGS	21408
PREV. A/C FLT. HRS.	56242:16	FLT. HRS. THIS PAGE	0 :	TOTAL A/C FLT. HRS.	56242:16

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

AIR[illegible]FT MAINTENANCE LOG

AIR-[illegible] 1/97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

7088-24

ACFT. NO. N 811AL

ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3					MX ONLY			/	NO	Flight						
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				0	0	0	0	N/A								
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P (M)	#3 Main Tank Fuel Qty Ind. Fluctuating
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

2841

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Item Deferred IAW MEL 28-11 Cat "C" Item Control # C7088241-8808 Date 10-13-00 Placard Installed	10-3-00	KAH	45082
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: N/A	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21408	LANDINGS THIS PAGE	0	TOTAL LANDINGS	21408
PREV. A/C FLT. HRS.	54242:16	FLT. HRS. THIS PAGE	0 :	TOTAL A/C FLT. HRS.	54242:16

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

A[illegible]RAFT MAINTENANCE LOG

A[illegible] (10/97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

7088-25

ACFT. NO. N 811AL

ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1	0032	10-3-00	KDAY	KFLL	1744	2015	2+31	1753	2004	2+11	2808	58.0	29.6	Ø	62321	0
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:									01	F Rosenberg	72178	/	/	N/R	R Quirby	EWA
2	:									02	T Gilmore	28432					
3	:									03	M SHAW	75670					
4	:									N/R	MATA M	Jumpseat					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	Both Packs must Be Ram in MAX position in order to maintain cabin Does not matter what position mix values are in	1.	ON cabin leak ck Found RH Cabin Releif valve leaking. R/R Valve Assy IAW 21-31-5	10/4/00	KFLL	08318
2.	(P) M	#4 ALT Tank fuel QTY indicator inaccurate up to 1700lbs AT Times	2.	Repaired sheild at AFT Span Summing convector #4 ALT ops cks normal M/M 28-41-0	10/4/00	KFLL	08318
3.	(P) M	Sever vibration heard and felt under feet seems to be coming from RT Pack cooling Doors, vibration and noise decrease after opening	3.	Secured clamp on Ram Air Duct at Secondary Heat exchanger Suspect cause from deteriorated Lift system bulb seals (REF item 6.) RH Pack ops cks normal IAW 21-60-03	10/4/00	KFLL	08318
4.	~~P M~~	pack cooling Door past 3/4 position open					
5.	(P) M	On Take off Roll #1 EGT went over 905 and Reached 922 for a few seconds until we could Reduce power	5.	P/W 71-00-00 Fault 48 and 72-00-00 M612 Checked PMC IAW 73-21-30 Adjusted PLA GAIN This clears DMI C7088203-9750 Placards Removed	10/4/00	KFLL	08318
6.	(P) M	On Descent Strong Burning ODAR in Cockpit shut Left Pack Down ODAR seemed To Dissapate compressor Temp Reads 80°C	6.	Removed and Replaced Primary and Secondary bulb seals on Louver door Assy's due to leakage causing smell at primary Heat exchanger ~~[illegible]~~ M/M 21-56-2	10/4/00	KFLL	13663

1-31
8-47
21-53
72-20
21-43

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Relief Valve	103154-909-2	69-1292 (R)	103154-909-2	22-527 (N)	R.H.

AIRWORTHINESS RELEASE

CHECK C/W: SERVICE	STATION: KFLL
DATE: 10/4/00	CERT. NO.: [redacted]
GMT TIME: 2300	AUTH SIG.: [illegible]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21408	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21409
PREV. A/C FLT. HRS.	56242:16	FLT. HRS. THIS PAGE	2:11	TOTAL A/C FLT. HRS.	56244:27

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO: 9649-01

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (2/[illegible] U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

09689-01

ACFT. NO. N 8VIAL | TYPE L-3-71-F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT O-F	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	31	10-5-00	KFLL	KDAY	0215	0440	2:25	0225	0432	2:07	3119	31.0	22.1	—	42623	N/A
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU?	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	0 40	500			Ø	Ø	Ø	Ø	N/A	01	R HOLT	36794			IAS	SchmidT	
2	:									02	M SOLAR	78521	1	1	IAS	JASINO	
3	:									03	LIEFF	64808					
4	:									NR	C ESPNOSA						

NO.	SOURCE	DISCREPANCY
1.	(P) M	ONLY ABLE TO HOLD A CABIN ALTITUDE OF 8000 AT FL 33,0 with BOTH PACS AT MAX FLOW.
2.	(P) M	VERY LOUD SQUEAL from CARGO DOOR In FLIGHT.
3.	P (M)	ON ENG RUN FOUND #2 ENG. F/F INOP.
4.	P (M)	#4 ALT FQI READS Ø ON GROUND -
5.	P (M)	REF DMI # C7098241-8808 - # 3 MAIN TANK FUEL QTY IND. FLUXUATING.
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	PRESSURIZED AIRCRAFT USING BOTH PACKS - AIRCRAFT PRESSURIZATION TO MAX - SYS OPERATES NORMAL - NO DEFECTS NOTED - 21-31-00 M/M	10-5-00	KDAY	84148
2.	PRESSURIZED AIRCRAFT - CHECKED SEAL ON CARGO DOOR - NO LOUD SQUEALS NOTED - PRESSURIZED TO 8psiD - 21-31-00 M/M	10-5-00	KDAY	84148
3.	REMOVED & REPLACED #2 ENG FUEL FLOW POWER SUPPLY OP CK GOOD ON ENG RUN IAW 72-30-7 AND EWR JOB	10-5-00	KDAY	59409
4.	THIS ITEM DEFFERED UNDER 28-11 (2) CAT "C" - DMI# C9689014-8844 - DUE DATE 10-15-00 - PLACARD INSTALLED -	10-5-00	KDAY	84148
5.	PERFORMED OPERATIONAL CK OF FQI - SUMPED TANK - SYS. OPERATES NORMAL ON GROUND - THIS CLEARS DMI # C7098241-8808 - PLACARD INSTALLED -	10-5-00	KDAY	84148
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	FUEL FLOW POWER SUPPLY	8KE25GAC1	F0011 (D)	8KE25GAC1	B038 (A)	#2

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: TRANS CK	STATION: KDAY	PREVIOUS LANDINGS	21409	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21410 (C)	1-DIST.	2-DIST.	3-DIST.
DATE: 10-5-00	CERT. NO.: [redacted]									
GMT TIME: 0713Z	AUTH. SIG.: [redacted]	PREV. A/C FLT. HRS.	5,244 27	FLT. HRS THIS PAGE	2 07	TOTAL A/C FLT. HRS.	5,246 34 (B)			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 ( ) o U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

09689-02

ACFT. NO. N811AL

TYPE C-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART. (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2									MX ONLY / NO FLT							
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG.	A/P	CREW	EMP #
1	:				Ø	Ø	Ø	Ø	N/D								
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P R	#3 ALT FQI READS Ø
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	THIS ITEM DEFERRED UNDER 28.11(2) CAT "C" - DMI # C9689021-8E51 DUE DATE 10-15-00 - PLACARD INSTALLED -	6-8-00	KDay	E4146
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: M/U	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21410	LANDINGS THIS PAGE	0	TOTAL LANDINGS	21410 (R)
PREV. A/C FLT. HRS.	5624634	FLT. HRS. THIS PAGE	0 :	TOTAL A/C FLT. HRS.	5624634

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 ( ) IO U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09689-03

ACFT. NO. N 811AL | TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	26	10-5-00	KOAK	KSEA	1020	1530	~~4+50~~ 5+10	1040	1523	4+43	8992	86.2	25.5	0	56309	
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				4	5	5	4		01	B. Shiraji	76217	1				
2	:									02	C. Colman	40712					
3	:									03	B. Huseboe	61997					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P/M	#3 Fuel Flow inop.
2.	P/M	Windscreen cracked at captain's flight station.
3.	P/M	Needed max flow bath packs to hold 7 inches of differential pressure at 35,000'.
4.	P/M	#3 Main guage indicates empty.
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Reseated #3 F/F Ind. OPS. Chk Good IAW DAC MM 73-30-0.	10-5-00	KSEA	81075
2.	R+R'd capt.s windshield & heat controller, chk'd out normal per MM 56-10-2756-000, 30-41-1. R.I.F. @ 0430Z.	10-6-00	KSEA	24674
3.	Found Left Cold Air Duct Press Seal Out Of Position, Reinstalled Seal, Cabin Press. Chks Good IAW DAC MM 21-31-0.	10-5-00	KSEA	81075
4.	Repaired Probe Connector & R+R 10-6-00 KSEA 81075 Fwd. Inb. (#22) Probe IAW DAC MM 28-41-1. OPS. Chk. Good IAW DAC MM 28-41-0.			
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	Windscreen	588727-501	88H0919278106?	588726-501	95310H0184-1659	Capt.
2	Heat Controller	1339-1	9433A	1339-1	2882A	Capt.
4	PROBE	B277-1572	A75938-14	B277-1572	A92273-7XC	#3 MAIN

AIRWORTHINESS RELEASE

CHECK C/W: TERM. | STATION: KSEA

DATE: 10-6-00 | CERT. NO.: [redacted]

GMT TIME: 0505Z | AUTH. SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21410	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21411
PREV. A/C FLT. HRS.	56246.34	FLT. HRS. THIS PAGE	4.43	TOTAL A/C FLT. HRS.	56250.77

BOOK CHANGED NEW LOG PAGE NO:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

CAPTAIN'S SIGNATURE: [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (2) U.S.A.

EMERY WORLDWIDE
A CTF COMPANY

09689-04

ACFT. NO. N 811AL | TYPE 8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA D-PART. (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	425	10/6/00	KSEA	KDAY	0555	1002	4+07	0624	0954	3+30	5382	61.0	23.5	0	11725	N/A
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LEGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	+25	300			0	0	0	0	N/A	0-1	G. MOSS	59015	1	1			
2	:									0-2	S. Hewitt	35027					
3	:									0-3	C. MERCADO	55997					
4	:																

NO.	SOURCE	DISCREPANCY (C/M)
1.	(P)/M	AT FLT LVL 37.0 ~~A/C~~ AIRCRAFT WOULD not hold pressurization. CABIN WAS climbing at a RATE of 150 FT per MIN with both packs at MAX ~~2.~~ ~~P/M~~ HAD to descend to FLT LVL 33.0 IN ORDER to MAINTAIN 7.6 PSI with a cabins of 7000 ft. During two OCCASSION CABIN climb to 6000FT ~~3.~~ ~~P/M~~ per MIN. ~~DURING~~ unable to control RATE of climb when cabin REACHS 8000 FT RATE of climb stp and differential psi is 7.2 ~~4.~~ ~~P/M~~ Note: this is the 4 time written up IN 3 days see pages 7088-25, 09689-01 09689-03
2	(B)/M	Loud squeal coming from capts windshield.
(3)	(P)/M	# 3 Fue flow is INOP

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	PRESSURIZED A/C NOTICED RT HAND PACKS. RELIEF VALVE OPENING AT 7.6 PSI. REMOVED & REPLACED RT HAND PACKS. RELIEF VALVE. PRESSURIZED A/C ALL THE WAY TO 8.6 PSI TO 8.8 PSI			
2.	PRESS. RELIEF VALVES SPRINGS OPENING AS REQUIRED. IAW MAC-8 MM 21-31-5			
3.				
4.				
5.2	DID NOT NOTICE LOUD SQUEAL COMING FROM CAPT'S WINDSHIELD DURING PRESS. CHECK	10/6/00	KDAY	15035
5.3	R&R #3 F/F X-MITTER IAW DE-8 CFM MM 73-00 LK & OPS CHECKS GOOD ON ENG RUN.	10/6/00	KDAY	57669

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
(1)	RELIEF VALVE	10354-909-2	22-527 (2)	10354-909-2	107-944 (2)	RT SIDE FUSE
3	F/F X-MITTER	8TJ59GCZ1	V-9973	8TJ59GCZ1	E6090	#3 ENG.

AIRWORTHINESS RELEASE

CHECK C/W: N/A	STATION: KDAY
DATE:	CERT. NO.: [redacted]
GMT TIME:	AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21411	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21412
PREV. A/C FLT. HRS.	56251:17	FLT. HRS. THIS PAGE	3:30	TOTAL A/C FLT. HRS.	56254:47

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (2/9.) U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

09689-05

ACFT. NO.: N 811AL | A/C TYPE: DC 8-71F

LEG	FLT.	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

MTX ONLY

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				Ø	Ø	Ø	Ø	N/A								
2	:																
3	:																
4	:																

NO FLT.

NO.	SOURCE	DISCREPANCY
1.	P/(M)	R&R MAIN ENG FUEL FILTERS ON #1, #2, #3, #4 ENGINE FOR TIME SINCE C-CHECK AS PER LMPI #0005190
2.	P/(M)	COMPLY WITH E/O AI-7331-03:01, INSPECTION OF FUEL PUMP FILTER COVER #3 ENG.
3.	P/(M)	COMPLY WITH E/O AI-7331-03:01 INSPECTION OF FUEL PUMP FILTER COVER #4 ENG.
4.	P / M	
5.	P / M	
6.	P / M	

Margin notes: 1.0 / 3.0 / 13.0

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	COMPLIED WITH FUEL FILTER REPLACEMENT ON #3 & #4 ENG. IAW ~~BE~~ CFM MM 73-11-11, UNABLE TO C/W ON #1 #2 ENG. RF [illegible] 15039 LK CHECK GOOD.	10/6/00	KDAY	
2.	COMPLIED WITH E/O AI-7331-03:01 AS REQUIRED, AS PER W/R LMPI #0005220 #3 ENG. LK CHECK GOOD RII Jim Hall 30970	10/6/00	KDAY	15039
3.	COMPLIED WITH E/O AI-7331-03:01 AS REQUIRED, AS PER W/R LMPI #0005236 #4 ENG. LK CHECK GOOD RII Jim Hall 30970	10/6/00	KDAY	15039
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: TERM CH.	STATION: KDAY
DATE: 10/6/00	CERT. NO.: [redacted]
GMT TIME: 2100Z	AUTH. SIG.: [illegible]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21412	LANDINGS THIS PAGE	0	TOTAL LANDINGS	21412
PREV. A/C FLT. HRS.	56254:47	FLT. HRS. THIS PAGE	0 :	TOTAL A/C FLT. HRS.	56254:47

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

AIRCRAFT MAINTENANCE LOG

(2202-46 (2/99) S.A.

EMERY WORLDWIDE
A CNF COMPANY

09689-06

ACFT. NO. N 811 AL | AC TYPE DC 8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	314	10-6-00	KDAY	KBOS	2248	0105	2+17	2302	0047	1+45	4092	50.0	28.5	-0-	38973	38973
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	3:38	150			Ø	Ø	Ø	Ø		01	B. GLOMB	28448					
2	:									02	P. ANTHONY	1954	1	1			
3	:									03	F. BRUZZONE	9812					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P (M)	02 Requires Servicing
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	02 Serviced I/A/W DC8 MM 12-70-1	10-6-00	KBOS	4276/6
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: | STATION:

DATE: | CERT. NO.:

GMT TIME: | AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21412	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21413
PREV. A/C FLT. HRS.	56254:47	FLT. HRS. THIS PAGE	1 45	TOTAL A/C FLT. HRS.	56256 32

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (2/ U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09689-07

ACFT. NO. N811AL TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	EW013	10/07/00	KSOS	KDAY	0310	0530	2:20	0325	0518	1:53	3513	52.0	24.0	NO	57,002	N/A
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	00:28	500			Ø	Ø	Ø	Ø		01	T. Ruddph	72487	1	1	J/R	Ghoutraris	EW 5013
2	:									02	M. SOLAR	78521					
3	:									03	P. GRAU	29295					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	On climb-out unable to control cabin Altitude with both Packs at 100%, after descent to FLT LEVEL 240' cabin rate of climb zeroed out at 8.5' and 6 psi differential, then maintaining this diff. psi cabin descended to 6.5' then settled out to maintain remainder of trip.	1.	PRESSURIZED ACFT, FOUND EXCESS SEALANT CAUSING AIR LEAK, FWD LOWER MAIN CARGO DOOR AFT SEAL CHANNEL, REMOVED EXCESS SEALANT, REPRESSURIZE ACFT	10-7-00	KDAY	14788
2.	(P) M		2	NO DEFECTS NOTED, PRESSURIZED IAW MM 21-31-0, ENG RUN IAW JRH.			
3	(P) M	Cockpit door jams — needs to be re-worked.	3	RESECURED LOOSE SHEETMETAL ON BOTTOM OF COCKPIT DOOR. DOOR OPS CHECK GOOD, IAW DC-8 M/M 52-51-1	10-7-00	KDAY	18858
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.

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT — STATION: KDAY

DATE: 10-7-00 — CERT. NO.: [redacted]

GMT TIME: 0900Z — AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
21413	1	21414

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
56256:32	1:53	56258:25

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

02202-46 ...tho U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

09689-08

ACFT. NO. N 911AL | TYPE -8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART. (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	116	10-7-00	KOAK	KPHL	1049	1159	1+10	1054	1155	1+01	2684	41.4	26.8	0	62161	
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0	N/A	0\1	P. Sachs	72833	1	1	DH	B. Murray	60460
2	:									0\2	M. Scott	74912					
3	:									0\3	B. Huseboe	61997					
4	:									DH	E. Sobel	78556					

NO.	SOURCE	DISCREPANCY
1.	(P)/M	Cabin lost pressure 24000' Max flow both packs only able to hold 6.4 psid with 100 FPM climb -- loud air noise from main Cargo door
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	FOUND LEFT CABIN PRESS RELIEF POPPED OPEN, RESET RELIEF VALVE, PERFORMED CABIN PRESS CK I-A-W MM 21-31-0, VALVE REMAINED RESET	10-06-00	KPHL	63784
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: Transit	STATION: KPHL
DATE: 10-07-00	CERT. NO.: [redacted]
GMT. TIME: 1355	AUTH. SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21414	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21415
PREV. A/C FLT. HRS.	56358:25	FLT. HRS. THIS PAGE	1 01	TOTAL A/C FLT. HRS.	56359:26

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (2/99) Li...

EMERY WORLDWIDE
A CNF COMPANY

09689-09

ACFT. NO. N 811AL | ACFT DC-11F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	315	10-7-00	KPHL	KDAY	1912	1552	1+40	1431	1548	1+17	2698	44.2	25.5	—	52,674	—
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	ARU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	0:39	X67			Ø	Ø	Ø	Ø	M	01	B. Dalton	17640					
2	:									02	E. Schl	78556	1	1			
3	:								A	03	B. Murray	60460					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P/M	Unable to Maintain cabin altitude. Will only maintain a 6 psi diff. Loud leak coming from cargo door. Packs Must be at MAX to get 6psi
2.	P/M	Water observed under floor under Capt's Seat. Next to Yoke
3.	P/M	EO AI 7331-03-01 Requires compliance ON #1 ENG.
4.	P/M	EO AI 7331-03-01 requires Compliance on #2 ENG.
5.	P/M	Reference Dmi C7088232-8806 #2 position Door locks will not lock with Freight in position #2
6.	P/M	Install New Eng. Fuel Filters ON #1 AND #2 Eng. when C/W AI 7331-03-01

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Found seal loose on Cargo Door - Tightened Seal - Per formed Aircraft Pressurization Test - Press. S/S operates Normal - NO LEAKS noted - Press. up to 8.5 almost 9 psid -	10-9-00	KDAY	04409
2.	Removed Floor Pnl - Removed water - Reinstalled floor Pnl - Capt should be more careful with his water bottle -	10-8-00	KDAY	84148
3.	Accomplished EO AI 7331-03-01 As required on #1 Eng. RII Dy	10-7-00	KDAY	30970 02405
4.	Accomplished EO AI 7331-03-01 As required on #2 Eng. RII Dy	10-7-00	KDAY	30970 02405
5.	Repositioned side Braces As required #2 position locks ops check good This clears Dmi C7088232-8806 placard removed	10-7-00	KDAY	30970
6.	New Filters were installed I AM AI. 7331-03-01	10-7-00	KDAY	85385

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: Service | STATION: KDAY

DATE: 10-9-00 | CERT. NO.: [redacted]

GMT TIME: 23:00Z | AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	21415	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21416
PREV. A/C FLT. HRS.	56259:20	FLT. HRS. THIS PAGE	1:17	TOTAL A/C FLT. HRS.	56260:43

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

ENGINE FLIGHT MONITORING DATA

ORV BY

2.08.02 On 08/22/00, right INBD flap fairing was deferred on aircraft N603AL, per Configuration Deviation List (CDL) 27-50-06. This CDL requires a performance penalty of 1/2% takeoff, 4,500 lb. enroute and 3% on landing. This penalty was omitted on 08/24/00, Flight 116 and 08/25/00, Flight.36. This was a sample taken from 08/22/00 to 08/25/00. Aircraft N801GP had the forward lav. service door removed on CDL 52-40-06. This CDL requires a performance penalty of **150** lbs. This penalty was omitted on flights 131 and 132 on 09/30/00. This is contrary to the CDL which is an Appendix to the approved Aircraft Flight Manual.

RRXA RESPONSE: *On the flights in question with the CDL items noted, at no time was a performance limit exceeded. In the case of all flights, the maximum allowable weight for each leg was limited by maximum landing weight at destination. It is true, however, the crews failed to document the calculation for the performance penalties.*

The Chief Pilot will issue a memo stating the documentation must be completed even if the penalty is not a factor for determining the maximum weight for the leg.

RRXA CONCLUSION: *Finding was valid.*

C 10 Hd

2.08.03 Aircraft N801GP was issued DMI #A9992255-8607. The due date was not tracked per MPPM, Chapter 3, Page 23. Aircraft N8085U was issued DMI #A9328241-8858. The due date was improperly tracked on the DMI control sheet and not found on any audit per MPPM, Chapter 3, Pages 23 and 29. Aircraft N603AL was issued DMI #A9245054-8086. This DMI was not tracked in the DMI log or on the DMI control sheet per MPPM Chapter 3, Page 22. Aircraft N603AL was issued DMI #A9245081-8112. The due date was not tracked, nor was the DMI entered on the DMI control sheet IAW RRXA MPPM Chapter 3, Page 22 and 14CFR 121.628(a)(5).

RRXA RESPONSE: *The control sheet is used for quick reference only. All DMI's are tracked by EWA in our Merit program. The alleged discrepancies mentioned were in September and October, 2000. A comprehensive fix to prevent DMI due date errors was presented to our FSDO on November 17, 2000 whiche states ' Maintenance Control will verbally advise Line Mechanics of outstanding DMI's that require inspection and log book entries. Prior to depature Maintenance Control will confirm that the required inspection items and log book entries have been accomplished according to the applicable MEL and a copy of the completed log page will be faxed too Maintenance Control for review.*

RRXA CONCLUSION: No finding.

Jim Owens
EWA Director-Quality Assurance
09 February 2001

2.08.03 Aircraft N801GP was issued DMI #A9992255-8607. The due date was not tracked per MPPM, Chapter 3, Page 23. Aircraft N8085U was issued DMI #A9328241-8858. The due date was improperly tracked on the DMI control sheet and not found on any audit per MPPM, Chapter 3, Pages 23 and 29. Aircraft N603AL was issued DMI #A9245054-8086. This DMI was not tracked in the DMI log or on the DMI control sheet per MPPM Chapter 3, Page 22. Aircraft N603AL was issued DMI #A9245081-8112. The due date was not tracked, nor was the DMI entered on the DMI control sheet IAW RRXA MPPM Chapter 3, Page 22 and 14CFR 121.628(a)(5).

RRXA RESPONSE: *The control sheet is used for quick reference only. All DMI's are tracked by EWA in our Merit program.*

RRXA CONCLUSION: No finding.

Jim Owens
EWA Director-Quality Assurance
09 February 2001

Voluntary Disclosure - AC 10 DMI.

==== EMERY
WORLDWIDE
AIRLINES

DMI CONTROL SHEET

AIRCRAFT: N 801GP.

COMPLETE DMI NUMBER	MEL REF	CAT	DATE OPENED	DATE DUE	DATE CLEARED
C9992154-8539	73-01	C	9/15	9/25	9/15
C9992184-8548	28-11	C	9/15	9/26	9-25
C9992201-8558	36-05	C	9/16	9/26	18SEP00
8579	36-05	C	9-19		9-20
8603	34 25	C	9-20		9/21
8607	34 34	A	9-20		9/21
8606	34 41	C	9-20		9/21
Z9994161-8743	52-40-06	CDL	9/29	CDL.	10/10
C9994221-8835	21-12	C	10-4		10/10
D9994254-8846	23-00	D	10-6	2-2-01	10/10.00
B9994251-8847	73-03	B	10-5	10-8	10/10
A9524044-8879	34-33	A	10/7	3 flight days	10/10/00
B9524081-8905	73-03	B	10 0ct 00	13 Oct 00	10-11-00
C9524221-9001	28-11	C	16 Oct 00	27 Oct 00	

3 day

** MCTL: MEL / DMI ** 20SEP00
08:45

AIRCRAFT.....: N801GP
CATEGORY.....: A (USE Z FOR CDL)
ATA.....: 34 - 45
DISCREPANCY..: 9992255
MEL REF NBR..: 34 - 34
MECH EMPL ID.: 60560 (USE 88888 FOR OUTSIDE MECHANIC)
A&P NUMBER...: 000000000
MECH STA/DEPT: **HDY LINE**
OPENING TEXT:
GPWS SYSTEM INOP DUE TO RADIO ALTIMETER DMI._____
_____
_____

(ALL FIELDS ARE REQUIRED)

<PF11/23> MERLIN

FC07

A

** MCTL: NEW MEL / DMI NUMBER **

20SEP00
08:46

NEW MEL NBR..: A9992255-8607

DUE DATE.....: 000____

ATA CHAPTER..: NAVIGATION_____

SUBCHAPTER...: GRND PROX WARN_____

<PF11/23> MERLIN

FINDING 2.08.04 Aircraft N811AL was issued DMI #C7088232-8806 [AW MEL 25-21 which required the #2 pallet position to be rendered inoperative. On Flt. 26 on 10/05/00, freight was loaded in this unusable position. This is contrary to MEL 25-21 and 14CFR 121.628(a)(5).

RRXA RESPONSE: *No supporting documentation was provided with this alleged finding which makes it impossible to respond authoritatively to the allegation. However, since EB026 originates in Dayton I believe that the aircraft did not depart with any cargo in the #2 position. Position 2 would have been used while loading all cargo positions since number 2 is the door position.*

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

FLIGHT STANDARDS DISTRICT OFFICE
4240 Airport Road
Cincinnati, Ohio 45226
513-533-8110
FAX 513-533-8420

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Jerry Turiaci
Bob Hall

January 23, 2001

FILE NUMBER: 2001GL050026

Mr. Kent Scott
President
Emery Worldwide Airline Inc.
One Emery Plaza
Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Aircraft N811AL was issued Deferred Maintenance Item (DMI) #C7088232-8806 IAW MEL 25-21 which required the #2 pallet position to be rendered inoperative. On Flt. 26 on 10/05/00, freight was loaded in this unusable position. This is contrary to MEL 25-21.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector