

AIR/ T MAINTENANCE LOG

AIR-005.) LHO U.S.A.



REG. 5
NEXA 6423-11

ACFT. NO. N 832AL
FT. TYPE 102-8-73F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS		GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	HOURS	OFF	ON	UPL FT (USG)		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	102	12-12-98	KDAY	KPDX	1110	1609	459	1125	1358	433	9200	80.0	23.0		66862		
2																	
3																	
4																	

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LUG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	20	DLI				1	1	1	1	1	01	O'REILLY T.	62420	1	1		
2	:										02	SUERS B.	80938				
3	:										03	BROWN K	09235				
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	PIM	#1 ALT TANK BOOST PUMP PIPED ALL THREE C/Bs	1.	REPLACED PUMP OPS	12-14-98	KDAY	456
2.	PIM	C/W WR A03058 Cargo door inspection (Rosy door) FCD 52-6	2.	C/W WR A03058	12-14-98	KDAY	456
3.	PIM	C/W WR A03071 FIXED OXYGEN SYSTEM VERIFICATION FCD X35-2	3.	C/W X35-2 FCD = 2 BOTTLES	12-14-98	KDAY	456
4.	PIM	C/W FCD A31-4 REAR INSP. REF WR A03073	4.	C/W FCD A31-4 REAR INSP.	12-14-98	KDAY	456
5.	PIM	K-CHECK DUE	5.	C/W K C/K PER KI CARDS	12-14-98	KDAY	456
6.	PIM	C/W FCD 23-5 REAR WR A03070 SOL CAS VERIFICATION	6.	C/W FCD 23-5 CRACK	12-14-98	KDAY	456

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	F402 PUMP	112-303-11	P8-178K	112-303-11	P87330	1 ALT

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: A	STATION: K PDX	PREVIOUS LANDINGS: 2278	LANDINGS THIS PAGE: 1	TOTAL LANDINGS: 2278	1-DIST.	2-DIST.	3-DIST.		
DATE: 12-15-98	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS: 79541:30	FLT. HRS. THIS PAGE: 4:33	TOTAL A/C FLT. HRS: 79546:03					
GMT TIME: 1700Z	AUTH. SIG. [REDACTED]								
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

**EMERY WORLDWIDE AIRLINES
FLEET CAMPAIGN DIRECTIVE**

No. 52-6

Issue
Date: 12/08/98

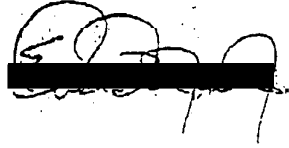
Rev: Original

Task Code: 852346

Title: Rosenbalm and Monarch Main
Cargo Door Inspection

Reference: N/A

Compliance
Requested: As scheduled by Maintenance
Planning

Approved by: 

Manpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped
with Rosenbalm and Monarch Main
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

GENERAL:

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

Note: Upon identification of a crack, contact Mx. Control immediately for further disposition.

EMERY WORLDWIDE AIRLINES
FLEET CAMPAIGN DIRECTIVE

Page 2 of 2
No. 52-6
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

Note: Clean frames as required to facilitate inspection.

- Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

WJH/81

Note: Pay special attention to frame radiuses located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

- Report all defects to Mx. Control and re-install lock covers (if removed).

MJH/81

- Make a log book entry indicating compliance with this FCD and complete the section below.

MJH/81

Acft. 1095/R Date: 12-20-98 Sta.: KOAK
Emp. # 05481 Log Page # 7005-04

AIRCRAFT MAINTENANCE LOG

AIR-00 I.I.H.O. U.S.A.

EMT WORLDWIDE

A GTF COMPANY

447
7
RMA

7005-04

ACFT. NO.

N 959R

ACFT. TYPE

100-8-63F

852 10

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	OFF	GMT	FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN					DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	002	12-19-98	KOAK	KOAK	1047	1632	5415	1066	1616	5420	10900	96.8	18.4	0	60549	1702
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	19	OL-1			1	4	2	2	1/2	011	Buckley, J	09988						
2										012	Parlow, L	63284	1	1				
3										013	FALLING B	23450						
4										D76	Burell, S	EW4						

NO.	SOURCE	DISCREPANCY
1.	P M	ON CLIM BOUT OF DAY HAD TO PULL #1 ENG BACK TO 1.5 EPR TO KEEP ENGINE OIL TEMP IN LIMITS. WAS AT 125° AND RISING
2.	P M	SEE LOG BOOK PAGE 7005-03 REPAIR
3.	P M	COMPLY WITH FCO 52-L ROSEY/MONARCH DOOR INSP
4.	P M	REF: DMI # 812271 CAPT'S WINDSHIELD ARCING DURING CLIMB OUT
5.	P M	REF: DMI # 812143 #2 GEN FAIL RED WARNING LIGHT COMES ON INTERMITTENTLY AT LOW INTENSITY.
6.	P M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R/R FUEL/OIL HEAT EXCHANGER R/H SIDE #1 ENG. OPS NOW NORMAL ON ENG-RUN	12-21-98	KOAK	36305
2.				
3.	COMPLIED WITH FCO 52-L INSP	12-22-98	KOAK	07402
4.	R/R CAPT'S WINDSHIELD TEMP CONTROLLER. OPS NOW NORMAL. PLACARD REMOVED. THIS CLEARS DMI # 812271	12-22-98	KOAK	36305
5.	INSULATE CHAFFED WIRE AT #2 ENG HARNESS. OPS NOW NORMAL. PLACARD REMOVED. THIS CLEARS DMI # 812143	12-22-98	KOAK	36305
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	FUEL/OIL HEAT EXCHANGER	715447	5A1.044	715447	6005318	1
4	WINDSHIELD TEMP CONTROLLER	1339-1	2046A	1339-1	12-12	1

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: SIC	STATION: KOAK	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: 12-22-98	CERT. NO.: [REDACTED]	23949	1	23950				
GMT TIME: 0005Z	AUTH SIG: [REDACTED]	PREV. A/C FLT. HRS. 57561:06	FLT. HRS. THIS PAGE 5.20	TOTAL A/C FLT. HRS. 57566.20				
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 BUREAU

**EMERY WORLDWIDE AIRLINES
FLEET CAMPAIGN DIRECTIVE**

No. 52-6

Issue
Date: 12/08/98

Rev. Original

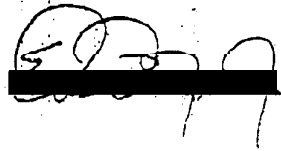
Task Code: 852346

Title: Rosenbalm and Monarch Main
Cargo Door Inspection

Reference: N/A

Compliance:
Requested: As scheduled by Maintenance
Planning

Approved by:



Manpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped
with Rosenbalm and Monarch Main
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

GENERAL:

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

Note: Upon identification of a crack, contact Mx. Control immediately for further disposition.

EMERY WORLDWIDE AIRLINES FLEET CAMPAIGN DIRECTIVE

Page 2 of 2
No. 52-6
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

Note: Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

WAG

Note: Pay special attention to frame radiuses located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

2. Report all defects to Mx. Control and re-install lock covers (if removed).

M. Aye

3. Make a log book entry indicating compliance with this FCD and complete the section below.

M. Aye

Acft. 10957R Date: 12/20/98 Sta.: KOA
Emp. # 07491 Log Page # 7005-04

AIRCRAFT MAINTENANCE LOG

Air 0092 (10/97) LHO U.S.A.

EMERY
WORLDWIDE
A CV COMPANY

44
7
RRA

7005-04

ACFT. NO.
N 959R

ACFT. TYPE
DC-8-63F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	002	12-19-98	KOAK	KOAK	1047	1632	5:45	1056	1616	5:20	10400	96.8	18.4	0	60599	1702
2																
3																
4																

LEG	DEPT. DELAY		TRAIN FLTS. LOGS	TRAIN STATION	OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE			1	2	3	4	APU								
1	19	OL-1			7	4	2	2	n/a	Oil	Buckley, J	09980					
2										Oil	Partlow, L	63284	1	1			
3										Oil	Fanning, S	23450					
4										Oil	Burch, S	8WA					

NO.	SOURCE	DISCREPANCY
1.	PIM	Oil climb back to 1.5 G. Had to keep engine oil temp in limits. at 125° and raising
2.	PLM	See log book page 7005-03 Repeated
3.	PIM	Comply with FH FCO 52-6 ROSY/MONARCH DOOR INSPECTION
4.	PIM	REF: DMI # 812271 CAPT'S WINDSHIELD ASSEMBLY DURING CLIMB OUT
5.	PIM	REF: DMI # 812143 #2 GEN FAIL RED WARNING LIGHT COMES IN INTERMITTENTLY AT LOW INTENSITY.
6.	PIM	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R/R FUEL/OIL HEAT EXCHANGER R/H SIDE #1 ENG. OPS NOW NORMAL ON ENG RUN	12-21-98	KOAK	36305
2.				
3.	COMPLIED WITH ROSY/MONARCH FCO 52-6 INSPECTION	12-21-98	KOAK	07481
4.	R/R CAPT'S WINDSHIELD TEMP CONTROLLER. OPS NOW NORMAL. PLACARD REMOVED. THIS CLEARS DMI # 812271	12-21-98	KOAK	36305
5.	INSULATOR CHAFFED WIRE AT #2 ENG HARNESS. OPS NOW NORMAL. PLACARD REMOVED. THIS CLEARS DMI # 812143	12-21-98	KOAK	36305
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	FUEL/OIL HEAT EXCHANGER	715447	501044	715447	605318	1
4	WINDSHIELD TEMP CONTROLLER	1339-1	2046A	1339-1	12-12	1

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W:	S/C	STATION:	KOAK	PREVIOUS LANDINGS	23949	LANDINGS THIS PAGE	1	TOTAL LANDINGS	23950	1-DIST.	2-DIST.	3-DIST.
DATE:	12-22-98	CERT. NO.:	[REDACTED]	PREV. A/C FLT. HRS.	57561:06	FLT. HRS. THIS PAGE	5:20	TOTAL A/C FLT. HRS.	57566:06			
GMT TIME:	0005Z	AUTH SIG:	[REDACTED]									
DISC. OR MA	ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG P			CAPTAIN'S SIGNATURE: [REDACTED]					

AGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY 3. PINK COPY - RETAIN IN BINQ

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,

N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm.	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p><u>Special Notes:</u> Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92. This M.A. cancels AI-5233-08:00</p> <p><u>Reference:</u> AD 93-20-02, supersedes AD 92-02-05</p>	<p align="center"><u>Work Accomplished</u></p> <p>Aircraft: <u>105WP</u></p> <p>Date: <u>12-15-98</u></p> <p>Station: <u>KLAX</u></p> <p>Accomp. by: <u>Kevin B. Cusack</u></p>
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Approved by [Signature]

Date 11-20-98

Approved by [Signature]

Date 11-20-98

FAA Acceptance N/A

Date _____

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Page 2 of 3
No. AI-5233-04:07

Kit List/Spares

N/A

Strip List

N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chaffed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. 7132-02

M [redacted]
[signature]

M [redacted]
[signature]

M [redacted]
[signature]

M [redacted]
[signature]



Q.C.
4
RRXA

7132-02

ACFT. NO. N/105 up
JFT. TYPE 208-13

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL	
1																	
2																	
3																	
4																	

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:																	
2	:																	
3	:																	
4	:																	

MAINT ONLY - NO FLIGHT

1130
00
1140
00

COMPLETED

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION		
				DATE	STA	MECH
1.	P (M)	Comply w/ FCD ROSENBAUM and MONAROLT MAIN CARGO DOOR INSPECTION.	1.	FCD 52-6 Complied with 12065	12065	12065
2.	P (M)	Comply w/ MA AE-5233-04-07 MAIN CARGO DOOR ENSP.	2.	Complied with MA-AE 5233-04-07. No DEFECTS NOTED AT THIS TIME.	12065	12065
3.	P / M		3.			
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		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.				
GMT TIME:	AUTH SIG.:	21199	0	21199				
DISC. OR MAINT. ACTION CARRIED FWD TO:		65847:39	0	65847:39				

BOOK CHANGED NEW LOG PAGE NO: CAPTAIN'S SIGNATURE

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,
N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

WIRE 1-98

<p>Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92 This M.A. cancels AI-5233-08:00</p> <p>Reference: AD 93-20-02, supersedes AD 92-02-05</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>N796AL</u></p> <p>Date: <u>12-29-98</u></p> <p>Station: <u>KDAY</u></p> <p>Accomp. by: <u>46493</u></p>
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Approved by [Signature]

Date 11-20-98

Approved by [Signature]

Date 11-20-98

FAA Acceptance N/A

Date _____

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Page 2 of 3
No. AI-5233-04:07

Kit List/Spares

N/A

Strip List

N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chaffed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. 6200-04.

M 46493

M 46493

M 46493

M 46493

AIRC MAINTENANCE LOG
 AIR-000. IIR No U.S.A.



QC
7
NIXA

852331
 6200-04
 ACFT. NO. N796AL
 T. TYPE NC-8-63

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	DEPART (LBS)		ARRIVAL (LBS)	CARGO	MAIL			
1	381	12-29-96	KSJC	KDAY	1805	2213	4440	1843	2239	3456	9560	86.2	24.3	0	55880	unknown	
2																	
3																	
4																	

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	05	DL1								0/1	T Vest	85145					
2	:									0/2	K Jenkins	40238					
3	:									0/3	B Stanley	79235					
4	:																

31
34

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Hydraulic quantity needs servicing	1.	SERVICED HYDS.	12-29-96	KDAY	74788
2.	P/M	Comply with MAPE 5233-04107 MAIN CARGO DOOR INSPECTION	2.	Complied with cargo door 14296/KDAY 46493 Emp. SAW MAPE 5233-04107 NO DEFECTS NOTED			Paul E. Hall 31041 RII
3.	P/M		3.				
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				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: TRANSIT	STATION: KDAY	PREVIOUS LANDINGS	27169	LANDINGS THIS PAGE	1	TOTAL LANDINGS	27170	1-DIST.	2-DIST.	3-DIST.
DATE: 12-29-96	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	79068.55	FLT. HRS THIS PAGE	35.6	TOTAL A/C FLT. HRS.	79072.51			
GMT TIME: 2310	AUTH. SIGN: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [REDACTED]		

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,

N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92 This M.A. cancels AI-5233-08:00</p> <p>Reference: AD 93-20-02, supersedes AD 92-02-05</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>797AL</u></p> <p>Date: <u>12-11-98</u></p> <p>Station: <u>KDAY</u></p> <p>Accomp. by: <u>09980</u> </p>
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Approved by Date 11-20-98

Approved by Date 11-20-98

FAA Acceptance N/A Date _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. 6895-19.

M Brocker

M 09980

M 09980

M 09980

AIRCRAFT MAINTENANCE LOG

AIR- 7) LHO U.S.A.

EM
WORLDW

QC
7
RINXA

6895-19

852338
ACFT. NO. N 797AL
CFT. TYPE IDC-B-83

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	OFF	ON	FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN					DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	381	12/11/98	KOAK	KDAY	18:18	22:40	4:22	18.5	22:28	3:49	85222	847	26.7	0	26,977	38,960
2										2:52						
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW		EMP #	T.O.	LDG	A/P	CREW		EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU											
1	0:18	DLS			Ø	Ø	Ø	Ø			0/1	HADDOCK, J.	30626							
2	:	:									0/2	FURCHER, J.	92213	1	1					
3	:	:									0/3	DURHAM, G.	21672							
4	:	:																		

NO.	SOURCE	DISCREPANCY
1.	(P) M	MAIN INST LIGHTS INOP
2.	(P) M	REF WR # A03048 COMPLY WITH AD 93-20:62 CARGO DOOR INSP
3.	(P) M	LEFT TAXI + LANDING LIGHT LIGHT INOP
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	TRANSFER TO MEL # 812166 PER MEL 33-1 CAT C DUE DATE 12-21-98 PLACARD INSTALLED	12-11-98	KDAY	09980
2.	COMPLIED WITH WR A03048 INSPECTION OF CARGO DOOR WIRE BUNDLE AND LATCH ROLLERS RET	12/11/98	KDAY	22507252
3.	TRANSFER TO MEL # 812167 PER MEL 33-7 CAT C DUE DATE 12-21-98 PLACARD INSTALLED	12/11/98	KDAY	09980
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF

SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/	TRANSIT	STATION	KDAY	PREVIOUS LANDINGS	232:7	'LANDINGS THIS PAGE	1	TOTAL LANDINGS	23238	1-DIST.	2-DIST.	3-DIST.
DATE:	12-11-98	CERT. NO.		PREV. A/C FLT. HRS.	71805:32	FLT. HRS. THIS PAGE	3:52	TOTAL A/C FLT. HRS.	71809:24			
GMT TIME:	2335Z	AUTH. S/G.										
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE				

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number Af-5233-04 06 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected: N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,
N105WP and N811AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Change	N/A	N/A	N/A

Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92	Work Accomplished
Reference: AD 93-20-02, supersedes AD 92-02-05	Aircraft: <u>N990CF</u>
	Date: <u>11-23-98</u>
	Station: <u>KEWL</u>
	Accomp. by: <u>80916</u>

O.C.
10
RRCA

Approved by [Signature]

Date 6-11-97

Approved by [Signature]

Date 6-11-97

FAA Acceptance N/A

Date _____

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Page 2 of 3
No. AI-5233-04:06

Kit List/Spares

N/A

Strip List

N/A

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Page 3 of 3
No. AI-5233-04:06

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chaffed wires, and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA.

M 80916

M 80916

M 80916

M 80916

AIRCI MAINTENANCE LOG

AIR-0092 (Rev. 11/80) U.S.A.

EME
WORLDWIDE
A QIF COMPANY

Q.C.
10
RRXA

7278-16

ACFT. NO.

N990CF

ACFT. TYPE

DC-862

8 330

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	342	11/22/98	KDAY	KFUP	2033	2000	147	2037	2009	1:24	1701	389	19.1	CP	CP	3975

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:	:	:	φ	φ	φ	φ	×	01	F. Jansen	81677	:	:	:	:	:
2	:	:	:	:	:	:	:	:	:	02	M. Lührsen	50521	:	1	:	:	:
3	:	:	:	:	:	:	:	:	:	03	M. Gutfrey	216609	:	:	:	:	:

NO.	SOURCE	DISCREPANCY
1	P/M	Entered in EVUOR
2	P/M	O2 Valves shut in LAV AREA
3	P/M	Comply with MA AT-5233-04:06 CARGO Door Inop.
4	P/M	
5	P/M	
6	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	OPENED O2 SHUT OFF VALVES IN LAV AREA AS REQUIRED.	11/24/98	KFUP	01001
2	Temp. Cargo Door Inop. MA AT-5233-04:06 Job Card NOTED.	11/22/98	KFUP	80814

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				IIS READOUT				
CHECK C/W	SERVICE	STATION: KFUP	PREVIOUS LANDINGS	19265	LANDINGS THIS PAGE	1	TOTAL LANDINGS	19266	1-DIST.	2-DIST.	3-DIST.
DATE:	11/24/98	CERT. NO.:	PREV. A/C FLT. HRS.	50027.23	FLT. HRS. THIS PAGE	1:24	TOTAL A/C FLT. HRS.	50028.47			
GMT TIME:	0300Z	WTR SIGN:	DISC. OIL MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE	

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number AI-5233-04.06 Priority A Author Richard F. Merano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,

N105WP and N811AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes:	Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92	Work Accomplished
Reference:	AD 93-20-02, supersedes AD 92-02-05	Aircraft: <u>N993CF</u>
		Date: <u>11/10/98</u>
		Station: <u>KDEN</u>
		Accomp. by: <u>ZZ/26</u>

Approved by [Signature]

Date 6-11-97

Approved by [Signature]

Date 6-11-97

FAA Acceptance N/A

Date _____



EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Page 2 of 3

No. AI-5233-04:06

Kit List/Spares

N/A

Strip List

N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3

No. AI-5233-04:06**1. GENERAL INFORMATION**

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA.

M 22606

M 22606

M 22606

M 22606

AIRCF MAINTENANCE LOG

AIR 049, 10, with U.S.A.

EME
WORLDWIL
A QTF COMPANY

Q.C.
10
RRXA

7285-05

ACFT. NO.
N9930F

330
TYPE
WC-8-62

LINE	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPL 1 (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	310	11-08-98	KOHY	KDEN	1852	2200	3108	1858	2147	2149	7045	73.2	378	0		25766
2																
3																
4																

LINE	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				0	1	0	1	-	01	J. KELLAR	43184			NR	M. KAHILL	EWA
2	:									02	E. HALEWIN	30230	1	1			
3	:									03	J. RUCALCAVE	72459					
4	:									04	R. CLARK	EWA					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P/M	MA AT-5233-04=da MAIN CARGO dr JOSP	2.	MA MAIN CARGO dr JOSP. No defects noted	11/10/98	KOHY	22606
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/M: Service	STATION: KDEN	PREVIOUS LANDINGS: 22309	'LANDINGS THIS PAGE: 1	TOTAL LANDINGS: 22310	1-DIST.	2-DIST.	3-DIST.			
DATE: 11/10/98	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS: 60737.27	FLT. HRS. THIS PAGE: 2.49	TOTAL A/C FLT. HRS: 60740						
GMT TIME: 1330Z	AUTH SIG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE: [REDACTED]				

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852330Number AI-5233-04:06 Priority A Author Richard F. MeranoTitle AD 93-20-02 Main Cargo Door InspectionSubject Inspection of Cargo Door Wire Bundle and Latch RollersEquipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,N105WP and N811ALDrawing #'s Attached N/AManuals Affected N/AEst. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p><u>Special Notes:</u> Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92.</p> <p><u>Reference:</u> AD 93-20-02, supersedes AD 92-02-05</p>	<p><u>Work Accomplished</u></p> <p>Aircraft: <u>N994CF</u></p> <p>Date: <u>10-20-98</u></p> <p>Station: <u>KMSP</u></p> <p>Accomp. by: <u>13685</u></p>
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Approved by [Signature] Date 6-11-97Approved by [Signature] Date 6-11-97FAA Acceptance N/A Date _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5233-04:06

Kit List/Spares

N/A

Strip List

N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3

No. AI-5233-04:06**1. GENERAL INFORMATION**

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA.

M 13685

M 13685

M 13685

M 13685



U.S. REG. 7045-02

852
 ACFT. NO. N 994CF
 C. TYPE 1008-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	638	10-18-98	KIND	KMSP	19:21	21:05	1744	19:37	20:56	1719	2607	46.0	264	0	40039	
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				1	0	1	2	-	B1	H. WASSNER	86577	1	1		
2	:									B2	D. MONMACK	58082				
3	:									B3	D.C. DOYLE	26672				
4	:									NR	D. WELER	NR				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P (M)	RHA NOSE WHERE ASSY WORN TO LIMITS.	2.	REPAIR RH NOSE WHERE ASSY WORN TO LIMITS.	10-18-98	KMSP	63033
3.	P (M)	PITOT COVERS (INSTALLED 3 EACH)	3.	REMOVED 3 PITOT COVERS	10-20-98	KMSP	13224
4.	P (M)	GW MA-AI-5233-04:06 MAIN CARGO POOR INSP	4.	GW MA-AI-5233-04:06 INSPECTED MAIN CARGO POOR	10-20-98	KMSP	13685
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	NOSE WHERE ASSY	9550328	JAN 75-1050	9550328	JUN 98-40	2

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: SC	STATION: KMSP	PREVIOUS LANDINGS	21861	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21862	1-DIST.	2-DIST.	3-DIST.
DATE: 10-20-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	65317.01	FLT. HRS. THIS PAGE	1.9	TOTAL A/C FLT. HRS.	65318.20			
GMT TIME: 1330Z	AUTH SIG.: [REDACTED]	BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [REDACTED]				

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,
N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92. This M.A. cancels AI-5233-08:00.</p> <p>Reference: AD 93-20-02, supersedes AD 92-02-05</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>995 CF</u></p> <p>Date: <u>12-19-98</u></p> <p>Station: <u>KBO5</u></p> <p>Accomp. by: <u>[Signature]</u></p>
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Approved by [Signature]

Date 11-20-98

Approved by [Signature]

Date 11-20-98

FAA Acceptance N/A

Date _____

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Kit List/Spares

N/A

Strip List

N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

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3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. 7201-03

M 45037

M 45037

M 45037

M 45037

AIRCR/ MAINTENANCE LOG

19-0092 (10/6) U.S.A.



7201-03

ACFT. NO. N995CF

1330

TYPE DC-8-62F

LOG	FLT.	DATE	STATION				BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVE (LBS)		CARGO	MAIL
1	637	12/18/98	KIND	KBOS	2229	D103	2734	2238	0011	2703	2601	470	218		41310	
2																
3																
4																

LOG	DEPT. DELAY		TRAIN. FLTS.	OIL ADD	APU	A/P	CREW	EMP #	T.O.	LDG	IP	CREW	EMP #
	DELAY	CODE											
1	30	AW3					X11 D. PAGE	62779					
2							P12 M. SMYTH	78427	1	1			
3							P13 M. ALDRIDGE	00363					
4													

NO.	SOURCE	DISCREPANCY
1.	P (M)	Landing gear warning horn sounds when legs are moved out of the UP POSITION. WITH LANDING gear handle UP.
2.	P (M)	#2 NOSE TIRE WORN TO LIMITS.
3.	P (M)	W.R.# A03085 Inspection of MAIN Cargo Door Wire Bundle and latch rollers Assigned
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	General check of Elec/Land Warning System checked good	12/19/98	KIND	45038
2.	REMOVED + REPLACED TIRE DC-8 m/m CHPT. 32-40-2.	12-19-98	BOS	65290
3.	Accomplished W.R.# A03085 Inspection of MAIN Cargo Door Wire Bundle and latch rollers	12/19/98	BOS	45038
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2.	NOSE WHEEL ASSEMBLY	9550328	FEB77-1541	9550328	JAN92-3141	2

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: TERMINATE	STATION: KBOS	PREVIOUS LANDINGS	19630	LANDINGS THIS PAGE	1	TOTAL LANDINGS	19631	1-DIST.	2-DIST.	3-DIST.
DATE: 12-19-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	62541:15	FLT. HRS. THIS PAGE	203	TOTAL A/C FLT. HRS.	62543:18			
GMT TIME: 1300Z	AUTH SIG.: [Signature]	BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [Signature]				

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers.

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,

N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours ½ hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92
This M.A. cancels AI-5233-08:00

Reference: AD 93-20-02, supersedes AD 92-02-05

Work Accomplished

Aircraft: N811AL

Date: 12-22-98

Station: KDAY

Accomp. by: 84148

Approved by [Signature]

Date 11-20-98

Approved by [Signature]

Date 11-20-98

FAA Acceptance N/A

Date _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5233-04:07

Kit List/Spares

N/A

Strip List

N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. Investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chaffed wires; and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. 6911-19.

M 84148

M 84148

M 84148

M 84148

AIRCRAFT MAINTENANCE LOG

ATA 0092 (10/97) LITHO U.S.A.

EMERY
WORLDWIDE
A CTF COMPANY

O.C.
5
R11A

6911-19

852350

ACFT. NO. N 811AL ACFT. TYPE DC-8-71E

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	493	12-22-98	CYMEX	KDAY	1600	1849	2:49	1652	1842	1:50	71.8	47.0	22.0	19.1	67479	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	34	DLS			0	0	0	0		0/1	J. ACT	871	1	1			
2	2:26	DC3								N/O	L. SEWELL	75196					
3										P/O	J. HICKMAN	35118					
4																	

-12
-31
00

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P/M	F/O SLIDE WINDOW LOOSE PRESS LEAK BETWEEN 0 and 8 PSI cabin press diff.	1	AD SUSPENDED F/O'S SLIDING WINDOW OP CK GOOD	12-22-98	KDAY	84148
2	P/M	UNABLE TO MAINTAIN CABIN PRESSURE UNLESS PACKS SET TO 80% - ALSO NOISE AND VIBRATION UNDER FLOOR AT R/E POSITION	2	FOUND AIRFLOW VALVE STUCKING - LIMITED OP AIRFLOW VALVE - OP CK GOOD	12-22-98	KDAY	84148
3	P/M	AD 93-20-02 (main cargo door insp.) Needs Complied with.	3	Complied with AD 93-20-02 (main cargo door insp.) TAW MA. A1-5233-01:07, NO defects noted.	12-22-98	KDAY	75093
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			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: TLPNS CA	STATION: KDAY	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.			
DATE: 12-22-98	CERT. NO. [REDACTED]	20229	1	20230						
GMT TIME: 19:30 Z	AUTH. SIG. [Signature]	PREV. A/C FLT. HRS. 54153:23	FLT. HRS. THIS PAGE 1:50	TOTAL A/C FLT. HRS. 54155:10						
DISC. OR M	ACTION CARRIED FWD TO:	BOOK CHANGED NEW LOG	NO:	CAPTAIN'S SIGNATURE [Signature]						

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852330

Number AI-5233-04:07 Priority A Author Richard F. Morano

Title AD 93-20-02 Main Cargo Door Inspection

Subject Inspection of Cargo Door Wire Bundle and Latch Rollers

Equipment/Aircraft Affected N796AL, N797AL, N990CF, N993CF, N994CF, N995CF,

N105WP, N811AL, and N832AL

Drawing #'s Attached N/A

Manuals Affected N/A

Est. Man Hours/Elapsed Hours 1/2 hr. per aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: Repetitive inspection required at 150 hour intervals, per FAA's letter of approval, dated 2/4/92. This M.A. cancels AI-5233-08:00</p> <p>Reference: AD-93-20-02, supersedes AD-92-02-05</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>832 AL</u></p> <p>Date: <u>12-03-98</u></p> <p>Station: <u>KBOS</u></p> <p>Accomp. by: <u>[Signature]</u> <u>045038</u></p>
---	---

Approved by [Signature]

Date 11-20-98

Approved by [Signature]

Date 11-20-98

FAA Acceptance N/A

Date _____

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5233-04:07

Kit List/Spares

N/A

[Multiple horizontal lines for data entry, currently blank]

[Multiple horizontal lines for data entry, currently blank]

Strip List

N/A

[Multiple horizontal lines for data entry, currently blank]

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5233-04:07

1. GENERAL INFORMATION

Since August 1991, there have been two occurrences of inadvertent inflight openings of the cargo door on Model DC-8-63 series airplanes which had been modified in accordance with Supplemental Type Certificate (STC) SA1802SO. The second occurrence resulted in significant structural damage to the airplane. The investigation of this occurrence revealed that procedures for use of the cargo door warning light system were not included in the Airplane Flight Manual Supplement. In addition, the cargo door wire bundle, which powers the cargo door operating and indicating system could result in a false indication that the cargo door is properly closed and locked. These conditions, if not corrected, could result in loss of the cargo door, damage to the flight control surfaces, and reduced controllability of the airplane.

2. INSPECTION REQUIREMENTS:

1. Inspect the cargo door wire bundle between the exit point of the cargo liner and the attachment point on the cargo door to detect crimped, frayed, or chafed wires, and inspect for damaged, loose, or missing hardware mounting components. Prior to further flight, repair any damaged wiring or hardware mounting components. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
2. Inspect the cargo door latch rollers (spools) in the lower sill of the cargo door opening of the airplane to ensure that all twelve rollers (spools) can be freely rotated by hand. Prior to further flight, replace any discrepant roller (spool) components found, and repair any rollers (spools) that cannot be rotated freely by hand. Record and correct discrepancies on EWA Non-Routine Maintenance Form MEO9 or log page.
3. Ensure that Circuit Breaker labels for "Pump & Valve" are legible and intact.
4. Complete the Work Accomplishment section on page 1 of this MA and make a log book entry indicating compliance with this MA. Enter L.P. No. 7177-04

M 45038

M 45038

M 45038

M 45038

AIRCRAFT MAINTENANCE LOG

AIR-0092 (10/97)

EMERY
WORLDWIDE
A GTF COMPANY

7177-04

ACFT. NO. **N 832AL** ACFT. TYPE **Dc-8-73**

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA		
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	IN PAULT (LBS)	ARRIVAL (HRS)
1	314	12-3-98	KDAY	KBO5	2009	2206	1:57	2:18	2:50	1:32	3080	50.5	20
2													
3													
4													

DE-ICE		CARGO DATA	
GAL'S		CARGO	MAIL
0			5407

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD			APU	A/P	CREW	EMP #	T.O.	LDG	A/P
	DELAY	CODE	LDGS	STATION	1	2	3							
1										F. ROSENBERG	72773			
2										O. WHEELER	83212			
3										N. GALLAGHER	26700			
4														

NO.	SOURCE	DISCREPANCY
1	(P) M	#2 DME VERY WEAK
2	(P) M	CABIN REQUIRES 80% FLOW FROM BOTH PACKS TO MAINTAIN 5400' CABIN AT FL330 (SEE PREVIOUS WRITE UP LOG # 7177-03 ITEM # 3)
3	(P) M	WR # A03004: MAIN CARGO DOOR INSPECTION of Wire Bundle and LATCH ROLLER
4	P / M	
5	P / M	
6	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	Defered T.O. MEL 34-11 DMI #812045 Assigned, CAT. D, PARADO installed.	1/03/99	KBO5	45038
2	Flow Packs on ground with external air. Operational check good w/ pressurization.	1/03/99	KBO5	45038
3	Accomplished WR # A03004 inspection of Cargo Door Wire Bundle and LATCH ROLLER.	1/03/99	KBO5	45038
4				
5				
6				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE	
CHECKC/W TRANSIT	STATION: KBO5
DATE: 12-04-98	CERT. NO.: [REDACTED]
GMT TIME: 0130Z	AUTH SIG.: [REDACTED]

AIRCRAFT TIME / CYCLES			
PREVIOUS LANDINGS	22757	LANDINGS THIS PAGE	1
PREV. A/C FLT. HRS.	79494.47	FLT. HRS. THIS PAGE	1:32
TOTAL LANDINGS	22758	TOTAL A/C FLT. HRS.	79496.19

INS READOUT		
1-DIST.	2-DIST.	3-DIST.

ATTACHMENT

NO . 4



December 21, 1998

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

EWA has received the Telegraphic Airworthiness Directive T98-26-51, dated December 18, 1998, effective upon EWA's receipt today December 21, 1998.

Following is the EWA aircraft listing effected.

NO.	SERIES/ MODEL NO.	REG NO.	AIRCRAFT SERIAL NO.	CARGO DOOR STC NUMBER	FCD 52-6
1.	DC-8-62	N990CF	46068	SA 1802SO	C/W
2.	DC-8-62	N993CF	46028	SA 1802SO	C/W
3.	DC-8-62	N994CF	45956	SA 1802SO	C/W
4.	DC-8-62	N995CF	46024	SA 1802SO	
5.	DC-8-63	N796AL	46054	SA 1802SO	C/W
6.	DC-8-63	N797AL	46163	SA 1802SO	C/W
7.	DC-8-73	N105WP	46095	SA 1802SO	C/W
8.	DC-8-71	N811AL	46099	SA 1802SO	C/W
9.	DC-8-73	N832AL	46063	SA 1802SO	C/W

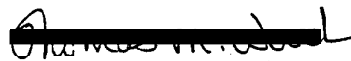
NOTE: FCD 52-6 previously complied with on or before December 21, 1998.

Mr. Joseph Abramski
Page 2
December 21, 1998

EWA's response to this TAD is as follows:

- A. I have notified Operations and they will revise the effected aircraft AFM within the next 24 hours, with a copy of this TAD. Operations will provide AFM sign-off sheet to which will be made record of the AD compliance file.
- B. Quality Control is replacing the previous FCD by issuing a MA A1-5234-04:00 that incorporates all areas as addressed by the TAD inspection criteria.
- C. Starting today, December 21, 1998 EWA will perform the reference MA on the effected EWA's aircraft.
- D. We have currently reviewed the past 30 day history of pilot reports of cabin pressurization anomalies or illuminations of the Main Deck Cargo Door Warning Light, and have only one aircraft N105WP with the prior pilot reports. This aircraft will have the referenced MA performed today prior to flight.
- E. Contacted Bill Cotney, DER, and he will work in concert with the ATL ACO on any repairs in support of any structural findings.
- F. EWA will report inspection findings to ATL ACO and yourself, to include the FCD 52-6 inspections.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

cc: Rene Visscher

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852347

Number AI-5234-04:00 Priority A Author Richard F. Morano

Title Rosenbalm Main Cargo Door Inspection

Subject Inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.

Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: This MA cancels and supersedes FCD 52-6. This MA to be complied with no later than 12/25/98.</p> <p>Reference: AD T98-26-51</p>	<p><u>Work Accomplished</u></p>
	<p>Aircraft: _____</p> <p>Date: _____</p> <p>Station: _____</p> <p>Accomp. by: _____</p>

Approved by [Signature]

Date 12/21/98

Approved by [Signature]

Date 12/21/98

Acceptance/Approval N/A

Date N/A

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Page 2 of 3
No. AI-5234-04:00

Kit List/Spares

N/A

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M

2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. I

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed). M

4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M

Log Page #: _____

MEMORANDUM

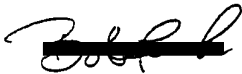
TO: Thomas Wood, Director, Quality Control
FROM: Bob Peck, Manager of Reliability
SUBJECT: DC-8 Main Deck Cargo Door - Telegraphic AD
DATE: 21 December 1998

Dear Sir,

As requested per the Telegraphic AD, a 30 day review of log pages for the nine DC-8 aircraft with Rosenbalm doors was complied with. The scope of the review was to identify write-ups directed to the door warning system, and pressurization problems resulting in corrective action to the main cargo door. The findings of this review are as follows:

1. Aircraft N990CF - No findings
2. Aircraft N993CF - No findings
3. Aircraft N994CF - No findings
4. Aircraft N995CF - No findings
5. Aircraft N796AL - No findings
6. Aircraft N797AL - No findings
7. Aircraft N105WP - 2 log page write-ups on 26 Nov 1998 Log pages 6913-22 and 6913-24 and log page 6913-25 where structural damage was detected. (See attached package)
8. Aircraft N811AL - No findings
9. Aircraft N832AL - No findings

Also along with this memo is a copy of when MA AI-5233-04:07 (Main Cargo Door Inspection) was last complied with on these aircraft.



UNITED PACIFIC BANK - BANK REPORT

ACCT	DOCUMENT / DESC	WORK	DEBITED	CYCL	LIMIT			
100000	NO 93-28-32	1000	1000000000	120	000			
	MINI BANK BOOK: 1991-1994							
ACCT	DATE	FC	ACCT	DATE	DATE	CYCL	FC-CC	
812500	0	65580	21215	1	7180-12	KSDC	11/10/1998	30
825740	N	73179	26495		6980-23	KDAY		
830000	N	78075	31339		6994-22	KDAY		
860200	N	86850	27519		6990-17	KDAY		
862500	N	85588	27195	1	7040-21	KDNT		
862600	N	87242	28100		7000-21	KDAY		
862700	N	78000	28027	1	6220-19	KDAY		
862800	N	83794	28467	1	6224-22	KDAY		
862900	N	78000	27032	1	6210-21	KDAY		
872000	N	88864	26021	27	7100-19	KDIA		
872100	N	88833	27324		6982-25	KDAY		
872600	U	79046	27158		6989-14	KDAY	11/25/1998	79050
872600	N	81132	26787		6910-19	KDAY		
872700	U	71040	25885	1	6600-23	KDAY	12/11/1998	71000
880100	N	76400	27051		6279-12	KDIA		
880700	N	77815	31793		7113-23	KDAY		
880700	N	88888	32585	2	5393-12	KDJC		
880840	N	71832	26512	2	6747-14	KELP		
880850	N	70661	26683	2	7100-12	KDAY		
880870	N	74053	27259		6991-29	KDJK		
880910	N	81200	36716	2	7112-06	KSAN		
891100	U	54143	20826		6911-15	KDAY	11/26/1998	54150
891700	N	65091	41299		7294-15	KDAY		
893100	N	56950	14365		7003-19	KDAY		
893200	N	79382	22389	1	7000-07	KDML	11/03/1998	79340
893300	N	79426	24038	3	7100-19	KDAY		
893400	N	60000	20171	1	7310-12	KDIL		
893500	N	64830	21223		2935-01	KDAY		
893600	N	63067	25011	2	7319-01	KDAY		
893700	N	57566	23950	2	7000-04	KDJK		
893800	N	64000	22071	1	7241-18	KDDY		
893900	N	61000	22242		6990-18	KDAY		
894000	N	79405	23232	1	5039-17	LEBR		
894100	N	62566	25104		5445-21	KDSD		
894200	U	50161	19334		7116-17	KDAY	12/12/1998	50170
894300	N	54066	27207	2	6900-01	KDML		
894400	N	47000	20100		7011-12	KDAY		
894500	U	62000	22419	1	7100-09	KDML	12/12/1998	62000
894600	U	60012	21970	1	6600-00	KDML	12/12/1998	60000
894700	U	62000	19635	1	7200-07	KDML	12/12/1998	62000
894800	N	57170	21767	2	7111-01	KDIL		
894900	N	69601	19914	2	5390-05	KLRO		
895000	N	70000	23022	37	6740-19	KDIL		

STATUS = UNNOT APPLICABLE SUSPENDED CLOSED WILL USE TRANSACTION FILE
 Times & Cycles on this Report are Unaudited

Run Date: 12/21/98 *** - Age Greater Than 99 Days Run Time: 13:00:00

NO.	SERIES/MODEL NO	REG NO	DATE/TIME PLACED ON AIRCRAFT	SIGNATURE
→ 1.	DC-8-62	N990CF	2:25 AM 12/22/98	Thomas M. [redacted]
2.	DC-8-62	N993CF		[redacted]
→ 3.	DC-8-62	N994CF		[redacted]
4.	DC-8-62	N995CF		[redacted]
→ 5.	DC-8-63	N796AL	1:05 AM 12/22/98	[redacted]
→ 6.	DC-8-63	N797AL	1:45 AM 12/22/98	[redacted]
→ 7.	DC-8-73	N105WP	12:56 AM 12/22/98	[redacted]
→ 8.	DC-8-71	N811AL	2:35 AM 12/22/98	[redacted]
9.	DC-8-73	N832AL		[redacted]

A copy of this AD is to be placed in the AFM of each aircraft listed above directly behind the STC Certificates cover page, in front of the STCs.

~~Thomas M. [redacted]~~
 Director Quality Control
 1-4-99

NO.	SERIES/MODEL NO	REG NO	DATE/TIME PLACED ON AIRCRAFT	SIGNATURE
1.	DC-8-62			
2.	DC-8-62	N990CF		
3.	DC-8-62	N983CF		
4.	DC-8-62	N994CF	12/21/98	[Signature]
5.	DC-8-63	N995CF	000402	[Signature]
6.	DC-8-63	N796AL		
7.	DC-8-73	N797AL		
8.	DC-8-71	N105WP		
9.	DC-8-73	N811AL		
		N832AL		

A copy of this AD is to be placed in the AFM of each aircraft listed above directly behind the STC Certificates cover page, in front of the STCs.

ATTN: DAVE KIRK

KORS MX

~~Thomas A. Kirk~~
 Director Quality Control
 1-4-99

NO.	SERIES/MODEL NO	REG NO	DATE/TIME PLACED ON AIRCRAFT	SIGNATURE
1.	DC-8-62	N990CF		
→ 2.	DC-8-62	N993CF	12-23-98 0200z KDKA	XXXXXXXXXX
3.	DC-8-62	N994CF	1900L 12/23/98	
4.	DC-8-62	N995CF		
5.	DC-8-63	N796AL		
6.	DC-8-63	N797AL		
7.	DC-8-73	N105WP		
8.	DC-8-71	N811AL		
9.	DC-8-73	N832AL		

A copy of this AD is to be placed in the AFM of each aircraft listed above directly behind the STC Certificates cover page, in front of the STCs.

~~XXXXXXXXXX~~
 Director ^{Quality} Control
 1-4-99

NO.	SERIES/MODEL NO	REG NO	DATE/TIME PLACED ON AIRCRAFT	SIGNATURE
1.	DC-8-62	N990CF		
2.	DC-8-62	N993CF		
3.	DC-8-62	N994CF	A/C NOT IN INDY	
4.	DC-8-62	N995CF	12/21/98 5:00pm	James M. Day
5.	DC-8-63	N798AL		
6.	DC-8-63	N797AL		
7.	DC-8-73	N105WP		
8.	DC-8-71	N811AL		
9.	DC-8-73	N832AL	12/21/98 5:00pm	James M. Day

A copy of this AD is to be placed in the AFM of each aircraft listed above directly behind the STC Certificates cover page. In front of the STCs.

~~James M. Day~~
Director Quality
Control
1-4-99



December 28, 1998

Mr. Rany Azzi,
Aerospace Engineer,
Airframe and Propulsion Branch, ACE-117A
FAA, Small Airplane Directorate,
Atlanta Aircraft Certification Office
One Crown Center
1895 Phoenix Boulevard, Suite 450
Atlanta, Georgia 30337-2748

Dear Mr. Azzi:

This letter is in response to the Telegraphic Airworthiness Directive T98-26-51 dated December 18, 1998, in response to item (F).

The inspection was performed on nine (9) aircraft per the TAD item (B) per the requirements of the TAD, and no defects were noted.

Please call if I can be of further assistance.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written over a horizontal line that has been struck through.

Thomas M. Wood
Director Quality Control

TMW/re

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852347Number AI-5234-0400 Priority A Author Richard F. MoranoTitle Rosenbalm Main Cargo Door InspectionSubject Inspect the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: This MA cancels and supersedes FCD 52-8. This MA to be complied with no later than 12/25/98.</p> <p>Reference: AD T38-28-51</p>	<p style="text-align: center;">Work Accomplished</p> <p>Aircraft: <u>N990CF</u></p> <p>Date: <u>12/24/98</u></p> <p>Station: <u>SEA</u></p> <p>Accomp. by: <u>81075</u></p>
---	--

Approved by [Signature]Date 12/21/98Approved by [Signature]Date 12/21/98FAA Acceptance/Approval N/ADate N/A

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Page 2 of 3
 No. AI-5234-04-00

Kit List/Spares

N/A

Strip List

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Page 3 of 3
No. AI-5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M81075
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. 1 00155

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed). M81075
4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M81075

Log Page #: 7015-02

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852347

Number: AI-5234-04:00 Priority A Author Richard F. Morano

Title Rosenbalm Main Cargo Door Inspection

Subject: Inspect the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.

Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes: This MA cancels and supersedes FCD 52-6. This MA to be compiled with no later than 12/25/98.	Work Accomplished
Reference: AD TSB-28-51	Aircraft: <u>N993CP</u>
	Date: <u>12-23-98</u>
	Station: <u>KBSM</u>
	Accomp. by: <u>52897</u>

Approved by: [Signature]

Date: 12/21/98

Approved by: [Signature]

Date: 12/21/98

FAA Acceptance/Approval N/A

Date: N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5234-04:00

Kit List/Spares

N/A

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AL5234-04:00

GENERAL:

This IMA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M 81693
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. 152899

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed). M 81693
4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M 81693

Log Page #: 7157-18

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852347Number AI-5234-04:00 Priority A Author Richard F. MoranoTitle Rosenbalm Main Cargo Door InspectionSubject Inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes: This MA cancels and supersedes FCD 52-8. This h/A to be complied with no later than 12/25/98.

Reference: AD 798-26-51

Work AccomplishedAircraft: N 994Date: 28 Dec 98Station: KONTAccomp. by: 59069Approved by [Signature]Date 12/21/98Approved by [Signature]Date 12/21/98FAA Acceptance/Approval N/ADate N/A

EMERY DISPATCH
EWA QUALITY CONTROL

93789S2803

01/05 '90 19:22 NO.010 05/04
12/21 '98 17:53 NO.641 02/03

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AJ-5234-04:00

Kit List/Spares

N/A	

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames.
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners.

M 59069

103147

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed).
4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA.

M 59069

M 59069

Log Page #: 7004-02

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852347Number AI-5234-04:00 Priority A Author Richard F. MoranoTitle Rosenbalm Main Cargo Door InspectionSubject Inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: This MA cancels and supersedes FCD 52-8. This MA to be compiled with no later than 12/25/98.</p> <p>Reference: AD T98-26-51</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>995 CF</u></p> <p>Date: <u>12-23-98</u></p> <p>Station: <u>KBOJ</u></p> <p>Accomp. by: <u>[Signature]</u> <u>RII 45038</u></p>
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Approved by [Signature]Date 12/21/98Approved by [Signature]Date 12/21/98FAA Acceptance/Approval N/ADate N/A

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Page 2 of 3
No. AI-5234-04:00

KIT List/Spares

	N/A	

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

- 1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames
- 2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners.

M 18607

M 18607

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

- 3. Report all defects to Mx. Control and re-install lock covers (if removed).

M 18607

- 4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA.

M 18607

Log Page #: 7001-11

**EMERY WORLDWIDE AIRLINES
 MAINTENANCE AUTHORIZATION**

Task Code 852347

Number AI-5234-0400 Priority A Author Richard F. Morano

Title Rosenbalm Main Cargo Door Inspection

Subject Inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.

Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

N/A
7
0

<p>Special Notes: This MA cancels and supersedes FCD 52-6. This MA to be completed with no later than 12/25/98.</p> <p>Reference: AD T98-28-51</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>N796AL</u></p> <p>Date: <u>12-23-98</u></p> <p>Station: <u>K5JC</u></p> <p>Accomp. by: <u>33711</u></p>
--	---

Approved by [Signature]

Date 12/21/98

Approved by [Signature]

Date 12/21/98

FAA Acceptance/Approval N/A

Date N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5234-04:00

Kit List/Spares

Part No.	Description	QTY	Unit	Remarks
N/A				

Skip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AL5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M 337 11
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. 1 337 11

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES **NO**

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed). M 337 11
4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M 337 11

Log Page #: 6200-01

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852347

Number AI-5234-04:00 Priority A Author Richard F. Morano

Title Resanbalm Main Cargo Door Inspection

Subject Inspect the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.

Equipment/Aircraft Affected Aircraft equipped with Resanbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

<p>Special Notes: This MA cancels and supersedes FCD 82-8. This MA to be complied with no later than 12/25/98.</p> <p>Reference: AD T88-26-51</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>N 797AL</u></p> <p>Date: <u>12-21-98</u></p> <p>Station: <u>KFLL</u></p> <p>Accomp. by: <u>S. Gorman</u> <u>16365</u></p>
---	---

Approved by [Signature]

Date 12/21/98

Approved by [Signature]

Date 12/21/98

FAA Acceptance/Approval N/A

Date N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5234-04:00

Kit List/Spare

N/A

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

- 1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M 16365
- 2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. I 08318

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

- 3. Report all defects to Mx. Control and re-install lock covers (if removed). M 16365
- 4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M 16365

Log Page #: 6861-24

MAINTENANCE AUTHORIZATION

Task Code 852347

Number AI-5234-04:00 Priority A Author Richard F. Morang

Title Rosenbalm Main Cargo Door Inspection

Subject Inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.

Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A



<p>Special Notes: This MA cancels and supersedes FCD 52-8. This MA to be complied with no later than 12/25/98.</p> <p>Reference: AD T98-26-51</p>	<p style="text-align: center;"><u>Work Accomplished</u></p> <p>Aircraft: <u>105 WP</u></p> <p>Date: <u>12-21-98</u></p> <p>Station: <u>KBOJ</u></p> <p>Accomp. by: <u>[Signature]</u> <u>RJE 45038</u></p>
---	--

Approved by [Signature] Date 12/21/98

Approved by [Signature] Date 12/21/98

FAA Acceptance/Approval N/A Date N/A

<p>EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION</p>
--

Page 2 of 3
No. AI-5234-04:00

Kit List/Spares

	N/A	

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AI-5234-04:00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners.

M 41198

~~_____~~
JRM/US038

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: N/A

3. Report all defects to Mx. Control and re-install lock covers (if removed).

M 41198

4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA.

M 41198

Log Page #: 7132-18

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Task Code 852347Number AI-5234-04-00 Priority A Author Richard F. MoranoTitle Rosenbalm Main Cargo Door InspectionSubject Inspect the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes: This MA cancels and supersedes FCD 52-8. This MA to be compiled with no later than 12/25/98.

Reference: AD T98-26-51

Work Accomplished

Aircraft: N311ALDate: 12/23/98Station: ELPAccomp. by: 71628Approved by: [Signature]Date: 12/21/98Approved by: [Signature]Date: 12/21/98FAA Acceptance/Approval N/ADate: N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5234-04:00

Kit List/Spares

NA

Strip List

EMERY WORLDWIDE AIRLINES MAINTENANCE AUTHORIZATION

Page 2 of 2
No. AL5221-04-00
Rev. 07/98

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

NOTE: Upon identification of a crack, contact Mx. Control immediately for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M 1/16 ZB
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. 71028
with
RF 51056814

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed). M 7/16 ZB

4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M 7/16 ZB

Log Page #: 6911-23

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Task Code 852347

Number AF-5234-04:00 Priority A Author Richard F. Morano

Title Rosenbalm Main Cargo Door Inspection

Subject Inspect the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each location.

Equipment/Aircraft Affected Aircraft equipped with Rosenbalm Main Cargo Doors

Drawing #'s Attached _____

Manuals Affected _____

Est. Man-Hours/Elapsed Hours 3 hrs/aircraft

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Logs	N/A	N/A	N/A

<p>Special Notes: This MA cancels and supersedes FCD 52-8. This MA to be complied with no later than 12/25/98.</p> <p>Reference: AD T98-26-51</p>	<p align="center"><u>Work Accomplished</u></p> <p>Aircraft: <u>N832AL</u></p> <p>Date: <u>12-23-98</u></p> <p>Station: <u>KRNO</u></p> <p>Accomp. by: <u>[Signature]</u> <u>106359</u></p>
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Approved by [Signature]

Date 12/21/98

Approved by [Signature]

Date 12/21/98

FAA Acceptance/Approval N/A

Date N/A

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 2 of 3
No. AI-5234-04:00

Kit List/Spares

N/A

Strip List

**EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION**

Page 3 of 3
No. AL-5234-04-00

GENERAL:

This MA visually inspects the main cargo door frames and inner skin in the area of the cargo door latch mount bolts at each latch location.

Note: Upon completion of a crack, inspect for Center Immediacy for further disposition.

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks, center actuator cover may require removal.

1. Clean and degrease the inside structure where the latch fitting bolts attach to the frames. M66359
2. Perform an internal detailed visual inspection to detect cracking or any discrepancy of the main deck cargo door in the immediate area of the bolts attaching the latch fittings. Inspect for cracking or any discrepancy of the skin in the immediate area of the fastener heads, and loose or missing fasteners. 166359

Note: Pay special attention to frame radiuses and inner skin located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES NO

Location of cracks: _____

3. Report all defects to Mx. Control and re-install lock covers (if removed). M66359
4. Make a log book entry indicating compliance with this MA and complete the "Work Accomplished" section on page 1 of this MA. M66359

Log Page #: 7202-16



March 2, 1999

Mr. Rany Azzi,
Aerospace Engineer,
Airframe and Propulsion Branch, ACE-117A
FAA, Small Airplane Directorate,
Atlanta Aircraft Certification Office
One Crown Center
1895 Phoenix Boulevard, Suite 450
Atlanta, Georgia 30337-2748

Dear Mr. Azzi:

This letter is to request written authorization from you to remove the Aircraft Flight Manual Supplement which was installed per Airworthiness Directive T-98-26-51.

This request is to support, by FAA letterhead and signature, your approval provided to me by Email February 8, 1999.

I requested this FAA approval through my FAA Principal Maintenance Inspector SJC FSDO as Airborne did, through the Detroit FSDO, but was informed that I should contact you (see attachment).

Thanking you in advance for your support.

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood". The signature is written over a solid black horizontal line that has been drawn through the text.

Thomas M. Wood
Director Quality Control

TMW/csh

cc: Rene' Visscher
Edward Jones
Abraham Michael

Attachment



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

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

February 26, 1999

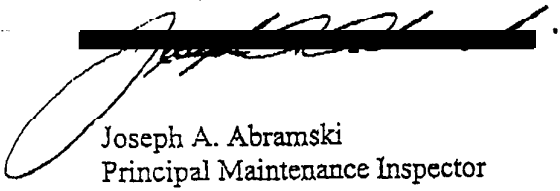
Mr. Thomas M. Wood
Director, Quality Control
Emery Worldwide Airlines, Inc.
303 Corporate Center Drive
Vandalia, OH 45377

Dear Mr. Wood:

This letter will respond to your request for written authorization from this office to remove the Aircraft Flight Manual Supplement which was installed per Airworthiness Directive T98-26-51, dated December 18, 1998.

It is our opinion that your request should be directed to the Atlanta Aircraft Certification Office for relief of this issue; the address of which, and FAA representative point of contact is stated on page three (3) of the subject airworthiness directive.

Sincerely,



Handwritten signature of Joseph A. Abramski, Principal Maintenance Inspector, written in black ink over a solid black horizontal line.

Joseph A. Abramski
Principal Maintenance Inspector



February 8, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter is to request written authorization from you to remove the Aircraft Flight Manual Supplement which was installed per Airworthiness Directive T98-26-51.

I have attached the e-mail Rany Azzi sent me today, and a copy of the letter provided to Airborne from their FAA DC-8 Partial Program Manager.

Thank you for your support in this matter.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written over a solid black rectangular redaction box.

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher

Wood, Thomas M

From: Rany Azzi [REDACTED]
Sent: Monday, February 08, 1999 9:12 AM
To: wood.thomas [REDACTED]
Subject: Re: AD T98 26 51 FLIGHT MANUAL SUPPLEMENT REMOVAL

Tom:
Enclosed is the message I sent to ABX PPM.
Rany

Forward Header

Subject: Re: AD T98 26 51 FLIGHT MANUAL SUPPLEMENT REMOVAL
Author: Rany Azzi at ASOATLACO
Date: 2/2/1999 2:13 PM

Arthur.

Following compliance with Telegraphic AD T98-26-51, it would be acceptable for the Operators to remove the restriction imposed on the AFM Limitation Section by paragraph (A) of subject T-AD.

Rany Azzi -- ACE-117A
770-703-6080

Reply Separator

Subject: AD T98 26 51 FLIGHT MANUAL SUPPLEMENT REMOVAL
Author: Arthur A III Warner at AGL200DTW
Date: 1/22/1999 3:40 PM

MR. BOB ZITNEY, MANAGER OF QUALITY ASSURANCE, AT AIRBORNE EXPRESS CONTACTED ME TODAY AND REQUESTED WRITTEN AUTHORIZATION TO REMOVE THE FLIGHT MANUAL SUPPLEMENT REQUIRED BY AD 98 26 51. AIRBORNE EXPRESS HAS COMPLIED WITH ALL REQUIREMENTS OF THE AD ON ALL SIX OF THE AFFECTED AIRCRAFT WITH NO UNFAVORABLE FINDINGS. THE FLIGHT MANUAL SUPPLEMENT PLACED IN THE FLIGHT MANUAL IS IN DIRECT CONFLICT WITH PROCEDURES FOR CABIN DECOMPRESSION. AD 98 26 51 DOES NOT AUTHORIZE THE REMOVAL OF THE SUPPLEMENT AFTER THE CARGO DOOR INSPECTIONS AND ANY REPAIRS ARE COMPLETED.

I UNDERSTAND YOU HAD A CONVERSATION WITH MR. ZITNEY AND SAID IT WAS OKAY TO REMOVE THE NEW SUPPLEMENT FROM THE AFM AFTER THE OTHER PORTIONS OF AD 98 26 51 WERE COMPLETED.

PLEASE RESPOND WITH YOUR ON THE REMOVAL OF THE NEW SUPPLEMENT SO I MAY PROVIDE AIRBORNE EXPRESS THE REQUESTED LETTER.

ARTHUR A. WARNER
ABXA DC-8 PPM
DETROIT FSDO GL23



Delivering Satisfaction

Worldwide

Transmitting 3 pages including this Cover Page

Date: **Feb. 8 1999**

Time: _____

Please deliver the following page(s) to:

Company: **Emery Worldwide**

Name: **Tom Wood**

Dept: _____

Fax Number: **937-898-2803**

This document is being sent from:

Bob Zitzney
Quality Assurance

Direct Fax Number: **1-937-383-4336**

If you do not receive all of these pages, please call: (937) 382-5591, ext 2215

For your reference regarding AD T98-26-51.

Author: Rany Azzi at ASOATLACO

Date: 2/2/99 2:13 PM

Priority: Normal

TO: Arthur A III Warner at AGL200DTW

CC: Michael E O'Neil at ANM100L, Greg Dilibero at ANM100L, Rob Jackson at ANM100L,
Edward Garino, Randy Avera, Albert Lam at ANM100L

Subject: Re: AD T98 26 51 FLIGHT MANUAL SUPPLEMENT REMOVAL

Arthur:

Following compliance with Telegraphic AD T98-26-51, it would be acceptable for the Operators to remove the restriction imposed on the AFM Limitation Section by paragraph (A) of subject T-AD.

Rany Azzi -- ACE-117A
770-703-6080

Reply Separator

Subject: AD T98 26 51 FLIGHT MANUAL SUPPLEMENT REMOVAL

Author: Arthur A III Warner at AGL200DTW

Date: 1/22/1999 3:40 PM

MR. BOB ZITNEY, MANAGER OF QUALITY ASSURANCE, AT AIRBORNE EXPRESS CONTACTED ME TODAY AND REQUESTED WRITTEN AUTHORIZATION TO REMOVE THE FLIGHT MANUAL SUPPLEMENT REQUIRED BY AD 98 26 51. AIRBORNE EXPRESS HAS COMPLIED WITH ALL REQUIREMENTS OF THE AD IN ALL SIX OF THE AFFECTED AIRCRAFT WITH NO UNFAVORABLE FINDINGS. THE FLIGHT MANUAL SUPPLEMENT PLACED IN THE FLIGHT MANUAL IS IN DIRECT CONFLICT WITH PROCEDURES FOR CABIN DECOMPRESSION. AD 98 26 51 DOES NOT AUTHORIZE THE REMOVAL OF THE SUPPLEMENT AFTER THE CARGO DOOR INSPECTIONS AND ANY REPAIRS ARE COMPLETED.

I UNDERSTAND YOU HAD A CONVERSATION WITH MR. ZITNEY AND SAID IT WAS OKAY TO REMOVE THE NEW SUPPLEMENT FROM THE AFM AFTER THE OTHER PORTIONS OF AD 98 26 51 WERE COMPLETED.

PLEASE RESPOND WITH YOUR APPROVAL OF THE REMOVAL OF THE NEW SUPPLEMENT SO I MAY PROVIDE AIRBORNE EXPRESS THE REQUESTED LETTER.

ARTHUR A. WARNER
AEXA DC-9 PPM
DETROIT FSDO GL23

FEB-03-1999 10:49

A/C MTC ADMIN

9373834336 P.03/03

~~2-03-1999 1:25PM~~



U.S. Department
of Transportation
Federal Aviation
Administration

DETROIT FLIGHT STANDARDS
DISTRICT OFFICE

Willow Run Airport - East Side
8800 Beck Rd.
Belleville, Michigan 48111

February 3, 1999

Mr. Robert Zitney
Manager, Quality Assurance
and Chief Inspector
ABX Air, Inc.
Airborne Air Park
145 Hunter Drive
Wilmington, Ohio 45177

Dear Mr. Zitney:

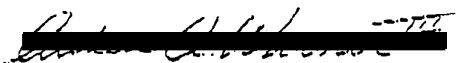
This letter will serve as authorization to remove the Aircraft Flight Manual Supplement which was installed per Airworthiness Directive T98-26-51.

Following our telephone conversation of January 22, 1999, I contacted Mr. Rany Azzi, of the Atlanta Aircraft Certification Office, and discussed the conflicting information in the Aircraft Flight Manual. This conversation was followed up with a CC Mail message to Mr. Azzi.

Attached is a copy of that message and Mr. Azzi's response stating it would be acceptable for operators to remove the restriction imposed on the AFM Limitation Section by Paragraph (A) of AD T98-26-51, after the requirements of Paragraph (B) and (C) have been accomplished and any defects repaired.

I would suggest that a copy of this letter and the attachment be placed in the aircraft records of the six DC-8 aircraft affected by the AD. This will give Airborne Express a backup should the removal of the AFM Supplement ever come into question.

Sincerely,


Arthur A. Warner III
DC-8 Partial Program Manager

Enclosure

EWA'S RESPONSE TO LETTER DATED
December 22, 1998

**EMERY WORLDWIDE AIRLINES
TIME LIMITS MANUAL
DC 10 -10/-30**

II. DC-10 CHECK INTERVALS

- Service Check** The Service Check shall be accomplished prior to aircraft departure if within the preceding twenty-four (24) hours a Service Check or a higher check has not been accomplished. In the event that aircraft departs from a station where no Emery Airline personnel are available, the Service Check must be accomplished within seventy-two (72) hours or prior to departure from a station where maintenance can be performed.
- A Check** The A check interval is four hundred and fifty (450) flight hours/12 calendar months (whichever comes first). The A check program consists of four (4) visits (A1 through A4) scheduled sequentially.
- C Check** The C Check shall be accomplished each fifteen (15) calendar months/4000 flight hours (whichever comes first). The check program consists of twelve visits (C1 through C12) scheduled sequentially.
- Corrosion Program** The DC-10 MSG-3 MRB has incorporated in the corrosion prevention and control program (Report MDC-K4607) into the structural maintenance program (refer to Chapter 7).
- SID** The DC-10 Supplemental Inspection Program (SID) is accomplished as outlined in Report L26-012.



October 6, 1999

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

Dear Mr. Dime:

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

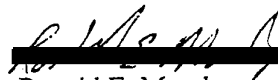
Emery Worldwide Airlines, during the process of the cargo conversion, has added the aircraft work scope items necessary to bridge and transition from the previous operators MSG-2 Maintenance Program to Emery Worldwide Airlines MSG-3 Maintenance Program. All systems, Powerplant and Structural/Zonal task,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

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

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

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

Sincerely,


Ronald E. Moody
Manager Quality Assurance

cc: Thomas Wood
Bruce Robbins

REM/lc

AIRCRAFT N68041 (S/N 46900)

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

1. GENERAL

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

A. **Systems and Powerplant Tasks**

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

B. **Structural/Zonal Tasks**

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

2. "A" CHECK

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

3. "C" CHECK

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

4. "D" CHECK

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

$$72 \text{ mos} \quad \begin{array}{r} 36\% \\ \hline 26 \text{ mos} \end{array}$$

$$\begin{array}{r} 60 \text{ mos (EWA)} \\ \times 36\% \\ \hline 21.6 \text{ mos Used} \end{array}$$

$$\begin{array}{r} 60 \text{ mos (EWA)} \\ - 22 \text{ mos Used} \\ \hline 38 \text{ mos Left} \end{array}$$

AIRCRAFT N68041 (S/N 46900)

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

5. CORROSION PREVENTION AND CONTROL PROGRAM (CPCP)

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

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

6. RESTORATION/DISCARD TASKS

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

190I2701P - No. 2 and No. 3 Slat Drive Cables Left and Right Wing, Discard
Must be accomplished prior to 41,036 T.A.C.

190M3201P - MLG Anti-Skid Manifolds Restoration
Must be accomplished prior to 38,491 T.A.C./May 2007.

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

Landing Gear:

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

Landing Gear restoration time was calculated as follows:

A. Right MLG -	(Flight Hours) 30,000	$\frac{7.57\%}{22,730.27 \text{ (TSO)}}$	7500 CYC	7500 CYC
			x 75 %	- 5625 CYC Used
			5625 CYC Used	<u>1,875 CYC Remaining</u>

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

96 Mos	96 Mos
x 75 %	- 72 Mos
<u>72 Mos</u>	<u>24 Mos Remaining</u>

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

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

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

7. PRODUCTION CONTROL ITEMS (PCIs)

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

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

AIRCRAFT N68041 (S/N 46900)

7. PRODUCTION CONTROL ITEMS (PCIs) - continued

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

8. RECORDS SECTION

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

MOD 9 NOTES

CARD NO.	NOTE	DESCRIPTION
JFUV1		WEIGHT OF AIRCRAFT ASSUMED BY LANDING
JFUV2	*	AIRCRAFT REFUELING PROCEDURE
JFUV3		ADF & HF OP CHECK MM 34-53-00, 23-11-00 Verify operational checks are completed.
JFUTN		REINSTALL LH AFT LOWER CARGO DOOR MM 52-33-04 Verify prior operation.
JFUV4	*	DEPRESERVE APU
JFUTT	*	ALTITUDE SYSTEM FUNCTIONAL TEST Verify difference between 2 indications are less of 125 ft. ATC mode ACS Operational Test ATC transponder tests FAR 91.413 Part 43 Appendix F.
JFUTO	**	MAIN BATTERIES INSTALLED
JFUTP		FWD EMERGENCY BATTERY Verify prior operation is completed.
JFUTH		OPERATIONS ON MAIN CABIN UNDER FLOOR PANEL FROM STA 396-2007 ALL CONTROL CABLES Verify all operations are completed.
JFUV5	*	COMPASS SWING TO ADJUST THE STANDBY COMPASS
JFUV6	*	ENGINE RUN-UP TEST External check MM 71-00-00 Prestart Check, Engine Starting, After Start Check, Generator Check (24-20-00), Ground Idle Check, Flight Idle, Max Power Assurance, Test High Stage Bleed Air Valve (MM 36-00-00), Engine Shutdown, Engine Leak Check
JFYXX		INSPECTOR WEIGH AIRCRAFT & REPORT TO I.P
JFUV8	*	PNEUMATIC SYSTEM OPERATIONAL CHECK 1, 2, 3
JFUV9	* **	ENGINE FUNCTION CHECK ENGINE 1 MM 24-40-00, 24-50-00, 71.00-00, 36-10-00, 29-00-00, 28-11-01, 26-00-00, 26-10-00, 78-32-11
JFUWB	* **	ENGINE FUNCTION CHECK ENGINE 2 SAME AS JFUV9
JFUWC	* **	ENGINE FUNCTION CHECK ENGINE 3 SAME AS JFUV9
JFYJW		OPERATIONAL CHECK Avionics Compartment, Self Test in cockpit, Operational Test, OPS Test w/Hydraulic Power. Verify all operational checks are completed. <u>Avionics Compt.</u> – MM References 22-11-05, 27-32-03, 32-61-01, 73-31-02. Cockpit – MM 26-10-00, 36-23-00, 27-32-03, 28-41-00, 30-41-01, 32-45-00.

1 *WITNESS THE TEST
2 **VERIFY THE JOB CARD IS COMPLETED

MOD 9 NOTES

CARD NO.	NOTE	DESCRIPTION
		34-42-00, 77-10-00 Operational Test – 22-02-01, 23-21-00, 23-22-00, 23-2-00, 23-70-00, 23-50-00, 30-30-00, 30-43-00, 31-21-01, 33-40-00, 30-42-01, 34-43-00, 34-23-00, 34-21-00, 34-28-00, 34-51-00, 34-32-00, 34-31-00, 34-52-00, 34-45-00, 34-55-00, 34-48-00, 34-41-00 OPS Test w/Hyd Pwr – 22-00-02, 22-00-05, 27-60-00
JFUTR	**	BALANCE WEIGHT WARNING LABELS REMOVAL (Not on Aeronavali's List)
JFUTU	**	ELECTRICAL POWER SUPPLY POST CARGO MOD
JFX6S	**	FUEL TANKS LEAK CHECK MM 28-00-02, SRM VOL. II 51-42-01
JFXEK	*	HYDRAULIC POWER SUPPLY POST CARGO MOD. Check all actuating cylinders, control cables, and actuating rods on control valves. Verify pos of maintenance isolation valves, iaw MM 27-00-00. Verify system 3 elevator shutoff valve in aft fuselage compartment OPEN.
JFUTS	**	COCKPIT & LOOSE EQUIPMENT REINSTALLATION Reinstall loose equipment in cockpit and cabin.
JFUWE		FAA MANDATORY MARKINGS (MM 11-00-00) "Markings required by Federal Regulations" 11-12-02, 11-15-01, 11-15-03, 11-19-03, 11-21-01, 11-21-03, 11-21-06, 11-31-03, 11-33-03, 11-34-03, 11-37-01*, 11-37-02*, 11-39-04, 11-99-00 *Note: Verify at slide installation.
JFUTY	* **	FINAL RECHECK OF UPPER CARGO DOOR Aft aircraft complete and engine mounted. Check valve adjustment, verify cockpit annunciator not illuminated, open and close vent door for proper operation/unlatch and open vent door. Verify annunciator light illuminates/manually actuate vent door – verify light goes out.
JFUTI	**	PREVENTIVE SURFACE TREATMENT CARGO DOOR BAY Corrosion preventive surface treatment on areas reworked per cargo door mod (DPS 4.50-62, 4.50-36)
JFUTJ	**	PAINT TOUCH UP OF REWORKED AREAS AND PARTS FR primer touch-up, or complete repaint.
JFUWF		POSTFLIGHT INSPECTION No List of inspections refers to SKT: POSTFLIGHT INSP. Verify postflight inspection has been completed.
JFUWG		PREFLIGHT INSPECTION No List of inspections refers to SKT: PREFLIGHT INSP. Verify preflight inspection has been completed.
JFUWD	*	DEPRESERVATION ENGINES 1, 2, & 3

*WITNESS THE TEST

**VERIFY THE JOB CARD IS COMPLETED

MOD 9 NOTES

CARD NO.	NOTE	DESCRIPTION
		DPS 3.442-25, DPS 1.151-1
JFUTX		SHORING REMOVAL Verify prior operations.
JFUTZ	*	FWD CARGO COMPARTMENT HEAT TEST
JFUT0	*	CABIN PRESSURIZATION SYSTEM TEST
JFUT1	*	PNEUMATIC DECAY TEST
JFUT2	*	AIR DISTRIBUTION TEST
JFUT3	*	CREW OXYGEN SYSTEM ADJUSTMENT/TEST
JFUT4	*	LAV OXYGEN SYSTEM TEST
JFUT5	*	MAIN CABIN SMOKE DETECTOR SYSTEM TEST
JFUT6	*	FWD AND AFT CARGO SMOKE DETECTOR SYSTEM TEST (LOWER)
JFUT7	*	FIREX SYSTEM TEST
JFUT8	*	FUSELAGE LEAK CHECK
JFUT9	*	RAM AIR TEST RAM air cabin ventilation valve.
JFUTK	**	FWD DROP CEILING PAINT TOUCH UP Paint touch up fwd drop ceiling STA 396 & 519 (between)
JFUUB		FLIGHT/SERVICE INTERPHONE TEST Flight/Service test communications interphone.
JFUUC	*	MASTER WARNING & CAUTION SYSTEM TEST
JFUUD	*	GEN 123 GCU CONFIDENCE CHECK
JFUUE	*	EVACUATION SLIDE PACK PRESSURE INDICATOR SYSTEM MM 25-61-01
JFUUF	*	LANDING GEAR PROXIMITY SENSOR TEST
JFUUG	*	INSTRUMENT PANEL LIGHTING TEST (MM 33-11-07)
JFUUH	*	CABIN LIGHTING TEST DC10-L0054
JFUUI	*	SERVICE AREAS LIGHTING TEST DWG SP10330036
JFUUJ	*	EMERGENCY LIGHTING TEST DC10-L0073
JFUUL	*	APU TEST MM 49-00-00, DC10-L0075
JFUUK	*	PNEUMATIC CONTROLLER BITE TEST DC10-L0074
JFUUN	*	DC POWER SYSTEM TEST DWG SP10330036 Check flight compartment left overhead panel, center instrument panel, flight

*WITNESS THE TEST

**VERIFY THE JOB CARD IS COMPLETED

MOD 9 NOTES

CARD NO.	NOTE	DESCRIPTION
		<p>engineer panel standby floodlights come on.</p> <p>Check left and right EMER AC BUS OFF, left and right EMER DC BUS OFF lights, and emergency bus summary lights come on.</p> <p>Check EMER PWR IN USE lights located on flight compartment overhead panel and at flight engineer panel come on.</p> <p>Check left and right EMER AC and DC BUS OFF lights go and cut and emergency bus summary lights remain on.</p>
JFUUO	*	APU FIRE DETECTION TEST DC10-L0123
JFUUP	*	FWD L1/R1 CABIN DOOR TEST
JFUUQ	*	LWR FWD CARGO DOOR TEST
JFUUR	*	LWR CENTER CARGO DOOR TEST MM 52-32-00
JFUUS	*	LWR AFT CARGO DOOR TEST MM 52-33-00
JFUUT	*	ENVIRONMENTAL SYSTEM BITE TEST Temperature Control System. DC10-L0111, -L0129, DWG SP10330036
JFUUU	*	ENVIRONMENTAL SYSTEM OP CHECK Test of air conditioning. DC10-L0130
JFUUV	*	FLIGHT RECORDER OP CHECK MM 31-31-00 pg 501 to 503, Operational test of flight recorder.
JFUUW	*	PITOT STATIC SYSTEM TEST Per FAR 91.411, Part 43, Appendix E; DWG SP10250367 There is also a sign-off on the FAR verification.
JFUUY	*	CARGO DOOR WARNING SYSTEM
JFUUX	*	MAIN CABIN ELECTRICAL OUTLET TEST MM 24-55-00, DC10-L0057
JFUUZ	*	AUDIBLE SIGNAL SYSTEM TEST
JFUU0	*	LANDING GEAR POSITION AND WARNING SYSTEM TEST MM 32-60-00 PG 501-504 and 504A
JFUU1	*	MAIN EXTERNAL POWER INDICATING LIGHT DC10-L0106, -L0112, DWG SP10330036
JFUU2	*	APU GCU CONFIDENCE CHECK DWG SP10330036, DC10-L0119
JFUU3	*	RCCB FUNCTIONAL TEST MM 24-50-01
JFUU4	*	AUX HYDRAULIC PUMP TEST DC10-L0059, DWG SP10330036
JFUU5	*	FAULT ISOLATION PANEL TEST

*WITNESS THE TEST

**VERIFY THE JOB CARD IS COMPLETED

MOD 9 NOTES

CARD NO.	NOTE	DESCRIPTION
		DC10-L0061, DWG SP10330112
JFUU6		COMMS (INTERPHONE) TEST
JFUU7		CABIN LIGHTING TEST DWG SP10330112
JFUU8		COURIER STATION READING LIGHTS TEST DWG SP10330112
JFUU9	**	OXYGEN SYSTEM PURGING DPS 4.901 para. 5.4.5, DQS 4.7-4
JFUVB	*	WASTE SYSTEM FUNCTIONAL TEST DWG SP10380066
JFUTL	**	PROTECTIVE PAINT REMOVAL IN CARGO DOOR AREA Remove protective paint from new skin panels DPS 4.50-169
JFUVC	*	UPPER CARGO DOOR TEST DC10-L0005
JFUVD	*	LDG GEAR SERVICING AND TIRE INFLATION
JFUVE	*	SYSTEM FILL AND BLEED INSTRUCTION Landing gear system general notes. System fill and bleed instructions. Checked by hand gear retraction. Gear up latch has been checked. Special Ferry Permit.
JFUVF	*	LANDING GEAR SWING Functional check of the landing gear.
JFUVG	*	O.A.T.P.: GEAR UP BRAKE APPLICATION Functional check of the gear up brake application.
JFUVH	*	O.A.T.P.: GEAR FRICTION TEST
JFUVI	*	LANDING GEAR CONTROL & POSITION INDICATION Functional check – Operational check DC10-L102 pg 16.0 – 16.11
JFUVJ	*	LDG GR EXTENSION & RETRACTION RATE
JFUVK	*	WHEEL BRAKE CHECK
JFUVL	*	O.A.T.P. NOSE WHEEL STEERING DC10-L0104
JFUVN	*	O.A.T.P. AIR DRIVEN GENERATOR
JFUVO	*	O.A.T.P. FUEL SHUTOFF SYSTEM Check fuel lever on the fuel control unit.
JFUVP	*	O.A.T.P. EMERGENCY SHUTDOWN SYSTEM
JFUVQ	*	O.A.T.P. THROTTLE SYSTEM

*WITNESS THE TEST

**VERIFY THE JOB CARD IS COMPLETED

MOD 9 NOTES

CARD NO.	NOTE	DESCRIPTION
JFUVR	*	O.A.T.P. SPEEDBRAKE SYSTEM Check auto spoiler actuator linkage clear. Check speed brake drum in center wheelwell. Check speed brake lever will latch in detent. Check speed brake handle disarm (DOWN)
JFUVS	*	O.A.T.P. AUTO GROUND SPOILER SYSTEM Functional check of auto ground spoiler system per MM 27-60-00
JFUVT	*	O.A.T.P. SLAT CONTROL SYSTEM
JFUVU	*	O.A.T.P. FLAP CONTROL SYSTEM
JFUVV	*	O.A.T.P. AILERON SYSTEM & SPOILER Functional Check
JFUVW	*	O.A.T.P. AILERON & SPOILER SYSTEM TEST
JFUVY	*	O.A.T.P. RUDDER SYSTEM Functional check of the directional control system.
JFU VX	*	O.A.T.P. HORIZ. STABILIZER & ELEVATORS Functional check of: Horizontal Stabilizer, Horizontal Stabilizer Trim System, Elevator Control System
JFU VZ	*	TAKEOFF WARNING SYSTEM Functional Check DC10-L0088
JFU V0	*	FIT CHECK CARGO LOADING SYS UPPER CABIN Main deck cargo compartment. Cargo loading system w/unit load device. 23 pos w/pallets 88 x 125 and 96 x 125". Check rollers and restraints for freedom. Verify all positions are fit checked.
JFU WH		DC1-10 WEIGH PREPARATION Verify aircraft is complete and all foreign material is removed. Prior operation completed.
JFU WI		WING ANTI-ICE OPERATIONAL CHECK MM 30-11-00 During engine run or APU run. Verify operational check is completed.

*WITNESS THE TEST
**VERIFY THE JOB CARD IS COMPLETED

EWA'S RESPONSE TO LETTER DATED
January 7, 1999

EMERY
WORLDWIDE
AIRLINES

January 18, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines Inc. (EWA)'s follow-up (initial letter sent 1-15-99 attached) formal response to your letter of investigation (99WP150025), addressed to EWA's President and Chief Operating Officer, dated January 7, 1999.

The Manager of Reliability has prepared a comprehensive fix and action plan to prevent future occurrence of this inadvertent isolated event (See Attachment).

It is equally important to consider and review the overall performance of EWA's Approved Maintenance Program over the past nine (9) years. I have provided a score card (See Attachment) that demonstrates the overall above average performance of EWA's Technical Services Department.

The very achievement of a 98% Mechanical Dispatch Reliability average for the past nine (9) years of an aging fleet reflects the overall achievement of an effective maintenance program under sincere management oversight and leadership.

EWA has maintained an average of two (2) pilot reports per flight hour since 1990. It is important to note that EWA increased its flight hours by 9% in 1998 and decreased the number of PIREP'S per flight hour by 25%.

This performance measurement also demonstrates the effectiveness of EWA's training program and manual system as the mechanics performance is a direct result of EWA's program administration.

Mr. Joe Abramski
Page 2
January 18, 1999

I trust EWA's comprehensive fix is satisfactory. Should you wish to discuss this matter more fully, EWA's Senior Management and I would be more than willing to meet with you and address any concerns.

Sincerely,

A handwritten signature in cursive script, which appears to read "Thomas M. Wood". The signature is written in black ink and is partially obscured by a thick black horizontal redaction bar.

Thomas M. Wood
Director Quality Control

TMW/re

Attachment

cc: Kent Scott
Rene' Visscher
QC Managers



MEMORANDUM

TO: Thomas Wood, Director of Quality Control

FROM: Bob Peck, Manager of Reliability

SUBJECT: LOI 99WP150025

DATE: 18 January, 1999

The Following is a list of events that contributed to the late reporting of the Mechanical Interruption Summary Reports for the months of September, October, and November 1998, and the detailed corrective actions that have been implemented to prevent this from happening again in the future.

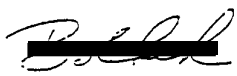
Beginning in September, the completion of the DC-10 Inspection Program became a high priority. The Reliability Section currently has three technical analyst assigned, one Reliability specialist, one Data entry clerk, and the Manager. In September, Reliability had one technical analyst assigned full time to the DC-10 tasking, one assigned 70% of the time to the DC-10 tasking, and 30% to completion of the Fleet Monthly Reliability Report. The third technical analyst was assigned to providing CPCP training to newly contracted Heavy Maintenance facilities, and reviewing completed heavy maintenance packages. The reliability Specialist is responsible for entering data for the Engine Condition Monitoring Program. Mr. Feisley, the technical analyst that was assigned full time to the DC-10 program was lost for 3 weeks in September for surgery on his neck.

In October when preparing for September Monthly Fleet Reliability Report, an unforeseen problem was found with the MERIT data base system. When programs were being run to collect the Pilot Report (PIREP) Data, it was suspected that only about 50% of the reported PIREPs for September were in MERIT. This was determined by comparing previous monthly counts of PIREPs with what was being shown for September. To verify, a complete audit of the log page information to MERIT information was performed. This audit began a snowball affect, and has carried through Decembers data. If the MERIT problem had not been there, the Fleet Reliability Reports would have been on time.

An extensive corrective action program has been initiated to eliminate the MERIT backlog, and prevent this from happening again. The program has two separate actions; one is to assign two people to clear the remaining backlog. These two people are solely responsible for eliminating the MERIT backlog. The second part of this program has two people from aircraft records assigned to monitoring and correcting the current MERIT log

page entries on a daily basis. Also in conjunction with the current month monitoring and correcting, a copy of the log page with the MERIT discrepancy will be forwarded to the Manager of Line Maintenance for his action. The corrective action steps to prevent this from happening in the future, and the current backlog will be completed by 1 March, 1999.

With the addition of the data entry clerk, the Mechanical Interruption Summary Report information will be processed on a daily basis. The MISR information will be reviewed the first full week following the end of the month and forwarded to the FAA/PMI by the end of that week or before, if the current procedure of receiving this information at the end of each month in the Reliability Report is now not acceptable.



Bob Peck
Manager of Reliability

EMERY
WORLDWIDE
AIRLINES

January 15, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA)'s initial formal response to your letter of investigation (99WP150025), addressed to EWA's President and Chief Operating Officer, dated January 7, 1999.


I would like to assure you that your letter has merited EWA's immediate and undivided attention. EWA, as a certificated air carrier and its management and employees are fully appreciative of their responsibilities arising under pertinent laws and under the Federal Aviation Regulations (FAR's) and strive to fulfill these responsibilities in a professional and conscientious manner as successfully demonstrated over the past nine years.

Upon receipt of your letter January 11, 1999, the Manager of Reliability contacted you by telephone and acknowledged receipt of your letter and explained the basic details of the delay of the inadvertent failure of the Reliability Reports being sent to you, that provides you the Mechanical Interruption Summary Reports. This is the first occurrence since the FAA approval of the Reliability Program in 1990.

The Manager of Reliability has completed the September, October and November 1998 MISR reports that are enclosed with this letter.

A comprehensive review was performed by EWA Technical Services Management and a corrective action plan put in place to prevent future non-compliance. A comprehensive Fix will be submitted to you next week.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher
Robert Peck

FAA TRAINING AWARDS

EMERY WORLDWIDE AIRLINES FOURTH ANNUAL FEDERAL AVIATION ADMINISTRATION TECHNICAL AWARDS PRESENTATION 1997

EWA Accomplishment Overview

Emery Worldwide Airlines (EWA) is pleased to receive for the fourth consecutive year, the Federal Aviation Administration (FAA) Technical Awards presented to the EWA Mechanics, Technical Service Management, Senior Director Technical Services, and Vice President and General Manager. A chronological history of the awards received to date is presented for your review.

1994 FAA Awards

The awards received during a ceremony on May 11, 1994 were as follows:

1. Mechanical Technical Awards

133 mechanics were presented these awards which represented 42% of the EWA mechanics.

This 42% or 133 mechanics actually represent 96% of EWA's full-time mechanics.

2. Organizational Awards

The highest award, the Diamond Certificate of Excellence was presented to Emery Worldwide Airlines.

3. Master Mechanic Award

This prestigious aviation career accomplishment was presented to Mr. Roy Deeming. The requirement of selection for this award is fifty (50) years of serving as a certificate airframe and powerplant mechanic.

1995 FAA Awards

1. Mechanical Technical Awards

EWA employed 304 technicians/mechanics. Out of these, 228 or 75% have received awards. This was a 33% increase in training EWA personnel from the previous year.

This 75% or 228 mechanics actually represent 60% of EWA's full-time mechanics.

2. Organizational Awards

For the second consecutive year, required training percentage achieved by EWA surpasses the requirement stated in the Advisory Circular. The Diamond Certificate of Excellence requires 25% of eligible employees to be trained. Therefore in view of the great achievement of training rendered to its employees, EWA qualified itself to receive again the Diamond Certificate of Excellence.

1996 FAA Awards

1. Mechanical Technical Awards

EWA employment 320 technicians/mechanics. Out of these, 264 or 83% received awards. This is a 14% increase in training EWA personnel from the previous year.

2. Organizational Awards

For the third consecutive year, the required training percentage achieved by EWA surpassed the requirement stated in the FAA Advisory Circular. Therefore, in view of the great achievement of training rendered to its employees, EWA qualified and received the Diamond Certificate of Excellence Award.

1997 FAA Awards

1. Mechanical Technical Awards

EWA employed 338 technicians/mechanics. Out of these, 181 or 54% received awards. This is a 49% decrease in training EWA personnel from the previous year. This decrease reflects the previously accomplished extensive training provided in the previous seven years.

2. Organizational Awards

For the Fourth consecutive year, the required training percentage achieved by EWA surpassed the requirements stated in the FAA Advisory Circular. Therefore, in view of the great achievement of training rendered to its employees, EWA qualified for and received again the Diamond Certificate of Excellence Award.

Awards Summary:

This training is a direct contribution to the continued success of EWA. We have experienced for the past nine years an average of 98% Mechanical Dispatch Reliability performance, a standard desired by many Air Carriers.

These FAA awards exemplify EWA's professional approach to lead its employees to produce the highest level of safety possible and the most cost effective process to provide the customer the best product.

C. EWA'S Maintenance Program Continues to Produce Successful Results

Emery Worldwide Airlines Maintenance Program is tested by other means than it's Mechanical Dispatch Reliability that has maintained 98% average over the past nine years. EWA has gone through several very in-depth FAA/DOD/Outside Firms inspections over the past nine (9) years. The successful results of these inspections continued to reveal EWA's ratings to be higher than the Industry performance of the 121 Air Carriers and average to excellent ratings from the Department of Defense (DOD).

In 1992, EWA went through a very in-depth FAA NASIP Inspection to which EWA rated 64% higher than the Industry performance of the 121 Air Carriers. EWA received honorable recognition for this achievement from the San Jose FAA Certificating Holding Office Manager.

In 1995, EWA received a specific FAA inspection that was administered by FAA Washington, DC to be accomplished on all 121 Air Carriers in 1995. This inspection was titled a Regional Aviation Safety Inspection Program (RASIP). This inspection lasted ten days and covered the Operations/Maintenance Departments. On June 22, 1995, the FAA RASIP team provided EWA Senior Management a debrief of their findings. The team reported that their inspection did not reveal any major discrepancies and overall EWA was above average in performance.

In 1997, EWA received a comprehensive Internal Evaluation performed by the SH&E International Air Transport Consultancy. This evaluation was performed based on the FAA NASIP items to ensure EWA has adequate systems and controls in place to support the growth of the airline. A report was provided to EWA Senior Management from the SH&E team that reflected an excellent rating of the Technical Services Organization. Their report specifically reflected that all aspect of the necessary systems and controls were in place and performing excellent ratings.

EWA Technical Services Department has gone through four Department of Defense (DOD) inspections in the past nine years. We received average to excellent ratings on all inspections.

EWA's Maintenance Program success is a direct result of true team effort promoting synergy.

Another indicator for EWA's performance is reflected by the low number of FAA Enforcement Actions received. The following data provides an analytical summary of this performance.

**EMERY WORLDWIDE AIRLINES MAINTENANCE PERFORMANCE
BASED ON FAA SAFETY INSPECTION/ENFORCEMENT HISTORY**

<u>YEAR</u>	<u>#ADMIN ENFORCEMENT'S</u>	<u>FAA NPTRS</u>	<u>FLEET SIZE</u>	<u>FLT HOURS</u>	<u>CYCLES</u>	<u>PILOT REPORTS</u>
1990	4	Ref. Total	7	11,070	4,732	3,679
1991	3	Ref. Total	20	28,095	12,565	10,512
1992	3	Ref. Total	29	40,606	20,559	17,196
1993	2	Ref. Total	29	42,473	20,718	15,443
1994	1	Ref. Total	37	52,465	23,704	16,667
1995	2	Ref. Total	37	55,178	25,169	16,260
1996	1	Ref. Total	39	57,994	23,960	15,234
1997	0	Ref. Total	43	62,405	28,127	14,760
1998	1	Ref. Total	43	68,140	32,561	22,061
TOTALS	17	4,944		418,426	192,095	131,832

EWA PERFORMANCE FACTORS SUMMARY - 1/90 THROUGH 12/98

- During the nine (9) year period of Air Carrier Operations, EWA Technical Department experienced the following:
 - FAA Administrative Enforcement's compared to # of Safety Inspections = .3%
 - FAA Administrative Enforcement's compared to # of Flight Hours = .004%
 - FAA Administrative Enforcement's compared to # of Flight Cycles = .003%
 - FAA Administrative Enforcement's compared to # of Pilot Reports = .01%
- EWA's FAA Administrative Enforcement's are minor in numbers as represented during 1990 thru 1998.
- EWA increased its fleet size by 22% in 1994 and decreased its number of PIREP's per flight hour by 5%.
- EWA increased its fleet size by 6% in 1996 and decreased its number of PIREP's per flight hour by 3%.
- EWA increased its fleet size by 10% in 1997 and decreased its number of PIREP's per flight hour by 10%.
- EWA increased its flight hours by 9% in 1998 and decreased its number of PIREP'S per flight by 25%.

FAA/SPOT RAMP
INSPECTION RESULTS
1998

EWA incorporated an airline industry standard "FAA Spot/Ramp Inspection Procedures" into our Maintenance Policy and Procedure Manual (MPP) in 1995.

The purpose of this program was to enhance EWA's Continuing Analysis and Surveillance System (FAR 121.373) for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the program covering other maintenance, preventative maintenance, and alterations and for the correction of any deficiency in those programs.

It also provides direct support to FAR 119.59 to assure that EWA properly handles FAA Inspector contacts, and expedites the handling of any FAA request for information.

In 1998, 78 FAA Station Inspections of the EWA's 43 line stations were reported. A total of 173 minor findings was noted and corrected. This number of findings reflected 70% of the inspections resulted in an average of 2 write-ups per visit, and 30% no findings.

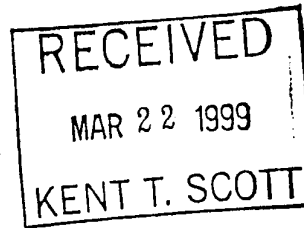
This audit performance continues to reflect EWA's compliance of FAA regulations and company policies and procedures.



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

San Jose Flight Standards District Office

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



March 16, 1999

CERTIFIED-RETURN RECEIPT

Kent T. Scott,
President and Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Lagoon Drive
Redwood City, CA 94065

Dear Mr. Scott:

FAA EIR Consolidation Notification

This letter is to inform you that the San Jose Certificate Holding Office has determined that administratively, it is advantageous to the Administrator to consolidate, into one Enforcement Investigation Report (EIR), the following several EIR's:

EIR 99WP150023 is incorporated into EIR 99WP150028
EIR 99WP150025 is incorporated into EIR 99WP150028
EIR 99WP150029 is incorporated into EIR 99WP150028
EIR 99WP150032 is incorporated into EIR 99WP150028
EIR 99WP150033 is incorporated into EIR 99WP150028

Any correspondence relating to any of the above EIR's listed should be referenced to EIR 99WP150028 as shown above. All Emery Worldwide Airlines, Inc. (EWA) responses received to date, have been incorporated into EIR 99WP150028.

If you have any questions, please advise.

Sincerely,

John R. Howard
Asst. Manager, A/W

EWA'S RESPONSE TO LETTER DATED
January 27, 1999



February 11, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to my letter dated February 8, 1999, formal response to your LOI #99WP150028 dated January 27, 1999, and Robert Peck's letter to you dated February 2, 1999 advising you of the scheduled EWA Reliability Meeting dates.

I am forwarding you the completed September, October and November Reliability Reports that will be covered in the scheduled meeting tomorrow, February 12, 1999.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written over a horizontal line that has been struck through.

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher
Robert Peck



February 8, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines Inc., (EWA) formal response to your letter of investigation (99WP150028) addressed to EWA's President and Chief Operating Officer, dated January 27, 1999 (See Attachment).

At the outset, I would like to assure you that your letters have merited EWA's immediate and undivided attention. EWA, as a certificated air carrier, and its management and employees are fully appreciative of their responsibility arising under pertinent laws and under the Federal Aviation Regulations (FAR's) and strive to fulfill these responsibilities in a professional and conscientious manner.

Upon immediate receipt of your referenced letter February 2, 1999, EWA's Manager of Reliability Robert Peck discussed this with you by telephone, and then responded in writing the same day by a letter faxed to you. (See Attachment).

Mr. Peck discussed during this conversation on February 2, 1999, the previous phone call on January 15, 1999 to which he informed you the Reliability Meetings had not been held due to the MERIT data system problem. This discussion was previously held due to the LOI file number 99WP150025 (See Attachment) concerning the late submission of the Mechanical Interruption Summary reports that is included in the monthly Reliability Report. Mr. Peck's January 18, 1999 letter provided you the root cause of this isolated problem and a comprehensive fix that is in place to date (See Attachment). My letters dated January 15, 1999 and January 18, 1999 provided the Delay Reports for September, October and November, and a comprehensive fix and action plan represented in Mr. Peck's January 18, 1999 letter.

The two letters of investigation 99WP150025 and 99WP150028 pertain to the same subject matter with regard to EWA's procedure of control. EWA can appreciate the FAA's voicing of its possible concerns with the EWA Reliability Meetings not held, we question whether two separate letters of investigation and two separate files, each bearing a different File Number, were required or even appropriate. This is not, and should not be an enforcement matter, rather it is a technical issue. I have enclosed EWA September's Fleet Reliability Report which reflects the information referenced (See Attachment).

A detailed review of EWA's Maintenance Reliability Program Document No. EWA-51990, dated June 13, 1997 Revision #7, and Temporary revision #7a, dated 1-2-98 was performed to evaluate compliance of EWA continuous airworthiness maintenance program during this reference period of not producing the report and having the meetings.

Mr. Joseph Abramski
Page 2
February 8, 1999

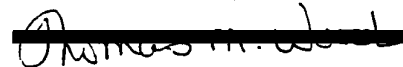
All aspects of this program to ensure continuous airworthiness was performed on a daily basis as is referenced in the Document Chapter 4, Data Collection System. In addition daily/weekly scheduled meetings are held with the Technical Services Management to address all aspects of EWA's continuous maintenance program including daily corrective actions.

Chapter 6, "Corrective Action System" was in non-compliance as is referenced on page 4, item D. System Over-Par Reports.

Based on the day-to-day interactive support of this system, no information was relayed that would or did cause non-compliance to the continued airworthiness program.

I trust that this has been responsive to your letter. Should you wish to discuss this matter more fully, EWA's Senior Management and I would be more than willing to meet with you an address your concerns. If this is the case, please contact me to arrange this meeting.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Kent Scott
Rene' Visscher
Robert Conlon
Michael Dworkin



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

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

January 27, 1999

File Number: 99WP150028

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Scott:

This letter is to inform you that Emery Worldwide Airlines, Inc., (EWA), the holder of Air Carrier Certificate Number RRA558B, may be in violation of Federal Aviation Regulations, in that EWA has not conducted the monthly Maintenance Reliability Program meeting and review of its continuous airworthiness maintenance program as required in its D74 Operations Specifications Document EWA-51990, for the months of September, October, and November, 1998; and that this matter is under investigation by the Federal Aviation Administration.

We offer you the opportunity to submit a written statement to this office regarding this matter, which should be accomplished within ten (10) working days following receipt of this letter. Your response should contain all pertinent facts and extenuating or mitigating circumstances that you believe may have a bearing on this matter. Should you elect not to respond within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

ORIGINAL SIGNED BY 

Joseph A. Abramski
Principal Maintenance Inspector

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





February 2, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110

Dear Mr. Abramski

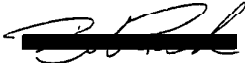
This letter is the initial response to your Letter of Investigation, File Number: 99WP150028 which was received today. The topic of the Maintenance Reliability Program meeting was discussed during our telephone conversation on the 15th of January, 1999. At that time we were discussing the Letter of Investigation, File Number: 99WP150025, concerning the late submission of the Mechanical Interruption Summary reports for the same time frame, September, October, and November 1998. During that conversation you asked about the Reliability meetings, and I advised you that they had not been held do to the problem that we were experiencing with the MERIT data system.

The cause for not having the Maintenance Reliability Program meetings is the same as for the late submission of the Mechanical Interruption Summary Reports; Reliability being heavily involved in the development of the DC-10 Inspection Program, and the unforeseen problem with the MERIT data system. The MERIT problem being the driver.

Emery Worldwide Airlines, elected to go to the U.S. Airways Maxi Merlin data system (MERIT). This data system ties all aspects of airline operation together. With the implementation of a new system, there will always be unforeseen problems. The problem experienced with the September data is a prime example of the type of problems that can occur. The problem has been aggressively attacked, and by February 5th all backlog should be eliminated.

The failure to hold the monthly Maintenance Reliability Meeting has not hindered the EWA Reliability program, as can be evidenced by the improving trend in the Mechanical Dispatch Rate for these three months. The rate for the three months was 96.1%, 97.1% and 97.5% respectively.

At the present time all data has been entered in the MERIT data system, has been checked, and all necessary download runs have been received. Septembers Monthly Report is at the copy center, and completion of October and Novembers Reports should be by Friday, February the 5th. A Meeting has been scheduled for the 12th of February to review September, October and November 1998 Reliability Program, and a second meeting is scheduled for February 26th to review December and January data. This will get us back on schedule.



Bob Peck
Manager of Reliability

cc: Rene P. Visscher, Vice President Technical Services
Thomas M. Wood, Director of Quality Control



303 CORPORATE CENTER DR.
VANDALIA, OH 45377

FAX: (937) 898-2803

PHONE: (937) 454-3940

THOMAS M. WOOD
DIRECTOR QUALITY CONTROL

FACSIMILIE COVER SHEET

DATE February 3, 1999

SEND TO FAX#: 264-6072

DELIVER IMMEDIATELY TO:

NAME: Kent Scott

TELEPHONE NO: 264-6501

COMPANY / DEPARTMENT: Emery Worldwide Airlines

This is page 1 of 3 pages sent.

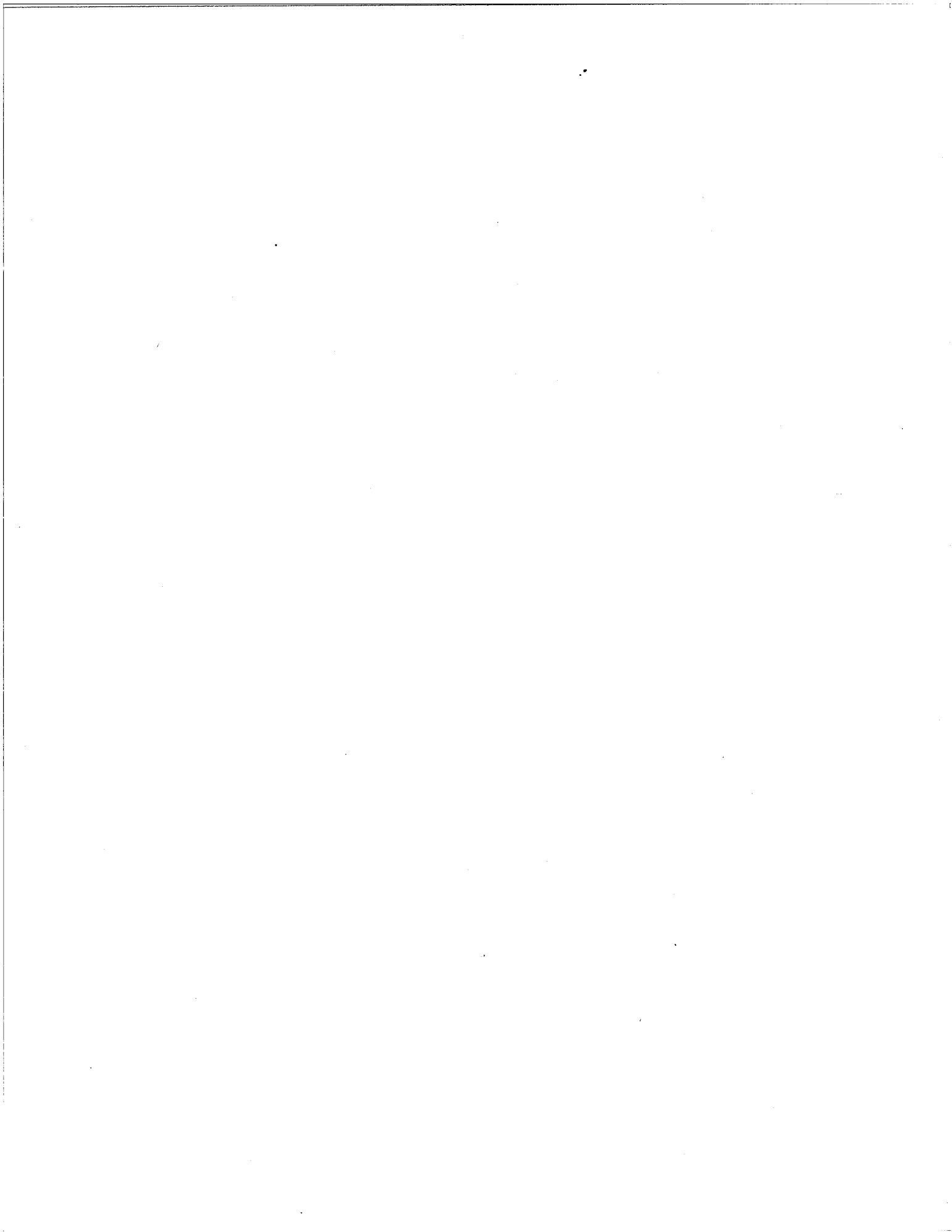
Kent:

Here is the initial response on the LOI for the Reliability Meeting. I will formally respond this week.

FACSIMILE MESSAGE FROM:

NAME:

Thomas M. Wood/re





MEMORANDUM

TO: Thomas Wood, Director of Quality Control

FROM: Bob Peck, Manager of Reliability

SUBJECT: LOI 99WP150025

DATE: 18 January, 1999

The Following is a list of events that contributed to the late reporting of the Mechanical Interruption Summary Reports for the months of September , October, and November 1998, and the detailed corrective actions that have been implemented to prevent this from happening again in the future.

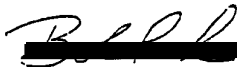
Beginning in September, the completion of the DC-10 Inspection Program became a high priority. The Reliability Section currently has three technical analyst assigned, one Reliability specialist, one Data entry clerk, and the Manager. In September, Reliability had one technical analyst assigned full time to the DC-10 tasking, one assigned 70% of the time to the DC-10 tasking, and 30% to completion of the Fleet Monthly Reliability Report. The third technical analyst was assigned to providing CPCP training to newly contracted Heavy Maintenance facilities, and reviewing completed heavy maintenance packages. The reliability Specialist is responsible for entering data for the Engine Condition Monitoring Program. Mr. Feisley, the technical analyst that was assigned full time to the DC-10 program was lost for 3 weeks in September for surgery on his neck.

In October when preparing for September Monthly Fleet Reliability Report, an unforeseen problem was found with the MERIT data base system. When programs were being run to collect the Pilot Report (PIREP) Data, it was suspected that only about 50% of the reported PIREPs for September were in MERIT. This was determined by comparing previous monthly counts of PIREPs with what was being shown for September. To verify, a complete audit of the log page information to MERIT information was performed. This audit began a snowball affect, and has carried through Decembers data. If the MERIT problem had not been there, the Fleet Reliability Reports would have been on time.

An extensive corrective action program has been initiated to eliminate the MERIT backlog, and prevent this from happening again. The program has two separate actions; one is to assign two people to clear the remaining backlog. These two people are solely responsible for eliminating the MERIT backlog. The second part of this program has two people from aircraft records assigned to monitoring and correcting the current MERIT log

page entries on a daily basis. Also in conjunction with the current month monitoring and correcting, a copy of the log page with the MERIT discrepancy will be forwarded to the Manager of Line Maintenance for his action. The corrective action steps to prevent this from happening in the future, and the current backlog will be completed by 1 March, 1999.

With the addition of the data entry clerk, the Mechanical Interruption Summary Report information will be processed on a daily basis. The MISR information will be reviewed the first full week following the end of the month and forwarded to the FAA/PMI by the end of that week or before, if the current procedure of receiving this information at the end of each month in the Reliability Report is now not acceptable.



Bob Peck
Manager of Reliability



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7531
FAX: (408) 279-5443

January 7, 1999

File Number: 99WP150025

CERTIFIED MAIL - RETURN RECEIPT REQUESTED


Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Scott:

This letter is to inform you that Emery Worldwide Airlines, Inc., the holder of Air Carrier Certificate Number RRXA558B, may be in violation of Federal Aviation Regulations, in that this office has not received the required Mechanical Interruption Summary Reports for the months of September, October, and November, 1998; and that this matter is under investigation by the Federal Aviation Administration.

We offer you the opportunity to submit a written statement to this office regarding this matter, which should be accomplished within ten (10) working days following receipt of this letter. Your response should contain all pertinent facts and extenuating or mitigating circumstances that you believe may have a bearing on this matter. Should you elect not to respond within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

ORIGINAL SIGNED BY 

Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA ✓



EMERY
WORLDWIDE
AIRLINES

January 15, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA)'s initial formal response to your letter of investigation (99WP150025), addressed to EWA's President and Chief Operating Officer, dated January 7, 1999.

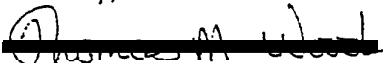
I would like to assure you that your letter has merited EWA's immediate and undivided attention. EWA, as a certificated air carrier and its management and employees are fully appreciative of their responsibilities arising under pertinent laws and under the Federal Aviation Regulations (FAR's) and strive to fulfill these responsibilities in a professional and conscientious manner as successfully demonstrated over the past nine years.

Upon receipt of your letter January 11, 1999, the Manager of Reliability contacted you by telephone and acknowledged receipt of your letter and explained the basic details of the delay of the inadvertent failure of the Reliability Reports being sent to you, that provides you the Mechanical Interruption Summary Reports. This is the first occurrence since the FAA approval of the Reliability Program in 1990.

The Manager of Reliability has completed the September, October and November 1998 MISR reports that are enclosed with this letter.

A comprehensive review was performed by EWA Technical Services Management and a corrective action plan put in place to prevent future non-compliance. A comprehensive Fix will be submitted to you next week.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher
Robert Peck



January 15, 1999

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FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

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Sincerely,

A handwritten signature in black ink that reads "Thomas M. Wood". The signature is written in a cursive style and is positioned above the printed name.

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher
Robert Peck



U.S. Department
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San Jose Flight Standards District Office

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January 7, 1999

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Sincerely,

ORIGINAL SIGNED BY 

Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Thomas M. Wood - EWA ✓

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	9/18/98	EB024	KDAY -to- KONT	0 Hr. 34 Min.	3415
Discrepancy:				Corrective Action:		
TAS HEATER LIGHT ILLUMINATED.				TRANSFERRED TO DMI #809238 IAW MEL 34-1 CAT "C" PLACARD INSTALLED DD 9/28/98. TAS SYS AND LIGHT OPS CHECKS GOOD IAW DC8 MM 34-11-01. NO DEFECTS NOTED. THIS CLEARS DMI #809238, PLACARD REMOVED.		
N105WP	DC8-73	9/19/98	EB023	KONT -to- KDAY	0 Hr. 19 Min.	3511
Discrepancy:				Corrective Action:		
ON PREFLT NORMAL AMOUNT PRIOR TO ENG START OXYGEN AMOUNT DOWN TO 1100 PSI.				FOUND 2ND OBS OXYGEN REG PIN PUSHING EMER FLOW, SERVICED OXY LK CK OK.		
N105WP	DC8-73	9/26/98	EB029	KLAX -to- KDAY	1 Hr. 21 Min.	3311
Discrepancy:				Corrective Action:		
(BTB) SMOKE IN COCKPIT COMING FROM F/O'S RIGHT CONSOLE AND SUITCASE.				FOUND GLARESHIELD BALLAST BURNED R/H SIDE BY F/O'S LEG. TRANSFER TO DMI #809410 IAW MEL CHAP 33-1 CAT "C" DUE DATE 10/6/98, PLACARD INSTALLED. CLOSED 9/27/98 AT LAX. REMOVED AND REPLACED BALLAST ASSY, SYS OPS NORMAL PER MM 33-11. THIS CLEARS DMI #809410.		
N2674U	DC8-73F	9/1/98	EB361	EBBR -to- KDAY	Cancelled	2811
Discrepancy:				Corrective Action:		
AFTER REFILLING ACFT FOUND FUEL LEAK LEADING EDGE OF LEFT WING INBOARD #2 ENGINE. #1 ENGINE PYLON HAS FUEL LEAKING OUT OF IT. #2 ENGINE PYLON HAS FUEL LEAKING OUT OF IT.				LEAK SOURCE FOUND AND REPAIRED BY QUALITAIR AND AOG TANK SERVICES PER MM 28 POSITIVE. NEGATIVE AND FUEL LEAK CHECK PERFORMED PER CHAPTER 28, NO DEFECTS NOTED.		
N2674U	DC8-73F	9/24/98	EB102	KDAY -to- KPPX	0 Hr. 58 Min.	5351
Discrepancy:				Corrective Action:		
ON PREFLT FOUND PAINT CHIPPED TO FIBERGLASS IN NUMEROUS AREAS ON RADOME.				REMOVED AND REPLACED RADOME DUE TO DELAMINATION IAW MM 53.		
N500MH	DC8-71F	9/5/98	EB029	KLAX -to- KDAY	0 Hr. 40 Min.	3243
Discrepancy:				Corrective Action:		
#6 BRAKE INOP AND EVIDENCE OF HYDRAULIC LEAK.				REMOVED AND REPLACED #6 BRAKE IAW MM CHAP 32. OPS AND LEAK CHECKS GOOD.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N500MH	DC8-71F	9/10/98	EB430	KDAY -to- KLAX	0 Hr. 44 Min.	2341
Discrepancy:				Corrective Action:		
#3 MAIN FUEL QTY INDICATOR UNRELIABLE READ 0.0 - 40.0 LBS INFLIGHT AND VERY ERRATIC.				THIS ITEM DMT'D UNDER 23-11 CAT "C" DMI #809161 DUE DATE 9-21-98, PLACARD INSTALLED. CLOSED 9/21/98 AT PDX. REINSTALLED FWD OB PROBE IN #3 MAIN TANK LOWER SUPPORT, CHECKS GOOD THIS CLEARS DMI 809161, PLACARD REMOVED.		
N500MH	DC8-71F	9/15/98	EB439	KDAY -to- KYYZ	1 Hr. 56 Min.	5612
Discrepancy:				Corrective Action:		
F/O SIDE WINDOW WILL NOT OPEN.				F/O SIDE WINDOW ADJUSTED, OPS NORMAL.		
N500MH	DC8-71F	9/17/98	EB011	KMCI -to- KDAY	1 Hr. 08 Min.	2811
Discrepancy:				Corrective Action:		
AT THE COMPLETION OF FUELING FOR DEPARTURE, FUEL WAS LEAKING FROM #4 ALT TANK REAR SPAR AREA.				FOUND CONDUIT BACKSHELL TO BOOST PUMP LOOSE. TIGHTENED 3 TURNS. OPS AND LEAK CHECKS GOOD.		
N500MH	DC8-71F	9/27/98	EB315	KPHL -to- KDAY	1 Hr. 34 Min.	2434
Discrepancy:				Corrective Action:		
BATTERY WILL NOT HOLD CHARGE.				REMOVED AND REPLACED MAIN AIRCRAFT BATTERY, OPS AND VOLT CHECK GOOD.		
N500MH	DC8-71F	9/28/98	EB115	KPHL -to- KDAY	1 Hr. 26 Min.	2721
Discrepancy:				Corrective Action:		
(BTB) RUDDER BINDING AND CLICKING WHEN TRIM AND CONTROL MOVED.				FOUND CONTAMINATION ON RUDDER CABLES AT PRESSURE SEALS IN GYRO COMPARTMENT. CLEANED CABLES PERFORMED OPS CHECK PER MM CH 27-24-00. NO BINDING OPS CHECK NORMAL.		
N602AL	DC8-73F	9/3/98	EB124	KDAY -to- KMSP	0 Hr. 59 Min.	2734
Discrepancy:				Corrective Action:		
EP WILL NOT SHOW ELEVATOR PAST NEUTRAL WHEN CONTROL COLUMN IS MOVED FULL FORWARD.				PERFORMED OPERATIONAL CHECK OF ELEVATORS, TABS, AND INDICATORS. NORMAL, NO DEFECTS NOTED.		

EMERY WORLDWIDE AIRLINES
 DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N602AL	DC8-73F	9/22/98	EB107	KBSM -to- KMCI	Cancelled	2761
Discrepancy:				Corrective Action:		
L/H OB SPOILER DID NOT DEPLOY ON WEEKEND CHECK.				FOUND LT #5 INBD CTRL ARM BROKEN AND #5 OUTBD CTRL ARM BROKEN; LEFT OUTBD SPOILER CRANK BROKEN; REPLACED BOTH CTRL ARMS AND CRANK PER MM 27-62-1; CHECKED RJG PER MM 27-60-0; FOUND ALL WITHIN LIMITS; NO ADJUSTMENT REQUIRED.		
N602AL	DC8-73F	9/25/98	EB004	KDAY -to- KCLT	0 Hr. 30 Min.	2752
Discrepancy:				Corrective Action:		
(BTB) WHEN SELECTING FLAPS FOR TAKE-OFF THE WARNING HORN CAME ON CONTINUOUSLY.				CLEANED AND RESEATED TAKE-OFF WARNING C/P. TAKE-OFF WARNING SYSTEM CHECKS NORMAL.		
N604AL	DC8-73F	9/2/98	EB224	KDAY -to- CYMX	1 Hr. 22 Min.	7721
Discrepancy:				Corrective Action:		
#2 ENG WON'T DEVELOP RATED THRUST WITHOUT EXCEEDING EGT LIMITS OAT 34 ° C ALT 29.81				REMOVED AND REPLACED #4 ENGINE L/H EGT HARNESS. MAX POWER RUN UP CHECKS GOOD.		
N604AL	DC8-73F	9/19/98	EB173	EBBR -to- KDAY	5 Hr. 20 Min.	5521
Discrepancy:				Corrective Action:		
RT ELEVATOR O/B TAB LOWER SURFACE BUBBLED.				TAB INSPECTED AND FOUND TO BE IN LIMITATIONS IAW MM 27-00-34. REMOVED AND REPLACED R/H GEAR TAB IAW 27-30-1, OPS CHEKS OK.		
N606AL	DC8-73F	9/24/98	EB321	KDFW -to- KDAY	Cancelled	2751
Discrepancy:				Corrective Action:		
CHECK AND ADJUST FLAP TO RUDDER THROW AND ELEVATOR SERVO CONTROL.				ADJUSTED FLAP TO RUDDER AND ELEVATOR SERVO CONTROL CABLES IAW MM 27-50-0 CODE 4.		
N606AL	DC8-73F	9/29/98	EB521	KDRW -to- KDAY	3 Hr. 41 Min.	2741
Discrepancy:				Corrective Action:		
PICKLE SWITCH FOR WHEEL LONG TRIM LEFT SUITCASE HANDLE INOP (CAPT AND F/O'S SIDE)				REMOVED AND REPLACED STAB TRIM MOTOR LH SIDE. SYSTEM OPS NORMAL.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N606AL	DC8-73F	9/30/98	EB004	KDAY -to- KCLT	0 Hr. 51 Min.	2731

Discrepancy:

Corrective Action:

ACFT EXPERIENCED LIGHT BUFFETING WHILE SLOWLY ACCELERATING THRU 302-305 KNOTS IAS EPI SLIGHTLY BELOW BOTTOM OF FAIRED POS FL 230 1.9 STAB MACH .77 NI 86% 253.5 LBS SAT 23 TAT -03.

REMOVED AND REPLACED ELEVATOR LOAD FEEL RIGGED ELEVATOR GEARED CONTROL TABS AND CONTROL AND ELEVATOR SERVO IAW DC8 MM 27-30-4, 27-30-0, 27-50-0.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N791FT	DC8-73F	9/5/98	EB017	KRNO -to- KDAY	Cancelled	2925

Discrepancy:

Corrective Action:

ON APPROACH, WITH GEAR DOWN, SPOILER PRESSURE READS 2600 PSI, THEN DROPS TO 2400 DECREASING TO 2000.

TIGHTENED B NUT TOP OF ACCUMULATOR AND BLED SPOILER RESERVOIR. PRESS CHECKS NORMAL ON GROUND. DURING 5 MIN DURATION PRESSURE GAUGE IN COCKPIT DROPPED BELOW 2800 PSI. REMOVED AND REPLACED SPOILER SYS PRESSURE TRANSMITTER NO HELP. REMOVED AND REPLACED SPOILER PUMP. LEAK CHECK GOOD BUT PROBLEM REMAINS. REMOVED AND REPLACED SPOILER RESERVOIR IAW MM 27-61-1 LEAK CHECK OK. REMOVED AND REPLACED CASE DRAIN AND SPOILER PRESS SYS FILTER, SYS OPS AND LEAK CHECKS OK.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N792FT	DC8-73F	9/3/98	EB017	KRNO -to- KSLC	0 Hr. 32 Min.	7721

Discrepancy:

Corrective Action:

#1 ENGINE OVERTEMP AFTER VI ON T/O 30 SEC MAXED AT 913 ° EGT FOR 10 SEC, 91.8 NI 34 ° C OAT. OTHER 3 ENGINES WERE ABOUT 865 ° EGT, REDUCED #1 ENGINE POWER AT 400' AGL

INSPECTED #1 ENGINE IAW CFM 56 MM CHAPTER 72-00-00 PAGE 611, NO DEFECTS NOTED.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N795FT	DC8-73F	9/9/98	EB014	KDAY -to- KBOS	3 Hr. 56 Min.	3263

Discrepancy:

Corrective Action:

LANDING GEAR WARNING HORN DOES NOT SOUND ON PREFLIGHT.

REMOVED AND REPLACED LANDING GEAR WARNING HORN, OPS CHECKS GOOD.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N795FT	DC8-73F	9/10/98	EB013	KBOS -to- KDAY	4 Hr. 37 Min.	2621

Discrepancy:

Corrective Action:

UPON AIRCRAFT ARRIVAL FOUND LOW PRESSURE FIRE AGENT WARNING LIGHTS ILLUMINATED, VISUALLY INSPECTED FOUND RIGHT WING INBOARD FIRE BOTTLE WITH ZERO PRESSURE.

REMOVED AND REPLACED R/H INBOARD FIRE BOTTLE IAW MM CH 26-20-1. INSPECTION AND CHECK GOOD PER MM CH 26-20-1.

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N795FT	DC8-73F	9/15/98	EB003	KCLT -to- KDAY	0 Hr. 36 Min.	2421
Discrepancy:				Corrective Action:		
<p>#4 BUS POWER FAIL LIGHT ON AFTER ENGINE START WITH EXTERNAL OFF.</p>				<p>DISCONNECTED #4 GEN AND OPS CHECK NORMAL, PLACED #4 GEN ON DMI #809217, PLACARD INSTALLED CAT "C" IAW MM 24-1. CLOSED 09/19/98 KDAY, REPLACED #4 GEN. & RECONNECTED CSD IAW M/M 24-10-00. PERFORMED ENG RUN PER EWW RUN-UP HANDBOOK, #4 ENG OPS CKS GOOD, NO DEFECTS NOTED. THIS CLEARS DMI # 809217, PLACARD REMOVED.</p>		
N795FT	DC8-73F	9/25/98	EB173	EBBR -to- KDAY	2 Hr. 05 Min.	2811
Discrepancy:				Corrective Action:		
<p>ON PRE-FLIGHT FOUND FUEL LEAK INBOARD OF #4 ENG PYLON, INBOARD OF LEFT MAIN GEAR DRIPPING DOWN TO CENTER OF FUSELAGE, AND LEAK ON LEFT FLAP AREA.</p>				<p>APPLIED SEALANT TO SEEPING SCREWS. CHECKS NORMAL. CLEANED AREA, NO LEAKS NOTED. RESIDUAL FROM PANEL LEAK ON TOP OF WING. REPLACED DAMAGED O-RING AT #1 MAIN TANK FUEL PROBE COVER, LEAK CHECKS OK.</p>		
N796AL	DC8-63	9/3/98	EB118	KDAY -to- KEWR	0 Hr. 57 Min.	5234
Discrepancy:				Corrective Action:		
<p>MAIN CARGO DOOR AFT LOCKS WILL NOT LOCK INTO POSITION.</p>				<p>REMOVED AND REPLACED AFT TORQUE TUBE IAW STC SA1802X0 OPS CHECK GOOD.</p>		
N796AL	DC8-63	9/10/98	EB335	KORD -to- KDAY	Cancelled	7721
Discrepancy:				Corrective Action:		
<p>ON ROTATION FROM LRD #3 ENG EGT EXCEEDED 590 ° EGT. RETARDED POWER TO 1.75 EPR TO MAINTAIN EGT LIMITS.</p>				<p>PREPARED #3 ENG AND ACFT FOR FERRY FLT. I HAVE INSPECTED THIS ACFT AND FOUND IT TO BE SAFE FOR FLT INTENDED. REMOVED AND REPLACED #3 ENG IAW EWA FOR MEO 77. LK AND OPS CHECK GOOD. REF ACMI NTR Y-0004 AND MEO 70.</p>		
N796AL	DC8-63	9/15/98	EB017	KRNO -to- KDAY	0 Hr. 26 Min.	3441
Discrepancy:				Corrective Action:		
<p>RADAR SCREEN PULSATES, IS UNRELIABLE. THE TRACE ON THE GAIN WILL NOT STAY SET.</p>				<p>REMOVED AND REPLACED RADAR TRANSCEIVER OPS CHECKS OK ON GROUND TEST.</p>		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC3 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796AL	DC3-63	9/15/98	EB017	KRNO -to- KDAY	0 Hr. 30 Min.	3131
Discrepancy:				Corrective Action:		
(BTB) AFTER BLOCK OUT FLIGHT RECORDER PITOT HEAT INOP WITH SHIPS POWER.				CYCLED CIRCUIT BREAKERS FOUND FOR EXTERNAL POWER RELAY STARTED ENGINE #4 AND PUT ON A/C POWER OPS CHECKS NORMAL.		
N796FT	DC3-73F	9/15/98	EB379	KLAX -to- KDAY	Cancelled	5752
Discrepancy:				Corrective Action:		
FLAP BUS CABLE BRACKET BROKEN R/H W/W.				REPLACED BRAKE AND CABLES FOR FLAP BUS AND RIGGED FLAP SYSTEM AND RUDDER SYSTEM, ALL CHECKS GOOD.		
N797AL	DC3-63	9/2/98	EB023	KDAY -to- KRDU	Cancelled	7712
Discrepancy:				Corrective Action:		
#1 AND #4 ENG EXHAUST DUCT CRACKED BRACKET 6 O'CLOCK POSITION.				REPAIRED #1 AND #4 IN OUT BI-DUCTS BRACKETS AT THE 6 O'CLOCK POSITION LAW DC-8 SRM 78-2-2 FIG 5 AS REQUIRED.		
N797AL	DC3-63	9/4/98	EB020	KDAY -to- KLRD	1 Hr. 41 Min.	5234
Discrepancy:				Corrective Action:		
MAIN CARGO DOOR WILL NOT CLOSE.				FOUND BROKEN SILL GUARD SUPPORT (AS RESULT OF IMPROPER SILL GUARD REMOVAL) LODGED IN CARGO DOOR LATCH SPOOL, CAUSING FAILURE OF DOOR LOCK ACTUATOR, REMOVED AND REPLACED ACTUATOR CYCLED DOOR SEVERAL TIMES, LK/OPS CHECK GOOD.		
N797AL	DC3-63	9/5/98	EB021	KDFW -to- KDAY	1 Hr. 58 Min.	7721
Discrepancy:				Corrective Action:		
#1 ENGINE EGT AT IDLE READS 370 ° C OIL PRESSURE READS 45 PSI OIL TEMP READS 70 ° C OAT 41 °. #2 ENGINE EGT AT IDLE READS 360 °, OIL PRESSURE READS 39 PSI, OIL TEMP 71 ° C, OAT 41 °. #3 ENGINE EGT AT IDLE READS 360 ° C, OIL PRESSURE READS 44 PSI, OIL TEMP 69 ° C, OAT 41 °. #4 ENGINE EGT AT IDLE READS 350 ° C, OIL PRESSURE READS 40 PSI, OIL TEMP 73 ° C, OAT 41 °.				#1, 2, 3, 4 ENGS OK'D FOR FLIGHT BY MAINTENANCE CONTROL PER PRATT & WHITNEY MM 72-00 P 509 & 510.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N797AL	DC8-63	9/5/98	EB322	KDAY -to- KDFW	0 Hr. 25 Min.	7611
Discrepancy:				Corrective Action:		
#2 ENGINE THROTTLE IS VERY STIFF COMING OUT OF IDLE DETENT.				ADJUSTED FRICTION LOCK ARM, OP CHECKS GOOD.		
N797AL	DC8-63	9/17/98	EB234	KDAY -to- KDFW	Cancelled	7111
Discrepancy:				Corrective Action:		
ON POST FLT FOUND #1 ENG CSD INLET RAMP CRACKED AND BROKEN. ON POST FLT FOUND #2 ENG CSD INLET RAMP CRACKED.				REMOVED AND REPLACED #1 ENGINE NOSE COWL ASSY. NO OTHER DEFECTS NOTED, OPS CHECKS GOOD. REMOVED AND REPLACED #2 ENG NOSE COWL ASSY. NO OTHER PROBLEMS NOTED.		
N801GP	DC8-71F	9/2/98	EB440	KDAY -to- KYYZ	Cancelled	2735
Discrepancy:				Corrective Action:		
W/FLAPS SELECTED FULL DOWN ON APP AT REF +5 FLAPS INDICATED 40 ° ON ROLL OUT FLAPS INDICATED 45 ° .				WHILE T/S FOUND INBD AND MIDWING LOCKOUT CYLINDER BYPASSING AND STA 98 FLAP ACTUATION BYPASSING. REMOVED AND REPLACED INBD MIDWING FLAP LOCKOUT AND STA 98 FLA ACTUATION. OP AND LEAK CHECKS GOOD.		
N8076U	DC8-71F	9/12/98	EB003	KCLT -to- KDAY	0 Hr. 28 Min.	3311
Discrepancy:				Corrective Action:		
ALL AC LOAD AND DC LOAD, CSD TEMP, AC-DC VOLTS, FREQ GAUGE LIGHTS ON FE PANEL INOP.				DEFERRED PER MEL 33-1 CAT "C" DMI #309188 DUE 09/22/98, PLACARD INSTALLED. CLOSED 09/12/98 AT DAY. TIGHTENED KNOB ON F/E INST PANEL WHITE LIGHTS SW OPS CHECKS GOOD IAW DC8 MM. THIS CLEARS DMI 809188 PLACARD REMOVED.		
N8076U	DC8-71F	9/16/98	EB323	KMSP -to- KDAY	1 Hr. 42 Min.	3234
Discrepancy:				Corrective Action:		
MAIN LANDING GEAR DOOR COMES OPEN ON GROUND (LEFT SIDE).				LUBED LEFT MAIN GEAR DOOR LATCH & ACTUATOR, OP CHECKS GOOD PER MM CH 32.		
N8076U	DC8-71F	9/16/98	EB124	KDAY -to- KMSP	0 Hr. 48 Min.	3234
Discrepancy:				Corrective Action:		
GEAR UPLATCH ON LEFT SIDE OF MAIN WILL NOT HOLD DOOR CLOSED ON GROUND.				LEFT GEAR DOOR OPS CHECKS GOOD THROUGH SEVERAL CYCLES COULD NOT DUPLICATE.		

EMERY WORLDWIDE AIRLINES
 DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8076U	DC8-71F	9/25/98	EB380	KDAY -to- KLAS	0 Hr. 23 Min.	3248
Discrepancy:				Corrective Action:		
MIDDLE BRAKE ACCUMULATOR PRESSURE GAUGE READS 700 PSI WITH EITHER BRAKES PUMPED DOWN OR PRESSURE ON SYSTEM.				TRANSFERRED TO DMI LIST MEL# 32-15 CAT "C" REL #809405 PLACARD INSTALLED. CLOSED 9/25/98 AT DAY. SERVICED ACCUMULATOR, LEAK & OP CHECK GOOD. THIS CLEARS DMI #809405, PLACARD REMOVED.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8079U	DC8-71F	9/3/98	EB342	KDAY -to- KEWR	Cancelled	3441
Discrepancy:				Corrective Action:		
(ATB) AT FL31.0 RADAR PAINTS GROUND ON RT SIDE.				TRANS TO DMI 809042 IAW MEL34-21 CAT C DUE DATE 9-13-98 PLACARD INSTALLED. CLOSED 09-03-98 AT KDAY. REMOVED AND REPLACED RADAR ANTENNA MOTOR DRIVE ASSY WMA 701C. WEATHER RADAR SYS OPS CHECKS GOOD IAW DC-8 MM THIS CLEARS DMI 809042 PLACARD REMOVED.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8079U	DC8-71F	9/5/98	EB341	KDAY -to- KEWR	Cancelled	7311
Discrepancy:				Corrective Action:		
AFTER TOUCHDOWN #1 ENGINE UNCOMMANDED SHUTDOWN UNTIL N2, N1 SPOOLED DOWN, ALL ENGINE CONDITIONS NORMAL T/O, CL, CR, DSCT, TCHDWN.				REMOVED AND REPLACED R/H FUEL MANIFOLD IAW DC8 MM 73-11-01, OPS CHECK NORMAL ON ENGINE RUN		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8079U	DC8-71F	9/10/98	EB314	KDAY -to- KBOS	1 Hr. 51 Min.	2725
Discrepancy:				Corrective Action:		
UPON SWITCHING TO SHIPS POWER AND SELECTING SPOILER TO NORMAL POILER PUMP C/B POPS WHEN ON EXTERNAL POWER SELECTING OVERRIDE TO TEST PUMP, PUMP OPS CHECKS GOOD.				REMOVED AND REPLACED SPOILER SYSTEM PUMP. SPOILER SYSTEM OPS CHECKS GOOD LEAKS CHECKS GOOD.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8084U	DC8-71F	9/4/98	EB524	KROC -to- KDAY	Cancelled	2611
Discrepancy:				Corrective Action:		
#2 ENGINE FIRE WARNING ILLUMINATES INTERMITTENTLY WITH ENGINE RUNNING OR SHUTDOWN FIRE WARNING TESTS NORMAL				REMOVED AND REPLACED R/H AND L/H FAN COMPT FIRE LOOPS AND R/H AND L/H LOWER CORE COMPT FIRE LOOPS. #2 ENGINE FIRE WARNING OPS CHECKS GOOD STATIC AND ON HIGH POWER RUN IAW MM CHAP 26-11-07. CLOSED AND SECURED COWLINGS.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8087U	DC8-71F	9/16/98	EB259	KDAY -to- KMKE	0 Hr. 34 Min.	2515
Discrepancy:				Corrective Action:		
CAPTAIN'S SEAT WILL NOT ADJUST UP AND DOWN.				REMOVED AND REPLACED CAPTAIN'S SEAT OPS CHECK GOOD.		
N8091U	DC8-71F	9/24/98	EB380	KDAY -to- KLAX	0 Hr. 29 Min.	3233
Discrepancy:				Corrective Action:		
ON POST FLIGHT FOUND LEFT MLG ACTUATOR LEAKING HYDRAULICS.				REMOVED AND REPLACED LEFT MLG ACTUATOR SYSTEM, OPS CHECK AND LEAK CHECK GOOD IAW DC8 MM 32-31-19.		
N8091U	DC8-71F	9/29/98	EB002	KMHR -to- KDAY	0 Hr. 29 Min.	2621
Discrepancy:				Corrective Action:		
UPON GEAR EXTENTION LEFT AGENT LOW PRESSURE LIGHTS COME ON.				REMOVED AND REPLACED L/H 1/8 FIRE BOTTLE. OPS CHECKS OK PER MM CH 26.		
N811AL	DC8-71F	9/1/98	EB017	KSLC -to- KDAY	0 Hr. 30 Min.	2912
Discrepancy:				Corrective Action:		
HYDRAULIC FLUID LEAK NOSE GEAR AREA FOUND ON POST FLIGHT IN SLC				RESEALED ONE FITTING ON NOSE GEAR CONTROL VALVE NO LEAKS NOTED HYD SYSTEM SERVICED TO FULL		
N811AL	DC8-71F	9/4/98	EB011	KMCI -to- KDAY	1 Hr. 07 Min.	7331
Discrepancy:				Corrective Action:		
REF: DMI #808472 #2 F/F INOP.				REMOVED AND REPLACED @3 F/F AMPLIFIER. OPS CHECKS GOOD ON ENGINE RUN. THIS CLEARS DMI #808472. PLACARD REMOVED.		
N811AL	DC8-71F	9/22/98	EB043	KLAX -to- KDAY	1 Hr. 20 Min.	3611
Discrepancy:				Corrective Action:		
#2 ENGINE HIGH STAGE OPEN LIGHT REMAINS ON THROUGHOUT CRUISE.				REMOVED AND REPLACED H.S. VALVE. GROUND OPS & LEAK CHECK NORMAL PER MM 36-00 AND 36-12-7.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N311AL	DC8-71F	9/27/98	EB152	KDAY -to- KMEX	2 Hr. 19 Min.	2421
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND #4 GEN UNPARALLELED LIGHT OUT AND NO PRESS TO TEST FEATURE ON UNPARALLELED OR BUS POWER FAIL LIGHT.				FOUND CONNECTOR P1-1323 LOOSE ON #4 GENERATOR CONTROL PANEL. TIGHTENED CONNECTOR AND PERFORMED ENGINE RUN #4 GEN OPS CHECKS GOOD.		
N8177U	DC8-71F	9/1/98	EB137	KYYZ -to- KDAY	Cancelled	7721
Discrepancy:				Corrective Action:		
#3 ENGINE EGT AND FUEL FLOW ERRATIC, N1 AND N2 STABLE				R/R MEC AS PER MM 73-11-10 ENG RUN NO FX. R/R MAIN ENG FUEL PUMP AS PER MM 73-11-10 NO FX. R/R LOW PRESS FUEL PUMP AS PER MM 73-11-10. INTERCHANGED CIT SENSORS ENGINES 3 & 4 MM 73-21-20		
N8177U	DC8-71F	9/4/98	EB019	MMMY -to- KDAY	Cancelled	3423
Discrepancy:				Corrective Action:		
FIRST OFFICERS ADI HAS G AND FD FLAGS IN VIEW AT ALL TIMES.				REMOVED AND REPLACED #2 VERTICAL GYRO FIRST OFFICER'S ADI OPS CHECKED NORMAL NO FLAGS IN VIEW.		
N8177U	DC8-71F	9/24/98	EB038	KDAY -to- KATL	0 Hr. 22 Min.	2341
Discrepancy:				Corrective Action:		
#4 MAIN QTY FUEL GAUGE SHOWS 5,000 LBS WITH THE TANK AT 15,000.				DEFER #4 MAIN FQI DMI 809379 MEL 28-11 CAT "C" DUE DATE 10-4-98 PLACARD INSTALLED. CLOSED 9/25/98 AT MSP. SUMPED #4 MAIN TANK LAW MM CH 28 CHECKED DRIP STICK INBD READS 2.5 INDICATOR READING 7000 LBS OP CHECKS NORMAL. THIS CLEARS DMI 809379 PLACARD REMOVED.		
N8177U	DC8-71F	9/30/98	EB328	KMSP -to- KDAY	2 Hr. 03 Min.	7721
Discrepancy:				Corrective Action:		
#3 ENGINE EGT IS INDICATING APPROX 240 ° COLDER IN CLIMB AND CRUISE ALL OTHER PARAMETERS NORMAL.				REMOVED AND REPLACED #3 LH T HARNESS. OPS CHECKS GOOD LAW CFM MM 77.		
N870TV	DC8-73F	9/10/98	EB173	EBBR -to- KDAY	3 Hr. 20 Min.	2341
Discrepancy:				Corrective Action:		
CTR WING AUX FUEL GAUGE ROLLS FROM MIN TO MAX UNIT EMPTY. 1ST AUX FUEL GAUGE STUCK AT 14350 WHEN FILLED TO MAX 11000 LBS AND ONCE TRANSFER STARTS GAUGE DOESN'T WAVE.				SUMPED TANK CENTER WING AUX FUEL QTY IND OPS CHECKS GOOD.		

EMERY WORLDWIDE AIRLINES
 DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N870TV	DC8-73F	9/23/98	EB223	KYMX -to- HDAY	Cancelled	2311
Discrepancy:				Corrective Action:		
#3 ENGINE FUEL LEAK ON ENGINE START.				REPLACED "O" RING AT FUEL FLOW TRANSMITTER OUT PORT, GROUND RUN ENGINE NO LEAKS.		
N921R	DC8-63F	9/16/98	EB117	KEWR -to- KDAY	Cancelled	7721
Discrepancy:				Corrective Action:		
(BTB) ABORTED TAKE-OFF AT 90 KTS #4 ENGINE EGT 600 ° FOR NO MORE THAN 5 SECS.				PREPARED A/C FOR FERRY FLIGHT WITH ONE ENGINE INOP IAW EWA JOB CARD MEO30 METHOD 3. PERFORMED ENGINE BORESCOPE ON #4 ENGINE COMBUSTION CHAMBERS AND HPT IAW JT-3-7 MANUAL 72-00-00, NO DEFECTS NOTED. REMOVED AND REPLACED #4 ENGINE IAW DC-8 MM 71-00-00, PERFORMED ENGINE RUN ADJ/RS4 IAW DC-8 MM 71-00-00. OPS CK GOOD, LK CHECK GOOD.		
N950R	DC8-63	9/17/98	EB316	KDAY -to- KPHL	0 Hr. 12 Min.	2311
Discrepancy:				Corrective Action:		
C-PIT AUDIO PANEL C/B OPENED WOULD NOT RESET ON TAXI OUT.				REMOVED AND REPLACED FO'S C-PIT SPEAKER, OPS CHECKS GOOD.		
N950R	DC8-63	9/22/98	EB020	KDAY -to- KLRD	Cancelled	7112
Discrepancy:				Corrective Action:		
ON POST FLIGHT WALKAROUND FOUND #3 ENGINE L/H AFT BI-DUCT CRACKED AT LOWER AFT ATTACHMENT POINT.				REPLACED MISSING FASTENERS INST BI-DUCT OPS CHECK REVERSER OPS CHECKS GOOD.		
N950R	DC8-63	9/24/98	EB123	KMSP -to- KDAY	3 Hr. 19 Min.	7112
Discrepancy:				Corrective Action:		
#1 ENGINE OUTBOARD FW BI-DUCT DAMAGED.				REMOVED AND REPLACED #1 ENGINE OUTBOARD FWD BI-DUCT IAW DC8 MM CH 78. OPS CHECK NORMAL. ROBBED PART FROM N998CF #1 OUTBOARD.		
N951R	DC8-63	9/2/98	EB521	KMKE -to- KDAY	6 Hr. 35 Min.	7611
Discrepancy:				Corrective Action:		
#1 THROTTLE BINDS DURING CLIMB.				LUBED THROTTLE AT THROTTLE QUADRANT AND ENGINE CONTROLS THROTTLE DOES NOT BIND. NO OTHER DEFECTS NOTED.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N951R	DC8-63	9/16/98	EB137	CYYZ -to- KDAY	1 Hr. 45 Min.	7331
Discrepancy:				Corrective Action:		
#1 ENGINE THRUST REVERSE THROTTLE HANDLE BROKE OFF IN CAPTAIN'S HAND.				TRANSCRIBED TO DMI AS PER MEL 78-2-1 CONTROL #809237 CAT "C" DUE 9/26/98. CLOSED 9/26/98 AT KRNO. INSTALLED SERVICEABLE THRUST REVERSER HANDLE. OPS CHECK GOOD LAW DC3 MM CH 78. THIS CLEARS DMI #809237.		
N957R	DC8-63F	9/4/98	EB028	KDAY -to- KRDU	1 Hr. 06 Min.	3441
Discrepancy:				Corrective Action:		
(BTB) WX RADAR WOULD NOT PAINT ANY RETURN IN ANY MODE TEST PATTERN IS NORMAL.				PERFORMED OPS CHECK OF WEATHER RADAR SYSTEM, NO DEFECTS NOTED SYSTEM OPS CHECKS GOOD LAW DC-8 MM.		
N957R	DC8-63F	9/9/98	EB003	KCLT -to- KDAY	0 Hr. 36 Min.	7831
Discrepancy:				Corrective Action:		
REVERSER HYD INDICATOR INDICATES GENERAL SYSTEM PRESSURE.				TROUBLESHOT THRUST REVERSER / ARMING SYSTEM FOUND TWO WIRING TERMINAL TOUCHING - SEPARATED ON THRUST REVERSER STOW CATCH SWITCH SYSTEM OPS CHECKS NORMAL LAW DC8 MM 78-30-1 REF ACMI N/R I-0038N.		
N957R	DC8-63F	9/9/98	EB324	KDAY -to- KMSP	1 Hr. 14 Min.	7531
Discrepancy:				Corrective Action:		
#1 ENGINE STALLS AND WOULD NOT SPOOL UP WHEN TAKE-OFF POWER APPLIED.				REMOVED AND REPLACED #1 ENGINE PRBC OPS CHECK GOOD ON GROUND RUN.		
N957R	DC8-63F	9/9/98	EB599	KMCN -to- KDAY	Cancelled	2926
Discrepancy:				Corrective Action:		
REVERSER PUMP INDICATES 2500 PSI WHEN OPERATING				REMOVED AND REPLACED THRUST REVERSER HYDRAULIC PUMP ASSY IAW DC MM 78-37-1 AND OPS CHECK NORMAL, 3000 PSI.		
N957R	DC8-63F	9/12/98	EB138	KDAY -to- KYYZ	0 Hr. 00 Min.	3245
Discrepancy:				Corrective Action:		
(BTB) AT THE INITIATION OF THE TAKE-OFF ROLL (APPROX 40 KTS) THE ANTI-SKID INOP LIGHT CAME ON WITH THE LFO INDICATING A MANUAL CONDITION, REJECTED THE TAKE-OFF.				REPLACED TERMINAL AT LEFT MAIN ANTI-SKID TERMINAL BLOCK AND TIGHTENED ALL NUTS ON TERMINAL BLOCK. PERFORMED REJECTED TAKE-OFF INSPECTION LAW WORK CARD SP006 AND SP001.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	9/25/98	EB439	KYYZ -to- KDAY	0 Hr. 31 Min.	2741
Discrepancy:				Corrective Action:		
LONGITUDINAL TRIM CIRCUIT BREAKER POPPED, WILL NOT RESET.				STAB TRIM SERVO ACTUATOR REPLACED IAW MM 27-41-10, SYSTEM CHECKED SERVICEABLE.		
N959R	DC8-63F	9/1/98	EB038	KDAY -to- KATL	Cancelled	2811
Discrepancy:				Corrective Action:		
FUEL LEAKING FROM AFT END OF #4 PYLON. FUEL LEAK FROM AFT END OF #1 PYLON.				DESEALED, CLEANED AND RESEALED 2 INTERIOR FUEL LEAKS JUST FWD OF MID SPAR AT XRS542.000 & 474.000 LEAK CHECK OK. INSPECTED #1 PYLON AREA FOUND NO EVIDENCE OF LEAK IN PYLON. TIGHTENED OVERWIND PANELS NO LEAKS NOTED.		
N959R	DC8-63F	9/1/98	EB332	KDAY -to- KFLL	1 Hr. 06 Min.	2741
Discrepancy:				Corrective Action:		
FOUND STAB SUITCASE HANDLE STICKING FORWARD.				REPLACED RIGHT LONGITUDINAL TRIM MOTOR CABLE, OPS CHECK GOOD IAW MM CH 27.		
N959R	DC8-63F	9/30/98	EB316	KDAY -to- KPHL	Cancelled	2811
Discrepancy:				Corrective Action:		
ON PREFLT FOUND FUEL DRIPPING FROM #1 PYLON. ON PREFLT FOUND FUEL DRIPPING FROM CENTER WING AREA FWD OF BOTH MAIN LANDING GEAR WELLS.				REMOVED AND REPLACED DEFECTIVE SEALANT IAW MM 28-10-01 LEAK CHECK GOOD IAW MM 28-10-00.		
N961R	DC8-73F	9/1/98	EB173	EBBR -to- LEMD	Cancelled	77211
Discrepancy:				Corrective Action:		
#2 ENG OVERTEMP ON TAKE-OFF 905 ° FOR 1 SEC REDUCED POWER 5% TO MAINTAIN 899 ° OAT 27 °.				REPLACED EGT IND IAW 77-10 GROUND MAX POWER ASSURANCE RUN UP PERFORMED PER CMF MM 71-00-00.		
N964R	DC8-63	9/1/98	EB037	KATL -to- KDAY	Cancelled	2611
Discrepancy:				Corrective Action:		
(ATB) #3 ENGINE FIRE WARNING SOUNDED WITH LIGHT FIRED BOTH BOTTLES. LIGHT REMAINED ON.				REMOVED AND REPLACED SHORTED FIRE LOOP SECTION D1-48 PER DC-8 M/M CHAP 26-10-1.		

EMERY WORLDWIDE AIRLINES
 DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N964R	DC8-63	9/2/98	RB037	KATL -to- KDAY	3 Hr. 00 Min.	7721
Discrepancy:				Corrective Action:		
(ATB) DURING TAKE-OFF #4 ENGINE EGT EXCEED LIMITS DURING TAKE-OFF ROLL.				REMOVED AND REPLACED #4 ENGINE PER MEO77 ENGINE CHANGE PAPERWORK. OPS CHECK NORMAL.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N991CF	DC8-54F	9/9/98	EB106	KROC -to- KDAY	Cancelled	2844
Discrepancy:				Corrective Action:		
DURING DESCENT CIRCUIT BREAKER FOR #3 ENGINE OIL AND FUEL PRESSURE INDICATORS POPPED, RESET C/B AND POPPED AGAIN.				FOUND PROBLEM IN FUEL PRESSURE SYSTEM, OIL PRESSURE WORKS NORMALLY, TRANSFERRED #3 FUEL PRESSURE INDICATOR TO DMI LIST AS PER MEL 28-8 DMI# 809113 DUE 9-19-98 FAA CAT "C" PLACARDS INSTALLED. CLOSED 09/09/98 AT ROC. REPAIRED SHORTED WIRE 3E12D24 PIN D AT RS-36 PYLON HARNESS DISCONNECT, OPS CHECK GOOD CLEARS DMI #809113, PLACARD REMOVED.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N991CF	DC8-54F	9/13/98	EB314	KDAY -to- KROC	0 Hr. 26 Min.	7831
Discrepancy:				Corrective Action:		
(BTB) DURING TAKE-OFF POWER SETTING AS #2 ENGINE WAS POWERED UP TO 1.5 EPR #2 THRUST REV DOOR LIGHT CAME ON.				REATTACHED #2 ENGINE T/R DOOR LIGHT SWITCH. OPS CHECK GOOD ON ENGINE RUN.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N991CF	DC8-54F	9/17/98	EB106	KDAY -to- KROC	2 Hr. 02 Min.	7931
Discrepancy:				Corrective Action:		
(BTB) DURING TAXI #2 OIL QTY DROPPED BELOW 6 GAL.				TRANSFERRED TO DMI LIST IAW EWA MEL 79-1 CAT "B" ASSIGNED CONTROL #809262, PLACARDS INSTALLED. NOTE: QTY MUST BE VISUALLY VERIFIED BEFORE EACH FLIGHT. CLOSED 9/22/98 AT KMCN. REMOVED AND REPLACED #2 OIL QNTY TRANSMITTER IAW DACO DC8 MM 79-31-1, OPS CHECK GOOD IAW DACO DC8 MM 79-31-1 REF ACMI N/R Y0015. THIS CLEARS MEL/CDL 809262.		
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N991CF	DC8-54F	9/23/98	EB131	KMEX -to- KDAY	Cancelled	3233
Discrepancy:				Corrective Action:		
ON POST FLIGHT FOUND LEFT MLG ACCTUATOR LEAKING HYD.				REMOVED AND REPLACED LEFT MLG ACCTUATOR SYS, OPS CHECK AND LEAK CHECK GOOD IAW DC8 MM 32-31-19.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N991CF	DC8-54F	9/23/98	EB266	KMEM -to- KDAY	Cancelled	2912
Discrepancy:				Corrective Action:		
HYDRAULIC FLUID LEAK FOUND BETWEEN MAIN LANDING GEAR DOORS.				RESEALED PRIORITY VALVE TO RT HYD MANIFOLD & SPOILER SYS REVERSE FLOW CK VALVE ON RT HYD MANIFOLD. LEAK CHECK GOOD.		
N992CF	DC8-54F	9/4/98	EB106	KDAY -to- KROC	0 Hr. 23 Min.	5231
Discrepancy:				Corrective Action:		
B PIT DOOR WONT SHUT OFF BELLY DOOR LIGHT.				DEF ITEM LAW MEL 33-J CAT D CONTROL 809071 DD 1-2-99 I PLACARD INSTALLED. CLOSED 9/5/98 AT ROC. REMOVED AND REPLACED STRIKER, OPERATIONAL CHECK GOOD CLEARS DMI #809071, PLACARD REMOVED.		
N992CF	DC8-54F	9/16/98	EB040	KDAY -to- KMEM	0 Hr. 19 Min.	8011
Discrepancy:				Corrective Action:		
STARTING ENG #2 DID NOT OBTAIN LIGHT OFF UNTIL 25% N1 GROUND CREW ADVISED OF EXTERNAL FIRE ON ENG #2 DISCONTINUED START SHUTDOWN A/C.				INSPECTED FOR FIRE, NONE FOUND. MOTORED #2 ENG OVER. #2 ENG STARTED NORMAL, NO FIRE OR FUEL LEAKS NOTED.		
N992CF	DC8-54F	9/17/98	EB040	KDAY -to- KMEM	0 Hr. 22 Min.	3611
Discrepancy:				Corrective Action:		
AT TAKE-OFF POWER ENG RELIEF VALVE LTS FOR ENG #1 & #2 MANIFOLD PRESS 48 PSI BOTH SIDES. AT CLIMB POWER ENG RELIEF VALVE LIGHT FOR ENG #2 ON LEFT MANIFOLD PRESS 44 PSI, WITH #2 BLEED OFF MANIFOLD PRESS 38 PSI. ON POSTFLIGHT FOUND ENG #2 ANTI-ICE CIRCUIT BREAKER OUT.				REMOVED AND REPLACED #2 PNEUMATIC REGULATOR OPS CHECKS GOOD ON ENG RUN #2 ENG NO LEAKS OR DEFECTS NOTED. REPLACED CANNON PLUG AND MELTED WIRING ON #2 A/I NOSE COWL. A/I VALVE OPS CHECKS GOOD ON GROUND NO OTHER DEFECTS NOTED.		
N993CF	DC8-62	9/16/98	EB350	KEWR -to- KMCO	0 Hr. 47 Min.	2411
Discrepancy:				Corrective Action:		
#1 CSD OUTLET TEMP ERRATIC. FLUCTUATES 60-140 RAPIDLY AND INTERMITTENTLY. RISE TEMP FLUCTUATES OCCASIONALLY 10-20 °. VOLTS AND FREQ'S NORMAL.				REMOVED AND REPLACED #1 CSD OIL TEMP IND AND ENG TEMP BULB. OPS CHECKS NORMAL. ACCOMPLISHED ENGINE RUN.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N993CF	DC8-62	9/18/98	EB350	KEWR -to- KMCO	1 Hr. 19 Min.	3441
Discrepancy:				Corrective Action:		
REF DMI #809282 RADAR WITH STAB ON RADAR TILTS LEFT, RIGHT AND DOWN WITH ANY A/C MOVEMENT WORKS WITH STAB OFF.				REMOVED AND REPLACED WEATHER RADAR ANTENNA, SYS OPS CHECKS NORMAL ON GROUND. R & R IAW MM 34-41-1. STAB REQS OPERATIONAL TEST. TEST EQUIPMENT NOT AT STA, DMI OPEN. CLOSED 9/25/98 AT KMCO. SWAPPED VG'S OPS CHECKS NORMAL ON GROUND, TIS CLEARS MEL 34-21, REMOVED PLACARD CONTROL #809282.		
N993CF	DC8-62	9/19/98	EB228	KDAY -to- KMCO	0 Hr. 22 Min.	2321
Discrepancy:				Corrective Action:		
(BTB) F/O'S RADIO INOP.				FOUND MIC JACK NOT TO BE SEATED, SECURED JACK #2 COMM AND #1 COMM FO'S SIDE OPS CHECKS NORMAL. REMOVED AND REPLACED #2 HAND MIC OPS CHECKS GOOD IAW DC8 MM.		
N993CF	DC8-62	9/27/98	ER310	KDAY -to- KDEN	4 Hr. 10 Min.	7111
Discrepancy:				Corrective Action:		
FOUND ON PREFLIGHT, #1 ENGINE NOSE BULLET ASSEMBLY LOOSE.				FOUND #1 ENGINE NOSE BULLET ASSEMBLY MOUNTING STUB BROKEN, REMOVED AND REPLACED STUD, OPS CHECK GOOD.		
N994CF	DC8-62	9/5/98	EB024	KDAY -to- KONT	0 Hr. 00 Min.	5234
Discrepancy:				Corrective Action:		
COULD NOT VERIFY CARGO DOOR LOCKED FROM EXTERNAL VIEW PORT.				VERIFIED DOOR CLOSED, LATCHED AND LOCKED BOTH LIGHTS OUT, NO DEFECTS NOTED.		
N994CF	DC8-62	9/9/98	EB023	KONT -to- KDAY	0 Hr. 46 Min.	5270
Discrepancy:				Corrective Action:		
CABIN DOOR OPEN LIGHT ILLUMINATED WITH ALL DOORS CLOSED.				ADJUSTED DOOR STRIKER OPS CHECKS GOOD, LIGHT OUT.		
N994CF	DC8-62	9/30/98	EB108	KDAY -to- KBSM	0 Hr. 23 Min.	7713
Discrepancy:				Corrective Action:		
RETARDED #1 POWER LEVER .03 EPR BELOW MCT POWER SETTING TO MAINTAIN EGT BELOW LIMITS ON CLIMB WITH REDUCED POWER T/O.				PERFORMED HIGH POWER RUN ON #1 ENG ALL PARAMETERS CHECK GOOD.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

September 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N996CF	DC8-62F	9/11/98	EB223	KDAY -to- KMCO	0 Hr. 59 Min.	7250
Discrepancy:				Corrective Action:		
(BTB) #3 COMPRESSOR STALL WHEN POWER WAS ADVANCED AT BRAKE REVERSE				FOUND DEBRIS IN INLET OF #3 ENGINE. REMOVED DEBRIS AND PERFORMED ENGINE FOD INSPECTION. NO DEFECTS NOTED. ACFT OK FOR CONTINUED SERVICE.		
N997CF	DC8-62F	9/10/98	EB117	KEWR -to- KDAY	2 Hr. 52 Min.	3424
Discrepancy:				Corrective Action:		
#1 CAPT CRS SELECTOR INOP ALL POSITIONS				REMOVED AND REPLACED CAPT INSTRUMENT AMPLIFIER, OPS CHECK NORMAL AS PER MM 34-20.		
N997CF	DC8-62F	9/22/98	EB228	KDAY -to- KMCO	Cancelled	3211
Discrepancy:				Corrective Action:		
ON POST-FLIGHT FOUND R/H MLG STRUT FLAT.				REPACKED R/H MAIN GEAR STRUT. NO LEAKS NOTED LAW MM 32-11-2.		
N998CF	DC8-62F	9/10/98	EB737	KBOS -to- KIND	1 Hr. 24 Min.	3611
Discrepancy:				Corrective Action:		
#1 BLEED WILL NOT GO ON HIGH WHEN SWITCH IS ON HIGH.				FOUND C/P ON PRESSURE REGULATOR VALVE DEFECTIVE. REMOVED AND REPLACED C/P, PRESSURE REGULATOR VALVE, OPS CHECKS NORMAL LAW MM CH 36-12-1.		
N998CF	DC8-62F	9/11/98	EB737	KBOS -to- KIND	Cancelled	7112
Discrepancy:				Corrective Action:		
UPON VISUAL INSPECTION FOUND FOD DAMAGE #1 ENG AFT BI-DUCT 6 O'CLOCK POSITION. UPON FURTHER VISUAL INSPECTION, FOUND DAMAGE TO #1 ENG FWD BI-DUCT 7 O'CLOCK POSITION VANE DAMAGE.				REMOVED AND REPLACED AFT BI-DUCT ASSY IAW DC8 MM CHAP 78-10-3. REMOVED AND REPLACED FWD BI-DUCT ASSY IAW DC8 MM 78-10-3.		
N998CF	DC8-62F	9/19/98	EB738	KMSP -to- KIND	Cancelled	8011
Discrepancy:				Corrective Action:		
DURING START UP #2 START VALVE OPEN - PNEUMATIC PRESSURE DROPS TO ABOUT 15 PSI. WITH THE PNEUMATIC CROSS FIELD VALVE CLOSED A DUCT PRESSURE SPLIT EXISTS BETWEEN THE L/H AND R/H MANIFOLD OF ABOUT 6 PSI SUSPECT PNEUMATIC LEAK IN THE L/H MANIFOLD.				REMOVED AND REPLACED STARTER DUCT ASSY, LEAK AND OPS CHECK GOOD. GROUND RUN 32 PSI DURING START NO NOTEABLE PRESSURE SPLIT.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N105WP	DC8-73	10/22/98	EB012	KDAY -to- KSAN	3 Hr. 00 Min.	2311
Discrepancy:				Corrective Action:		
ON PRE-FLIGHT INSP FOUND FUEL LEAK FWD OF R/H MAIN GEAR DOOR.				R/R GAMMA SEAL ON COUPLING JUST FWD OF RT WHEEL WELL. LEAK CHECKED GOOD.		
N105WP	DC8-73	10/27/98	EB011	KSAN -to- KDAY	4 Hr. 22 Min.	3612
Discrepancy:				Corrective Action:		
REF: NON-MEL #1096 CAPT SLIDING WINDOW IS SEVERELY SCRATCHED AND IMPAIRS VISION.				R/R CAPT SLIDING WINDOW LAW M/M 56-13. OPS CHECKS NORMAL. THIS CLEARS NON-MEL 1096.		
N500MH	DC8-71F	10/13/98	EB430	KDAY -to- KBOS	Cancelled	2711
Discrepancy:				Corrective Action:		
A/C STILL FEELS RIGHT WING HEAVY ALL FLIGHT CONDITIONS, REQUIRES 1 1/2 TO 2 UNITS OF LEFT AIL TRIM.				TRAVEL CK AILERONS FOUND R/H CONTROL TAB OUT OF RIG. RIGGED R/H CONTROL TAB AND R/R AILERON BUS CABLES. OPS CK GOOD.		
N500MH	DC8-71F	10/21/98	EB521	KDFW -to- KDAY	0 Hr. 41 Min.	2841
Discrepancy:				Corrective Action:		
#4 MAIN FUEL GAUGE READS 4000 LBS HIGH IN FLIGHT.				REMOVED AND REPLACED #4 MAIN FUEL QUANTITY INDICATOR. OPS CHECKS GOOD.		
N500MH	DC8-71F	10/23/98	EB332	KDAY -to- KFLL	0 Hr. 40 Min.	2321
Discrepancy:				Corrective Action:		
#4 MAIN TANK INTERMEDIATE FILL VALVE INOP, WILL NOT CLOSE.				R/R #4 FUEL LEVEL CONTROL VALVE. #4 FUEL SYSTEM OPS & LEAK CHECKS GOOD NO DEFECTS NOTED.		
N603AL	DC8-73F	10/6/98	EB028	KDAY -to- KRDU	0 Hr. 53 Min.	3245
Discrepancy:				Corrective Action:		
(BTB) ARMED ANTI-SKID AND LIGHT STAYED ILLUMINATED. NOTE ON SKID CONTROL MONITOR LFO STAYED ILLUMINATED.				FOUND LOOSE TERMINAL STUD ON LFO TERMINAL L/H GEAR WELL INBD TOP STUD. TIGHTENED LOCKNUT ON TERM STUD. OPS CK GOOD.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N603AL	DC8-73F	10/21/98	EB044	KDAY -to- KLAX	0 Hr. 20 Min.	3421
Discrepancy:				Corrective Action:		
OFF FLAGS IN VIEW DURING POST FLT CHECK CAPTS HIS, F/O'S RML. #2 COMPASS SYSTEM PRECESSING ON GND COMPARATOR LIGHT ON.				R/R #1 DIRECTIONAL GYRO. SYSTEM OPS CHECKS GOOD LAW DC8 MML R/R #2 DG AND SWAPPED COMPASS RACKS FOR T/S. SYSTEM OPS CHECKS GOOD LAW DC8 MML		
N606AL	DC8-73F	10/22/98	EB332	KDAY -to- KFLI	0 Hr. 55 Min.	2912
Discrepancy:				Corrective Action:		
HYDRAULIC LEAK AFT OF PYLON ENG #3 DRIPPING ON GROUND.				TIGHTENED B-NUT ON #3 ENG REV SYS OPS AND LEAK CHECKS GOOD.		
N791FT	DC8-73F	10/31/98	EB825	KMIA -to- MSLP	0 Hr. 00 Min.	3222
Discrepancy:				Corrective Action:		
ON WALKAROUND FOUND NOSE GEAR R/H AFT DOOR SUPPORT ROD BROKEN, ALSO SKIN DANLAGE AROUND ATTACHMENT POINTS AT DOOR HINGES.				REMOVED BROKEN NLG RH AFT DOOR ROD ASSY AND INSTALLED SERV ALT DOOR ROD ASSY P/N 4648253 LAW MM 32-22-1, ADDITIONALLY INSPECTED LH AFT DOOR ROD ASSY AND FOUND TO RUSTED. IT WAS REMOVED AND REPLACED BY SERV LH AFT DOOR ROD P/N 4648253 LAW MM 32-22-1. REPAIRED FUSELAGE SKIN BETWEEN STA-20 TO 12 AND LONG 31R TO 34R DUE TO DAMAGE BY NLG DOOR ROD LAW COOPESA EO #C00-8-53-601-98 DATED 11-1-98 DOCUMENTED ON FAA FORM 8110-3 APPROVED & SUBMITTED BY FAA DER ROBERT M MANASHI DESIG # SW 810 DATED 11-1-98, CHECKED RETRACTION IAW MM 32-30-0 NORMAL COND.		
N792FT	DC8-73F	10/7/98	EB117	KEWR -to- KDAY	6 Hr. 08 Min.	3614
Discrepancy:				Corrective Action:		
PNEUMATIC LEAK R/H MANIFOLD BELOW F/O PANEL/FLOOR.				REMOVED, REPAIRED, REINSTALLED R/H PNEUMATIC MANIFOLD SUPPLY DUCT.		
N795FT	DC8-73F	10/8/98	EB118	KDAY -to- KEWR	4 Hr. 20 Min.	7721
Discrepancy:				Corrective Action:		
(ATB) #2 ENG EGT GAUGE VERY ERRATIC BOTH THE DIGITAL AND ANALOG AT THE SAME TIME, SECURED ENG #2 PER QRH.				R/R LH AND RH EGT HARNESS ON #2 ENG EGT INDICATION NORMAL. OPS CHECK GOOD ON GROUND RUN.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	10/30/98	EB025	KSEA -to- KDAY	1 Hr. 53 Min.	2761
Discrepancy:				Corrective Action:		
RT WING FLT SPOILERS CRANK ARMS BROKEN.				REPLACED 2 EA CRANKS AND DRIVE RINGS. CHECKS GOOD LAW MM 27-60-0.		
N797AL	DC8-63	10/13/98	EB324	KDAY -to- KMSP	0 Hr. 37 Min.	2724
Discrepancy:				Corrective Action:		
STANDBY RUDDER ACCUMULATOR READS '0' ON PRE-FLIGHT				R/R STANDBY RUDDER ACCUMULATOR, OPS AND LEAK CHECK GOOD, R/R GAUGE WITH NEW ACCUMULATOR OPS AND LEAK CHECK GOOD.		
N801GP	DC8-71F	10/11/98	EB313	KBOS -to- KDAY	2 Hr. 40 Min.	3241
Discrepancy:				Corrective Action:		
#7 TIRE BLOWN PRIOR TO VI ABORTED TAKEOFF.				REMOVED AND REPLACED #7 MAIN TIRE LAW MM 32-40-1.		
N8076U	DC8-71F	10/12/98	EB019	MMMY -to- KDAY	0 Hr. 19 Min.	552
Discrepancy:				Corrective Action:		
ABOUT 18.0' AIRCRAFT TOOK A LIGHTENING STRIKE. BOTH MODE 'C' X-PONDERS REPORTED OUT BY ATC. RADAR OPERATES INTERMITTENTLY RESULT WAS LIGHTENING STRIKE.				INSPECTED COULD NOT FIND ANY DEFECT. FOUND ALTI-CODER SWITCH IN FO'S POSITION. DEACTIVATED FIRST OFFICERS ALTI-CODER SWITCH PER UNITED MM DUE TO FIRST OFFICER'S ALTI-CODER BEING DEACTIVATED. PERFORMED OPERATIONAL CHECK OF BOTH #1 AND #2 TRANSPONDERS WITH ALTI-CODER SWITCH IN CAPTAIN'S POSITION. DEACTIVATED PLACARD INSTALLED IAW UNITED MM. PLACARD REMOVED. BOTH TRANSPONDERS OPS CHECKED GOOD IAW DC-8 MM. GROUND TESTED RADAR PAINTS OK.		
N8076U	DC8-71F	10/15/98	EB430	KDAY -to- KONT	0 Hr. 00 Min.	2847
Discrepancy:				Corrective Action:		
#4 ALT FUEL QTY INDICATOR WENT FROM 9000 TO 3100 A DECREASE OF 5900 DIFFERENCE IN 1 HR POSSIBLE FUEL LEAK OR INOP FUEL QTY IND.				INSPECTED AIRCRAFT AFTER REFUEL NO LEAKS NOTED VERIFIED 18200 BY DRIP STICK REMAINING FUEL OPS CHECKED #4 ALT QTY IND GOOD.		
N8076U	DC8-71F	10/16/98	EB439	KDAY -to- CYYZ	1 Hr. 31 Min.	2811
Discrepancy:				Corrective Action:		
ON WALK AROUND FOUND FUEL LEAKING FROM #4 M TANK CONDUIT IN AFT WING.				SEALED CONDUIT WITH PRC B1 1/2, LEAK CHK SERVICEABLE.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8076U	DC8-71F	10/20/98	EB820	MMMX -to- KLAX	Cancelled	7721
Discrepancy:				Corrective Action:		
<p>(ATB) AFTER V1 #4 EGT MOMENTARILY WENT TO 907 ° REDUCED N1 1% TO MAINTAIN EGT BELOW LIMITS. ACCOMPLISHED INFLIGHT SHUTDOWN, DUMPED FUEL, RETURNED TO MMMX, WINDMILL TIME 25 MIN & OIL PRESS 0 PSI</p>				<p>R/R #4 EGT INDICATOR AS REQUIRED. OPS CHECKS NORMAL</p>		
N8076U	DC8-71F	10/21/98	EB155	MMMX -to- KDAY	Cancelled	7721
Discrepancy:				Corrective Action:		
<p>#2 ENG SLOW TO ACCELERATE TO IDLE DURING START, SLOW TO CUTBACK. FUEL FLOW & EGT HIGHER THAN 1,3 & 4. AFTER VR EGT WENT TO 905 ° REDUCED N1 BY 1% & EGT CLIMBED TO 908 ° MOMENTARILY. REDUCED N1 BY 2% TO MAINTAIN EGT BELOW LIMITS. ACCOMPLISHED INFLIGHT SHUTDOWN AND RETURNED TO MMMX. WINDMILLING TIME 21 MIN & OIL PRES 0 PSI</p>				<p>PERFORMED STATIC RIG CHECK ON THE VBV AND VSV RIGGING TO M.E.C. TO ENGINE #2. ENGINE RUN OPS CHECKS OK LAW MM 73-21-10.</p>		
N8076U	DC8-71F	10/24/98		KDAY -to- KCLT	0 Hr. 00 Min.	2611
Discrepancy:				Corrective Action:		
<p>ON TAKEOFF ROLL JUST PRIOR TO V1 #4 ENGINE FIRE WARNING WENT OFF, REJECTED TAKEOFF, WHILE REJECTING TAKEOFF FIRE WARNING WENT OUT. REJECTED AT 118 KNOTS.</p>				<p>FOUND 9TH STAGE BLEED AIR CAP ON DUCTING BLOWN OUT, CAUSING DAMAGE TO #4 L/H AFT FIRE LOOP DETECTOR, TURBINE COOLING TUBING ASSY AND L/H REVERSER HALF, R/R COOLING TUBING ASSY, L/H REVERSER HALF AND DUCTING CAP. OPS CHECKS GOOD. PERFORMED REJECTED TAKEOFF INSP CARD # SP001 LAW SP006 PARAGRAPH A-2, NO DEFECTS NOTED.</p>		
N8079U	DC8-71F	10/16/98	EB117	KEWR -to- KDAY	0 Hr. 00 Min.	7223
Discrepancy:				Corrective Action:		
<p>#3 ENG ABRADABLE CARTRIDGE PEELED OF ABOUT 8" AT 12 ° C POSITION (8" PEELED BACK).</p>				<p>REPAIR LAW CFM56-2C ESM SECTION 72-23-00 PARA 13, ABRADABLE CARTRIDGE RECONDITIONING ENG GRND RUN SATISFACTORY.</p>		
N8084U	DC8-71F	10/15/98	EB035	KORD -to- KDAY	0 Hr. 02 Min.	3245
Discrepancy:				Corrective Action:		
<p>(BTB) ANTI-SKID INOP LIGHT ON WITH SYSTEM ARMED.</p>				<p>TRANSFERRED TO DMI PER MEL REF 32-1 CAT 'C' CONTROL #810240 DUE DATE 10-25-98 PLACARDS INSTALLED. CLOSED KDAY 10-15-98 R/R ANTI-SKID CONTROL BOX. ANTI-SKID INOP OPS NORMAL. THIS CLEARS DMI #810240 PLACARD REMOVED.</p>		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8084U	DC3-71F	10/28/98	EB321	KDFW -to- KDAY	3 Hr. 32 Min.	2511
Discrepancy:				Corrective Action:		
DURING TAXI INTERMITTENT FIRE BELL #2 ENG SHORT CIRCUIT LIGHT FLASHES AT SAME TIME.				R/R #2 ENG RIGHT FAN FIRE DETECTOR ASSY SYSTEM FUNCTIONS NORMAL. DMI 810420 CLEARED PLACARD REMOVED.		
N8085U	DC3-71F	10/28/98	EB004	KDAY -to- KCLT	1 Hr. 04 Min.	5613
Discrepancy:				Corrective Action:		
FO SIDE WINDOW (AFT) CRACKED 2 PLACED 6 O'CLOCK POSITION 2 1/4", 8 O'CLOCK 1".				WINDOW FOUND TO BE WITHIN LIMITS PER MM 56-00 PG 603 CODE 2. ENTERED ON NON MEL LIST #67. CLOSED CYMX 10-29-98 R/R F/O'S SIDE WINDOW AFT PER MM 56-11-05 CLEARED NON MEL #67.		
N8087U	DC3-71F	10/21/98	EB124	KDAY -to- KMSP	0 Hr. 26 Min.	2153
Discrepancy:				Corrective Action:		
WHEN R PACK WAS TURNED ON AFTER TAKEOFF PACK COOLING FAN STARTED AND PACK COOLING DOOR OPENED SUPRA LOG 5589-08 (ITEM #2) ALSO AT TOP OF DESCENT #1 & #4 ENGS WENT TO GROUND IDLE (SUSPECT GROUND CONTROL RELAY).				R/R NOSE OLEO SWITCH RH PACK OPS CHECK NORMAL FOR GROUND AND FLIGHT MODE. #1 & #4 ENGINE GROUND IDLE & FLIGHT IDLE CHECK GOOD AT THIS TIME.		
N8087U	DC3-71F	10/21/98	EB323	KMSP -to- KDAY	1 Hr. 17 Min.	2153
Discrepancy:				Corrective Action:		
AFTER T/O WHEN TURNING ON R/H PACK COOLING FAN AND COOLING DOOR CAME ON AND OPEN, PULL R/H GROUND CONTROL RELAY C/B A/C THINKS ITS IN AIR SYSTEMS WORKS NORMAL.				GAINED ACCESS TO GRD SHIFT SWITCHES, CLEANED AND RESEATED CONNECTOR ON RT SWITCH. VERIFIED OPERATION OF SWITCH AND R2-46 RT AIR CONDITIONING RELAY. SYSTEM OPERATES PER MM CH 32 ON GRD RUN.		
N8087U	DC3-71F	10/22/98	EB002	KDAY -to- KPIA	1 Hr. 34 Min.	0
Discrepancy:				Corrective Action:		
#1 AND #4 ENGINE N1 RPM IDLES AT 30% INFLIGHT N1 WENT TO FLIGHT IDLE AT GEAR EXTENSION.				REMOVED AND REPLACED GROUND CONTROL RELAY R2-63 SYSTEM OPS CK GOOD AT THIS TIME. #1 AND #4 ENG FLIGHT IDLE OPERATES GOOD AT THIS TIME.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N3087U	DC8-71F	10/22/98	EB002	KDAY -to- KPLA	Cancelled	7711
Discrepancy:				Corrective Action:		
(ATB) INFLIGHT SHUTDOWN OF R/H PACK DUE TO EXCESSIVE VIB AND NOISE. TOP OF DESCENT #1 ENG WENT BELOW MIN FLIGHT IDLE TO 32% N1. TOP OF DESCENT #4 ENG WENT TO BELOW MIN FLIGHT IDLE TO 30% N1.				INSPECTED NOSE AND PACK SECTION OF AIRCRAFT, SUSPECT PACK WAS RUNNING WHEN #4 ENG WAS ALSO MALFUNCTION, SYS LEAK AND OP CHECKS GOOD. REPLACED S1-68 OLEO SWTCH, SYS OP CHECK GOOD ON ENGINE RUN BY MAINTENANCE TEAM. REPLACED R2-44 RIGHT GROUND RELAY AND S1-69 NOSE OLEO SWITCH, SYS OPS CHECKS GOOD ON ENGINE RUN BY MAINTENANCE TEAM.		
N8087U	DC8-71F	10/22/98	EB105	KROC -to- KDAY	3 Hr. 01 Min.	7611
Discrepancy:				Corrective Action:		
#2 THROTTLE OUT OF RIG AT FL270 79% N1, #1 READ 2.0, #2 1.0, #3 1.9, #4 2.4.				FOUND CONNECTOR FOR PMC HARNESS LOOSE AT MEC, SECURED. RAN ENGINES #2 & #3 AT 50% N1 AND NOTED ENGINE PARAMETERS (N1 & N2) EQUAL WITH NO THROTTLE SPLIT, ACCOMPLISHED #2 ENGINE PMC CHECK PER EWA RUN-UP HANDBOOK AND FOUND SATISFACTORY.		
N8087U	DC8-71F	10/23/98	EB012	KDAY -to- KSAN	0 Hr. 34 Min.	2822
Discrepancy:				Corrective Action:		
#1 FEED PUMP INOP				ITEM DEFERRED LAW MEL 28-4 CAT C ITEM CONTROL #810356, DUE DATE 11-2-98 PLACARD INSTALLED. CLOSED KPHL 10-25-98 R/R #1 MAIN FEED PUMP PER DC8 MM 28-20-1 OPS CHECK NORMAL THIS CLEARS DMI 810356 PLACARD REMOVED.		
N8091U	DC8-71F	10/2/98	EB017	KRNO -to- KDAY	1 Hr. 23 Min.	73311
Discrepancy:				Corrective Action:		
#2 F/F GOES TO ZERO WITH LOW POWER SETTINGS.				R/R F/F XMTR. RAN ENG SYS CHECKS GOOD PER 77-1 M/M.		
N8091U	DC8-71F	10/24/98	EB508	KDAY -to- KSJU	Cancelled	3423
Discrepancy:				Corrective Action:		
(ATB) F.O.'S HORIZON SHOWS INTERMITTENT GYRO AND FLIGHT DIRECTOR FLAGS IN VIEW AND DRIFTS 5 ° TO 20 ° NOSE UP.				R/R #2 VERTICAL GYRO. SYSTEM OPS CHECKS GOOD LAW DC8 MM.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/2/98	EB456	KRDY -to- KDAY	1 Hr. 45 Min.	2131
Discrepancy:				Corrective Action:		
RAPID DECOMPRESSION AT FL350 UNABLE TO HOLD CABIN ALT.				FOUND DUCT CLAMP LOOSE ON R/H ACM, SECURED SAME. PRESSURIZATION CHECK GOOD ON GROUND LAW M/M CHAP 21.		
N811AL	DC8-71F	10/9/98	EB124	KDAY -to- KMSP	0 Hr. 41 Min.	2740
Discrepancy:				Corrective Action:		
REQUESTED STAB AND ELEVATOR TRAVEL CHECK IN REFERENCE LOG PAGE 7141-06 - REQUESTED STAB AND ELEVATOR TRAVEL CHECK IN REFERENCE TO DISCREPANCY ON PREVIOUS PAGE. LOG PAGE 7141-05 WHEN USING PICKLE SW OR SUITCASE HANDLES FOR STAB TRIM A/C YAWS TO RIGHT WHEN TRIMMING NOSE UP OR DOWN. INTENSITY OF MOVEMENT NOT AS BAD ON CLIMBOUT AS DURING DESCENT. AS SPEED IS INCREASED YAW MOTION IS MORE SEVERE. THIS OCCURS WITH YAW DAMPER ON OR OFF, IT IS MORE NOTICABLE W/YAW DAMPER OFF AND A/C WANTS TO ROLL.				LOG PAGE 7141-06 - TRAVEL CHECK STAB AND ELEVATOR ALL CK GOOD AT THIS TIME. LOG PAGE 7141-05 - RAN #2 & #3 ENG MOVED STAB UP AND DOWN WITH AILERON AND RUDDER POWER NO MOVEMENT WAS NOTED. OPS CK GOOD ON GROUND AT THIS TIME.		
N811AL	DC8-71F	10/13/98	EB107	KBSM -to- KDAY	1 Hr. 08 Min.	5234
Discrepancy:				Corrective Action:		
ON OPENING MAINCARGO DOOR, LATCH CYLINDER ROD END BROKE.				REPLACED ROD END OPS CHECKED NORMAL.		
N811AL	DC8-71F	10/17/98	EB011	KTUS -to- KDAY	0 Hr. 32 Min.	3263
Discrepancy:				Corrective Action:		
LANDING GEAR/FLAP WARNING HORN INOPERATIVE.				REPLACED LANDING GEAR/FLAP WARNING HORN SWITCH, SYS OPS CK GOOD.		
N811AL	DC8-71F	10/30/98	EB011	KSAN -to- KDAY	0 Hr. 33 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR VALVE LEAKING FLUID.				TRANSFERRED TO NON-MEL #64 MAIN CARGO DOOR MUST BE MANUALLY OPENED AND CLOSED. CLOSED KDAY 11-1-98 R/R MAIN CARGO DOOR VALVE (SAFETY). OPS CHECK GOOD NO LEAKS NOTED. THIS CLEARS NON MEL 64.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/31/98	EB234	KDAY -to- KDFW	2 Hr. 08 Min.	2821
Discrepancy:				Corrective Action:		
ON CYCLING THE #2 FUEL, AIR & HYD SHUTOFF LEVER FORWARD W/BOOST PUMP ON, FUEL PRESS INCREASED TO 20 PSL				R/R FUEL FIRE SHUTOFF VALVE RIG, OPS CK GOOD, NO LEAKS NOTED IAW DC3 MM 28-22-01.		
N8177U	DC8-71F	10/10/98	EB381	KPLA -to- KOAK	4 Hr. 00 Min.	7721
Discrepancy:				Corrective Action:		
#2 EGT ERRATIC. READS FROM 0 ° TO MAXIMUM INTERMITTENTLY.				R/R LEFT AND RIGHT EGT HARNESS ON #2 ENGINE. OPS NOW CHECK NORMAL OP CHECKED OK ON ENG RUN.		
N8177U	DC8-71F	10/15/98	EB011	KSAN -to- KDAY	0 Hr. 27 Min.	3463
Discrepancy:				Corrective Action:		
ON CREW MAN-UP, FOUND NO POWER TO CAPT NAV EQUIPMENT.				RE-SET #1 FMS DADC O/B OP CHECKS NORMAL		
N832AL	DC8-73F	10/13/98	EB106	KDAY -to- KROC	1 Hr. 05 Min.	3421
Discrepancy:				Corrective Action:		
1. #2 COMPASS SYSTEM PRECESSING HDG FLAG IN VIEW. 2. CAPT'S ADI INDICATE 3 ° NOSE DN HORIZON FLAG IN VIEW.				1. R/R #2 DIRECTIONAL GYRO. PERFORMED OPS CHECK, OPS CHECKS GOOD IAW DC8 MM. 2. R/R #1 VERTICAL GYRO ALSO SWAPPED #1 & #2 ADIS FOR FURTHER TROUBLESHOOTING. BOTH SYSTEMS OPS CHECKS GOOD.		
N832AL	DC8-73F	10/14/98	EB052	KDAY -to- KFLI	1 Hr. 13 Min.	3234
Discrepancy:				Corrective Action:		
WHEN CLOSING CARGO DOOR LOCK BOWS OUT INSTEAD OF LOCKING. CARGO DOOR HYD VALVE LEVER LEAKS ON THE HAND OF THE OPERATOR.				MANUALLY CLOSED MAIN CARGO DOOR. ENTERED ELECTRICAL & HARDWARE PORTION OF DOOR ON NON MEL CNTRL #3. R/R SW-03 SWITCH AND DOOR SILL SWITCH. ADJUSTED MANUAL NEEDLE VALVE DOOR OPS CKS GOOD. HAND VALVE NO LEAKS NOTED. THIS CLOSES NON MEL #3.		
N832AL	DC8-73F	10/30/98	EB001	KOAK -to- KDAY	Cancelled	3463
Discrepancy:				Corrective Action:		
DURING PREFLIGHT, WE CANNOT MAKE THE VOR NAVIGATION SYSTEM WORK INDEPENDENTLY. WE CAN MAKE BOTH WORK ON ONE SYSTEM AT A TIME ONLY.				OPERATES AS DESIGNED, BUILT, AND APPROVED PER ATA 34-23-0.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N950R	DC8-63	10/8/98	EB151	MWCVX -to- KDAY	Cancelled	3230
Discrepancy:				Corrective Action:		
L/H MAIN GEAR WOULD NOT RETRACT. CONFIRMED BY DOOR NOT LATCHED, GEAR NOT LATCHED AND ALT GEAR DOOR WARNING. COMPLIED WITH QRH PROCEDURES.				REMOVED BROKEN PIN AND INSTALLED NEW PIN P/N 4802330-1 LAW DC-8 SERVICE BULLETIN 32-101 R-5 DATED JUNE 12, 1972 AND MDC-BOEING FAX ACTION #348738 DATED 8-10-98.		
N950R	DC8-63	10/14/98	EB321	KDFW -to- KDAY	0 Hr. 25 Min.	2811
Discrepancy:				Corrective Action:		
FUEL LEAK O/B LEADING EDGE LEFT WING FOUND ON PREFLIGHT WALK AROUND.				FOUND FUEL PROBE COVER LOOSE. SECURED AND SEALED FUEL PROBE PANEL.		
N950R	DC8-63	10/21/98	EB233	KDAY -to- KPLA	Cancelled	2811
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND FUEL LEAKS ALONG LEADING EDGE OF BOTH AND AROUND TANK PLATES. ON PREFLIGHT FOUND HYD LEAK IN RIGHT WING OUTBOARD SLOT ACTUATOR.				R/R DEFECTIVE SEALANT LAW MM 28-10-01 LEAK CHECK GOOD LAW MM 28-10-01. FOUND RIGID HYD LINE FOR OUTBD SLOT ACT RETRACT LEAKING, INSTALLED FLEXIBLE HYD LINE IN ITS PLACE. OPS/LEAK CHECK GOOD. THIS INSTALLATION PERFORMED IAW EWA MM CH 7 SECTION I AND ENTERED ON NON-MEL LIST UNDER ITEM #231. CLOSED KPDX 10-24-98 REMOVED FLEX LINE AND INSTALLED HARD LINE CLEARS NON MEL 231.		
N950R	DC8-63	10/29/98	EB316	KDAY -to- KPHL	1 Hr. 37 Min.	8011
Discrepancy:				Corrective Action:		
PERFORMED INFLIGHT ENGINE SHUTDOWN #3 ENGINE LAW EWW QRH DUE TO START VALVE #3 ENG COMING ON FULLY ON DESCENT. ENGINE SHUTDOWN APPROX 15 MIN / POS OIL PRESSURE.				SEE ITEM 2 LOG PAGE 7362-15 FOR CORRECTIVE ACTION, START VALVE OPS CK GOOD, NO DEFECT NOTED. LOG PAGE 7362-15-P02 CA: REPLACED WIRING FROM WING TO #3 ENG PYLON PERFORMED ENG RUN #3 START VALVE OP CHECKS GOOD AT THIS TIME.		
N951R	DC8-63	10/6/98	EB115	KPHL -to- KDAY	0 Hr. 48 Min.	3441
Discrepancy:				Corrective Action:		
RETURNED TO RAMP DUE CAPT'S COMPASS PRECESSING TO THE LEFT 10 ° IN A FEW MINUTES.				RESET CANNON PLUG ON #1 DG. OPS CHECK GOOD ON GROUND.		
N951R	DC8-63	10/18/98	EB316	KDAY -to- KPHL	Cancelled	5321
Discrepancy:				Corrective Action:		
FAA REPORTED GALLEY FLOOR BOARDS ON NON-MEL				REPAIRED GALLEY FLOOR PANELS IAW DC8 SRM CHP 53-2-3. THIS CLEARS NON-MEL #255.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N951R	DC8-63	10/20/98	EB116	KDAY -to- KPHL	0 Hr. 47 Min.	3423
Discrepancy:				Corrective Action:		
(BTB) CAPT HORZ SHOW 10° DOWN AND 3° RT TURN DURING TAXI OUT.				PERFORMED OPERATIONAL CHECK OF CAPT ADL NO FAULTS FOUND. SWAPPED #1 AND #2 INSTRUMENT AMPS FOR T/S AND RE-ERECTED #1 VERTICAL GYRO. BOTH #1 AND #2 ADTS OP CHECK GOOD LAW DC8 MM.		
N951R	DC8-63	10/23/98	EB038	KDAY -to- KATL	5 Hr. 21 Min.	2811
Discrepancy:				Corrective Action:		
FUEL LEAK AT #1 ENGINE PYLON AND INBD OF #1 ENGINE PYLON.				REMOVED AND REPLACED DEFECTIVE SEALANT LAW MM 28-10-01. LEAK CHECK GOOD IAW MM 28-10-01.		
N957R	DC8-63F	10/13/98	EB011	KSAN -to- KDAY	1 Hr. 11 Min.	3261
Discrepancy:				Corrective Action:		
ON PRE-DEPARTURE CHECKS BY MAINT., FOUND LANDING GEAR WARNING SYSTEM WOULD NOT TEST.				REMOVED AND REPLACED BAD SWITCH IN R/H WHEEL WELL, SYSTEM OPS CHECKS GOOD.		
N957R	DC8-63F	10/28/98	EB152	KDAY -to- MMMEX	Cancelled	3441
Discrepancy:				Corrective Action:		
(BTB) RADAR WILL TEST BUT NO INPUT.				FOUND RADAR RT LOOSE, TIGHTENED RADAR RT IN RACK, OPS CHECKS GOOD.		
N959R	DC8-63F	10/6/98	EB338	KDAY -to- KATL	0 Hr. 32 Min.	7721
Discrepancy:				Corrective Action:		
#3 ENGINE 365° AT IDLE THEN SLOWLY INCREASES TO 370°.				OK FOR CONTINUED SERVICE AS PER PRATT & WHITNEY MM CH 72-0 PAGE 510 ENGINE ADJUSTMENT AND TEST.		
N959R	DC8-63F	10/10/98	EB337	KATL -to- KDAY	1 Hr. 51 Min.	2781
Discrepancy:				Corrective Action:		
SLOT LIGHT CAME ON, REMAINED ON WITH FLAPS UP AND FLAPS DOWN.				REMOVED AND REPLACED LOGIC MODULE. OPS CHK GOOD. THIS CLEARS DMI #810163. PLACARD REMOVED.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N959R	DC8-63F	10/13/98	EB037	KATL -to- KDAY	2 Hr. 55 Min.	3252
Discrepancy:				Corrective Action:		
GROUND SHIFT MECH IS BROKEN.				R/R NOSE GEAR EMERGENCY STEERING SHUTOFF VALVE, RIG & OPS CHK GOOD.		
N959R	DC8-63F	10/15/98	EB316	KDAY -to- KPHL	0 Hr. 30 Min.	2723
Discrepancy:				Corrective Action:		
(BTB) YAW DAMPNER W/N ENGAGE.				TRANSFERRED YAW DAMPNER TO DMI #810252 PER EWA MEL 22-2 CAT C DUE DATE 10-25-98 PLACARD INSTALLED. CLOSED KPHL 10-15-98 PER CREW REPORT YAW DAMPNER OPS CHECKS NORMAL THIS CLEARS DMI #810252 PLCARD REMOVED.		
N959R	DC8-63F	10/29/98	EB036	KDAY -to- KORD	6 Hr. 56 Min.	2811
Discrepancy:				Corrective Action:		
ON POST FLIGHT FOUND FUEL LEAKING FROM #3 ENGINE.				R/R #3 ENGINE FUEL CONTROL. PERFORMED ENG TRIM RUN ON #3 ENG OPS CHECK & LEAK GOOD (AW DC8 ENG RUN HANDBOOK.		
N961R	DC8-73F	10/6/98	EB341	KEWR -to- KDAY	2 Hr. 29 Min.	2822
Discrepancy:				Corrective Action:		
#1 ALT TANK SELECTOR VALVE WILL NOT CLOSE VALVE.				LUBED CABLES AND PULLEYS FOR #1 ALT TANK VALVE, OPS CHECK GOOD.		
N961R	DC8-73F	10/20/98	EB820	MMMX -to- KLAX	Cancelled	7721
Discrepancy:				Corrective Action:		
(BTB) PRIOR TO 100 KTS, #2 ENG EGT WENT TO 905 ° REJECTED TAKEOFF AT 100 KTS AND STILL CLIMBING				RE-RIGGED VBW'S AND VSV'S LAW MM 73-21-10. OPS CHECK NORMAL ON ENGINE RUN. EGT WITHIN LIMITS ON TAKE-OFF POWER SETTING.		
N961R	DC8-73F	10/27/98	EB014	KDAY -to- KBOS	0 Hr. 26 Min.	3611
Discrepancy:				Corrective Action:		
PNEUMATIC BLEED LEAK FROM LEFT SIDE AFTER ENGINE START.				FOUND L/H CHIN SCOOP VALVE OPEN CLEANED AND RESECURED CONNECTION ON VALVE. OPS CHECK GOOD AT THIS TIME.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N961R	DC8-73F	10/23/98	EB013	KBOS -to- KDAY	0 Hr. 43 Min.	2421
Discrepancy:				Corrective Action:		
(BTB) #1 GENERATOR COMES OFF LINE UNABLE TO PERFORM PREFERENTIAL CHECK. DURING PREFERENTIAL CHECK #1 AND #2 GENERATORS PICK UP THE BUS TIE AT THE SAME TIME AND THEN #1 DROPS OFF LINE.				DEFERRED LAW DC8 MEL 24-1, CAT C, DUE DATE 11-07-98. DMI #810414 ASSIGNED. CLOSED KBOS 10-29-98 INSPECTED GENERATOR RELAY & BUS TIE RELAY. RESET CANNON PLUGS ON GEN CONT PANEL. OPS CHECK NORMAK ON ENGINE RUN UP LAW RUN UP HANDBOOK. THIS CLEARS DMI #810414 PLACARD REMOVED.		
N961R	DC8-73F	10/30/98	EB123	KMSP -to- KDAY	1 Hr. 00 Min.	2421
Discrepancy:				Corrective Action:		
(BTB) #1 GEN WILL NOT PREF. CK. DISCONNECTED GEN AND COULD NOT GET PARALLELING ON OTHER 3 GENS.				SHUTDOWN ENGINES. RESET #1 CSD. SECURED COWL, STARTED ENGINES, ALL SYSTEM OP CK GOOD.		
N990CF	DC8-62	10/11/98	EB341	KEWR -to- KDAY	Cancelled	2822
Discrepancy:				Corrective Action:		
FOUND #2 MAIN FUEL TANK BOOST PUMP PRESSURE 0' ON PREFLIGHT.				REMOVED AND REPLACED BOOST PUMP WIRE HARNESS IN #2 MAIN FUEL TANK. PERFORMED BY CONTRACT SERVICE.		
N991CF	DC8-54F	10/4/98	EB305	KROC -to- KDAY	0 Hr. 49 Min.	7933
Discrepancy:				Corrective Action:		
#3 ENG OIL PRESS LIGHT STAYS ON AFTER ENG START, OIL PRESS NORMAL, OIL TEMP NORMAL. ADVANCED THROTTLE DID NOT HELP.				REMOVED AND CHECKED OIL FILTER - CHECKS OK, NO CONTAMINATES NOTED. FOUND CONNECTOR LOOSE AT OIL PRESS SWITCH - TIGHTENED CONNECTOR AND SAFETIED. GROUND RUN ENG #3 OIL LIGHT CHECK GOOD. OIL FILTER LEAK CHECK GOOD.		
N991CF	DC8-54F	10/17/98	EB109	KDEN -to- KDAY	1 Hr. 07 Min.	7933
Discrepancy:				Corrective Action:		
#3 ENGINE LOW OIL PRESSURE LIGHT DID NOT GO OUT AFTER ENGINE START UP. OIL PRESSURE NORMAL.				FOUND LOOSE CANNON PLUG AT #3 OIL PRESS SWITCH CLEANED AND TIGHTENED SAME. OPS CK NORMAL DURING ENG RUN.		
N991CF	DC8-54F	10/24/98	EB107	KBSM -to- KDAY	0 Hr. 22 Min.	2721
Discrepancy:				Corrective Action:		
LOWER RUDDER SUPPORT BEARING NEEDS TO BE REPLACED.				REMOVED RUDDER. REMOVED AND REPLACED BEARING, REINSTALLED RUDDER. LAW MM 27-21-1. OPS CHECKS NORMAL.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N991CF	DC8-54F	10/28/98	EB110	KDAY -to- KDEN	0 Hr. 33 Min.	2611
Discrepancy:				Corrective Action:		
#3 FIRE WARNING WILL NOT TEST.				CLEANED CONNECTION AT LH TOP AFT FIRE LOOP. #3 FIRE WARNING SYSTEM CHECKS GOOD.		
N991CF	DC8-54F	10/29/98	EB127	KLAH -to- KDAY	0 Hr. 33 Min.	2611
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND #3 ENG FIRE TEST WOULD NOT TEST.				OPENED #3 ENG COWLING INSPECTED LOOP AND CLEANED FWD CONNECTOR ON MAIN JUNCTION BOX. OPS CK OK.		
N992CF	DC8-54F	10/6/98	EB108	KDAY -to- KBSM	1 Hr. 39 Min.	7611
Discrepancy:				Corrective Action:		
#2 THROTTLE IS 2 FULL KNOBS BEHIND OTHER 3 THROTTLES DURING ALL PHASES OF FLIGHT.				PERFORMED HIGH POWER ENG #2. FOUND #2 THROTTLE TO BE 3/4 KNOB BEHIND OTHER. THROTTLE STAGGER WITHIN LIMITS LAW DC8 MM CH 76-00-06. NO DEFECTS NOTED.		
N992CF	DC8-54F	10/8/98	EB128	KDAY -to- KLAH	1 Hr. 23 Min.	2921
Discrepancy:				Corrective Action:		
AUX PUMP FAILED DURING PRE-FLIGHT.				R/R MAIN SYSTEM HYDRAULIC AUX PUMP AND CLEAN PRESSURE RELIEF VALVE. OPS AND LEAK CHECKS GOOD.		
N992CF	DC8-54F	10/9/98	EB128	KDAY -to- KLAH	0 Hr. 42 Min.	7611
Discrepancy:				Corrective Action:		
#1 THRUST LEVER MOVEMENT IS VERY STIFF FOUND ON PREFLIGHT.				LUBED #1 ENG THROTTLE LINKAGES, OPS CHECKS GOOD ON GROUND, NO DEFECTS NOTED.		
N992CF	DC8-54F	10/31/98	EB127	KIAA -to- KDAY	4 Hr. 10 Min.	2421
Discrepancy:				Corrective Action:		
ON ENG START #4 ENG GEN VOLTS AND FREQS LOW. WILL NOT RESET, THEN SPIKED OUT AND VOLTS & FREQS WENT TO ZERO.				R/R GEN CONTROL PANEL AND FREQ & LOAD CONTROLLER. SYS OPS NORMAL PER MM 2+0.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N993CF	DC8-62	10/7/98	EB123	KDAY -to- KLAH	0 Hr. 36 Min.	7111
Discrepancy:				Corrective Action:		
#1 ENG NOSE COWL LSD INLET CRACKED.				R/R #1 ENG NOSE COWL OPS CHECK GOOD.		
N993CF	DC8-62	10/21/98	EB511	KSLC -to- KDAY	1 Hr. 10 Min.	2311
Discrepancy:				Corrective Action:		
FUEL LEAK RT INBOARD FLAP AREA.				RESEALED UPPER #3 FUEL TANK ACCESS PANEL IAW CH 28 DC8 MM NO LEAKS NOTED.		
N993CF	DC8-62	10/30/98	EB323	KMSP -to- KDAY	1 Hr. 42 Min.	2321
Discrepancy:				Corrective Action:		
VHF #1 AND #2 RADIOS INOP (WILL NOT TRANSMIT) LARGE AMOUNT OF WATER DRAINING FROM ANTENNA AREA.				FOUND MIC INOP ON #2 POS, SWAPPED AND RERACKED CAPT & FE MICS, OPS CHECK GOOD IAW MM.		
N996CF	DC8-62F	10/9/98	EB309	KDEN -to- KDAY	0 Hr. 45 Min.	2321
Discrepancy:				Corrective Action:		
#1 VHF X-MITTER WILL TRANSMIT BUT WILL NOT RECEIVE. VERY WEAK AND BROKEN.				FOUND F/E BOOM MIKE SWITCH STUCK IN BOOM. PUT SWITCH IN NORMAL POSITION. SYS OPS CK GOOD.		
N997CF	DC8-62F	10/27/98	EB039	KMEM -to- KDAY	0 Hr. 34 Min.	2441
Discrepancy:				Corrective Action:		
PRIOR TO DEPARTURE GROUND POWER INOP.				GROUND POWER DEFERRED IAW MEL 24-16 DMI #810389 CAT C DUE 11-6-98 PLACARD INSTALLED. CLOSED KDAY 10-27-98 R/R EXTERNAL POWER RELAY. GROUND POWER OP CHECKS GOOD IAW DC8 MM. THIS CLEARS DMI #810389 PLACARD REMOVED.		
N997CF	DC8-62F	10/30/98	EB006	KDAY -to- KJFK	0 Hr. 42 Min.	3423
Discrepancy:				Corrective Action:		
#1 ADI INTERMITTENTLY PRECESSES.				REMOVED AND REPLACED #1 VERTICAL GYRO. #1 ATTITUDE OP CHECKS GOOD IAW DC8 MM.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N998CF	DC8-62F	10/16/98	EB006	KDAY to-KJFK	0 Hr. 00 Min.	7230
Discrepancy:				Corrective Action:		
(BTB) ENG #2 COMPRESSOR STALL AT T/O PWR ABORTED T/O.				REMOVED FOD FROM ENG, INSPECTED FOR DAMAGE, NONE FOUND. OPS CKECKS GOOD.		
N998CF	DC8-62F	10/29/98	EB039	KMEM to- KDAY	5 Hr. 50 Min.	3233
Discrepancy:				Corrective Action:		
PRIOR TO DISPATCH FOUND L/H MLG PIVOT GLAND LEAKING.				R/R L/H MLG PIVOT GLAND IAW MM CH 32-31-01 OPS CK NORMAL.		
N998CF	DC8-62F	10/31/98	EB306	KDAY to- KROC	0 Hr. 42 Min.	3423
Discrepancy:				Corrective Action:		
FO'S ADI ATT FLAG INTERMITTENTLY COMES INTO VIEW ADI FREEZES IN THAT POSITION.				R/R FO'S ADI, REPAIRED FO VG CANNON PLUG AND REMOVED AND REPLACED FO VG, SYS OP CHECK GOOD.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N500MH	DC8-71F	11/11/98	EB0046	KDAY -to- KERP	Cancelled	2811
Discrepancy:				Corrective Action:		
FUEL LEAKING AT FLAPS BETWEEN #1 AND #2 ENG.				PERFORMED TANK UNIT CONDUIT REPAIR IAW UNITED DC-8 MM 28-42-09 STEP 4 NO LEAKS NOTED.		
N603AL	DC8-73F	11/13/98	EB0101	KPDX -to- KDAY	Cancelled	5753
Discrepancy:				Corrective Action:		
R.H. FLAP STATION 219 OUTBD FITTING CRACKED				REPLACED FITTING OPS CKS OK		
N603AL	DC8-73F	11/28/98	EB332	KDAY -to- KFLL	1 Hr. 02 Min.	3421
Discrepancy:				Corrective Action:		
#2 COMPASS SYSTEM DRIFTS 1/2 ° PER MINUTE. THE NULL INDICATOR STAYS PARKED ON THE "X" AND DOES NOT MOVE.				R/R FO'S ADF/COMPASS INDICATOR. OP CHECKS GOOD IAW DC8 MM.		
N604AL	DC8-73F	11/4/98	EB430	KDAY -to- KLAX	9 Hr. 05 Min.	2811
Discrepancy:				Corrective Action:		
FUEL LEAKS #1 AND #4 ENG PYLONS.				RESEALED SEVERAL HIGHLOCKS ON #1 PYLON IAW MM 28-10-01, LEAK CKD GOOD IAW MM 28-10-01. RESEALED PROBE CONNECTOR ON #4 PYLON IAW MM 28-10-01, LEAK CHECK GOOD IAW MM 28-10-01		
N604AL	DC8-73F	11/28/98	EB331	KFLL -to- KDAY	1 Hr. 38 Min.	2811
Discrepancy:				Corrective Action:		
FLUID LEAKAGE DISCOVERED AT AFT EDGE OF #2 ENGINE PYLON TO WING LOWER FAIRING.				CHECKED AND FOUND FUEL SEEP CLASS 'B' REAR SPAR APPROX ONE HALF WAY BETWEEN #1 AND #2 ENG. ALSO NOTED FUEL SEEP CLASS 'B' AT ATTACH POINT FOR #1 ENG STINGER AFT SPAR. OK FOR SERVICE WITHIN LIMITS EWWA MM CHAP 6 SECT 2 PAR 4.		
N606AL	DC8-73F	11/4/98	EB0238	KPIA -to- KDAY	0 Hr. 26 Min.	2421
Discrepancy:				Corrective Action:		
#4 BTR LOCKED OPEN ON ENGINE SHUTDOWN. BUSS FAULT RESET SWITCH NOT EFFECTIVE. #4 BUSS UNPOWERED.				RE-RACKED #4 GEN CONTROL PANEL. #4 BUSS OPS CHECKS		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N606AL	DC8-73F	11/4/98	EB0044	KDAY -to- KLAX	3 Hr. 26 Min.	2421
Discrepancy:				Corrective Action:		
DURING #4 ENG SHUTDOWN PARTIAL LOSS OF #4 DC, AFTER EXT PWR APPLIED LOSS #4 MAIN BUSS.				REMOVED AND REPLACED #4 GENERATOR BUSS TIE RELAY AND GENERATOR CONTROL PANEL. SYSTEM OPS CK GOOD AT THIS TIME.		
N606AL	DC8-73F	11/4/98	EB0048	KLAX -to- KDAY	0 Hr. 28 Min.	2811
Discrepancy:				Corrective Action:		
FUEL LEAKING ON BOTTOM OF ACFT, FWD OF MN GEAR DOORS, AND HYD LEAK FOUND AROUND TAIL SKID AREA.				INSPECTED FUEL LAW EMM FOUND LEAK TO BE GROUP "A" SLOW SEEP ACTION CODE 2, REQUIRING NO IMMEDIATE ACTION...OK FOR CONTINUED SERVICE. INSPECTED HYD LEAK, FOUND LOOSE B NUT AT STAB TRIM MOTOR. TIGHTENED B-NUT/CLEANED AREA OPS CK GOOD NO LEAKS NOTED		
N606AL	DC8-73F	11/16/98	EB223	CYMX -to- KDAY	Cancelled	2781
Discrepancy:				Corrective Action:		
DURING SERVICE CHECK PRESSURE LINE FOR LEADING EDGE SLOT BETWEEN 3 & 4 ENGINES FOUND LEAKING.				REPLACED REGID LINE WITH FLEX LINE. PRESS CHECK NO LEAKS. PLACED NON MEL #26. CLOSED KSAN 11-18-98 INSTALLED NEW RIGID LINE, OPS AND LEAK CHECKS NORMAL. THIS CLEARS NON MEL #26.		
N606AL	DC8-73F	11/19/98	EB011	KSAN -to- KDAY	0 Hr. 25 Min.	3421
Discrepancy:				Corrective Action:		
COMPASS FLAG IN VIEW ON FO'S CDI AND CAPTAIN'S RMI.				REMOVED AND REPLACED F/O'S (#2 DIRECTIONAL GYRO). OPS CHECK NORMAL.		
N791FT	DC8-73F	11/4/98	EB0152	KDAY -to- MMEX	Cancelled	7531
Discrepancy:				Corrective Action:		
UPON LEVELING OFF AT FL 41.0 WHILE PULLING BACK POWER FROM CLIMB POWER TO CRUISE POWER #3 ENGINE COMPRESSOR STALLED AND FLAMED OUT. IGNITION OVERRIDE WAS PLACED TO ALL ENGINES POSITION AND #3 ENGINE RELIT AND CAME BACK TO NORMAL OPERATING PARAMETERS WITHIN ONE MINUTE.				COMPLIED WITH TROUBLESHOOTING PROCEDURES IAW M/M 71-00-00, FOUND VBV FUEL GEAR MOTOR LEAKING INTERNAL. R&R VBV FUEL GEAR MOTOR ASSY IAW MM 75-31-10. LOW POWER ENG RUN OP & LEAK CHECKS GOOD AT THIS TIME.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N791FT	DC8-73F	11/13/98	EB0011	KSAN -to- KDAY	0 Hr. 20 Min.	2745
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND HORIZONTAL STAB MOTION HORN IS INOPERATIVE.				CLEANED SWITCH AT HORIZ STAB ELECTRIC TRIM MOTOR. HORN OPS CHECKS NORMAL.		
N792FT	DC8-73F	11/11/98	EB0035	KORD -to- KDAY	1 Hr. 35 Min.	8011
Discrepancy:				Corrective Action:		
#3 ENG WILL NOT START				REMOVED AND REPLACED #3 ENG STARTER ASSY, OPS TESTS GOOD, REPLACEMENT STARTER ROBBED FROM A/C 961R S/N P696C		
N796AL	DC8-63	11/19/98	EB137	CYYZ -to- KDAY	0 Hr. 40 Min.	8011
Discrepancy:				Corrective Action:		
#3 ENG START SWITCH BLUE LIGHT DID NOT ILLUMINATE DURING START.				RELAMPED #3 ENG START SWITCH LIGHT. OPS CHECKS GOOD.		
N796AL	DC8-63	11/20/98	EB123	KMSP -to- KDAY	2 Hr. 13 Min.	3236
Discrepancy:				Corrective Action:		
(ATB) ATB DUE TO LOUD NOISES IN NOSE LANDING GEAR WHEEL WHEN LDG. RETRACTED, CYCLED GEAR BUT NOISE DID NOT CEASE. AIRCRAFT RETURNED TO KMSP WITH LANDING WEIGHT OF 267,000 # (OVERWEIGHT LANDING).				INSP NLG FOUND LT NOSE GEAR DOOR MANUAL LOCK INTERMITTENT. CLEANED AND LUBED STRUT, DOOR REMAINS CLOSED. ACCOMPLISHED OVERWEIGHT LANDING INSP. ALL CHECKS GOOD PER EMERY INSP MANUAL CH 2.		
N796AL	DC8-63	11/20/98	EB382	KDAY -to- KOAK	0 Hr. 00 Min.	7221
Discrepancy:				Corrective Action:		
ON POST FLIGHT WALKAROUND FOUND #4 ENGINE FAN BLADES NICKED.				PRESSED OUT BLADES IAW PRATT & WHITNEY MM 72-00. OK FOR SERVICE.		
N796FT	DC8-73F	11/11/98	EB0025	KSEA -to- KDAY	0 Hr. 00 Min.	3233
Discrepancy:				Corrective Action:		
UPON GEAR RETRACTION, RIGHT GEAR CAUSED GEAR DOORS NOT LATCHED LIGHT, GEAR NOT LATCHED LIGHT AND ALTERNATE MAIN GEAR DOOR LIGHTS TO REMAIN ON.				REMOVED AND REPLACED RT MLG BOSS PIN IAW DC8 32-102, GEAR RETRACTION OPS CHECK GOOD IAW DC8 MM 32-11-62.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	11/16/98	EB057	KFLL -to- KDAY	Cancelled	2311
Discrepancy:				Corrective Action:		
FUEL LEAK LEFT WING AT #2 PYLON.				REPAIRED P/N 783584-558 TUBE LAW UAL MM 28-25-11 PARA 'C'. REINSTALLED, NO LEAKS NOTED. ENTERED HEAT TREAT PROCESS ON NON MEL 320 DUE WITHIN 50 FLT HRS OR 7 DAYS. CLOSED KATL 11-17-98 REMOVED AND REPLACED FUEL TUBE NO LEAKS NOTED, NON MEL 320 CLEARED.		
N797AL	DC8-63	11/5/98	EB0115	KPHL -to- KDAY	3 Hr. 14 Min.	5755
Discrepancy:				Corrective Action:		
ON WALK AROUND RIGHT INBOARD SLOT OPEN.				REPLACED SLOT DOOR FITTING, OPS CHECK GOOD AS PER MM 27-80		
N797AL	DC8-63	11/13/98	EB0117	KEWR -to- KDAY	0 Hr. 20 Min.	5234
Discrepancy:				Corrective Action:		
DELAY DUE TO CARGO DOOR MUST BE MANUALLY CLOSED PER NON-MEL DEFERRAL.				MANUALLY CLOSED CARGO DOOR, VERIFIED POSITION & SECURITY OF LATCH PINS, SECURED AS REQUIRED.		
N797AL	DC8-63	11/29/98	EB305	KROC -to- KDAY	3 Hr. 41 Min.	2811
Discrepancy:				Corrective Action:		
ON WALKAROUND FOUND FUEL LEAKING R/H WING LEADING EDGE INBOARD OF #3 ENGINE.				TROUBLE SHOT TO LEAKING GAMMA COUPLING INBOARD OF #3 ENGINE. REPLACED SEALS LAW DC-8 MM 28-21-14. LEAK CHECK GOOD, NO LEAKS NOTED.		
N8076U	DC8-71F	11/8/98	EB0380	KDAY -to- KLAX	0 Hr. 24 Min.	3419
Discrepancy:				Corrective Action:		
STALL WARNING WENT OFF AT FL 35.0 300KTS ALSO AT 200 TO LAND 130 KTS.				R+R STALL WARNING XDCR OPS CK GOOD.		
N8076U	DC8-71F	11/13/98	EB0031	KFLL -to- KDAY	0 Hr. 27 Min.	2752
Discrepancy:				Corrective Action:		
STALL WARNING CAME ON AT ROTATION, AGAIN AT FL 280 STRAIGHT & LEVEL FLT.				R/R ENGINE 2 GROUND CONTROL RELAY, R2-63. OPS CKD OK ON TEST PER MM 27-80.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N3084U	DC8-71F	11/8/98	EB0331	KOAK -to- KDAY	Cancelled	3023
Discrepancy:				Corrective Action:		
BLEED AIR LEAK IN NOSE SECTION, POSSIBLE SCOOP VALVE				FOUND L/H CHIN SCOOP ANTI-ICE VALVE STUCK OPEN. R&R SAME. OPS NOW NORMAL		
N8087U	DC8-71F	11/26/98	EB233	KDFW -to- KDAY	3 Hr. 00 Min.	2752
Discrepancy:				Corrective Action:		
FLAP WARNING HORN FAILED TEST ON PREFLIGHT.				CLEANED FLAP FOLLOW UP SWITCH. GROUND OPS CHECKS OK.		
N811AL	DC8-71F	11/6/98	EB0013	KBOS -to- KDAY	1 Hr. 02 Min.	2721
Discrepancy:				Corrective Action:		
N811AL 27-21 6266251 07NOV98 BOS CLOSE ON PREFLIGHT-FOUND THAT ACTUATING STAB TRIM WILL POWER RUDDER & EXTINGUISH REVERSION LIGHT WITH YAW DAMPER OFF.				CHECKED, CLEANED, RE-INSTALLED CHECK VALVES ON HYD. RUDDER PACKAGE. OPERATIONAL CHECK GOOD.		
N811AL	DC8-71F	11/6/98	EB0213	KBOS -to- KDAY	0 Hr. 33 Min.	2721
Discrepancy:				Corrective Action:		
ACTUATING STAB TRIM IN EITHER DIRECTION CAUSES RUDDER KICK. WITH RUDDER POWER LEVER OFF, RUDDER KICK SEVERE AND RUDDER REVERSION LIGHT GOES OUT WITH STAB TRIM ACTUATION.				CHECKED RUDDER & STABILIZER PACKAGES FOR BROKEN PART & LEAKS. OPERATED STABILIZER SEVERAL TIMES THROUGH FULL UP & DOWN. NO KICKS NOTED WITH RUDDER PWR OFF S SLIGHT MOVEMENT IN RUDDER IS NORMAL IAW M/M CHAP. 27-24-24.		
N811AL	DC8-71F	11/7/98	EB0303	KBOS -to- KDAY	Cancelled	7721
Discrepancy:				Corrective Action:		
SHUT #4 ENG DOWN AT 0535Z DUE SURGING RPM AND HIGH EGT. RETARDED POWER LEVER AND AT 40% EGT READ 804 DEGREES.				REMOVED AND REPLACED #4 ENG IAW EMERY ENG CHANGE CARD ME091.		
N8177U	DC8-71F	11/10/98	EB0011	KMCI -to- KDAY	2 Hr. 36 Min.	552
Discrepancy:				Corrective Action:		
ACFT HIT BY LIGHTNING AND EMERGENCY DECLARED. ALL SYSTEMS AND NAVIGATION EQUIPMENT WORKED OK.				PERFORMED SEPCIAL INSPECTION IAW EMERY CARD SP004 LIGHTING STRIKE INSP OK FOR SERVICE.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8177U	DC8-71F	11/17/98	EB043	KLAX -to- KDAY	0 Hr. 30 Min.	3463
Discrepancy:				Corrective Action:		
ALL CAPT'S FLIGHT INSTRUMENTS #1 FMS, #2 COMM ARE ALL INOPERATIVE ON PREFLIGHT.				CYCLED SHIP ELECT. POWER SEVERAL TIMES, ALL BUSES CAME UP NO FAULTS NOTED.		
N832AL	DC8-73F	11/1/98	EB0013	KBOS -to- KDAY	2 Hr. 28 Min.	5234
Discrepancy:				Corrective Action:		
MAX CABIN PREE 8PSI BOTH PACKS MAX				REMOVED AND REPLACED MAIN CARGO DOOR SEAL IAW MM CHAP 52-36-2. SEAL , AND REPLACED CARGO DOOR SEAL RETAINER IAW M/M CH 52-36-8.		
N832AL	DC8-73F	11/5/98	EB0106	KDAY -to- KROC	0 Hr. 20 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR SEAL RETAINER ON NON MEL #6. ITEM NON-MEL'D ON 11/01/98. STILL ON NON-MEL				REMOVED AND REPLACED CARGO DOOR SEAL RETAINER, MM CH 52-26-8. GROUND PRESSURE CHECKS GOOD, THIS CLEARS NON-MEL #6.		
N832AL	DC8-73F	11/6/98	EB0305	KROC -to- KDAY	0 Hr. 47 Min.	5234
Discrepancy:				Corrective Action:		
NON-MEL ON MAIN CARGO DOOR: TOOK SEVERAL ATTEMPTS TO GET DOOR TO CLOSE MANUALLY				CLOSING CARGO DOOR MANUALLY COULD NOT GET LOCK PIN ENGAGED. AFTER SEVERAL ATTEMPTSDOOR CLOSED AND LOCKED. MAINTENANCE AT KDAY REPAIRED BROKEN WIRE ON CARGO DOOR MIC SWITCH, SYS OPS CHECKS GOOD AT THIS TIME.		
N832AL	DC8-73F	11/24/98	EB015	KBOS -to- KDAY	0 Hr. 23 Min.	2811
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND FUEL LEAKING FROM #3 BOTTOM OF ENGINE COWLING.				FUEL LEAK FOUND WITHIN LIMIT. REF UNITED AIRLINE MM PG 203 (71-70-02) ON MAIN FUEL PUMP.		
N865F	DC8-63F	11/18/98	EB331	KDAY -to- KFLL	3 Hr. 40 Min.	2912
Discrepancy:				Corrective Action:		
HYDRAULIC FLUID LEAKING FROM TAIL SKID.				REMOVED & REPLACED RUDDER HYDRAULIC POWER PACK IAW MM 27-21-6/27-20-6 ADJUSTMENT TEST, OPS CHECKS NORMAL.		

**EMERY WORLDWIDE AIRLINES
DELAY SUMMARY**

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N870TV	DC8-73F	11/13/98	EB0118	KDAY -to- KEWR	0 Hr. 58 Min.	2724
Discrepancy:				Corrective Action:		
RUDDER CONTROL MANUAL LIGHT NOT ILLUMINATED W/GUST LOCK ON				REPAIRED BROKEN WIRE A1 RUDDER REVERSION SWITCH. OPS CK GOOD.		
N870TV	DC8-73F	11/19/98	EB021	KDFW -to- KDAY	Cancelled	5611
Discrepancy:				Corrective Action:		
CENTER WINDSHIELD OUT PANE SHATTERED FL 350.				R/R CENTER WINDSHIELD & TEMP CONTROLLER PER UNITED MM 56-11-04. CHECKS NORMAL.		
N870TV	DC8-73F	11/20/98	EB004	KDAY -to- KCLT	0 Hr. 19 Min.	5271
Discrepancy:				Corrective Action:		
MAIN CARGO DOOR LACK INDICATION (OUTSIDE) DOES NOT INDICATED LOCKED WITH CARGO DOOR CLOSED.				MAINTENANCE VERIFIED ALL LOCK PINS FULLY LOCKED ENGAGED AND VENT DOOR LOCKED.		
N870TV	DC8-73F	11/28/98	EB424	KDAY -to- CYMX	0 Hr. 20 Min.	8011
Discrepancy:				Corrective Action:		
ON STARTING ENGINE #1 WHEN STARTER SWITCH RELEASED MANIFOLD PRESSURE RECOVERED BUT START VALVE OPEN LIGHT REMAINED ILLUMINATED.				PLACED ON MEL LAW 80-1 CAT C DMI #811362 DUE 12-08-98 PLACARD INSTALLED. CLOSED KMCO 12-01-98 CLEANED CANNON PLUG ON START VALVE THIS CLEARS MEL 80-1 CONTROL #811362 REMOVED PLACARD.		
N921R	DC8-63F	11/10/98	EB0018	KSLC -to- KRNO	1 Hr. 27 Min.	2421
Discrepancy:				Corrective Action:		
RADIO RACK O HEAT LIGHT ILLUMINATED AFTER T.O. INTERMITTENT DURING CRUISE. AFTER TAKEOFF, NUMBER ONE ALTERNATE TANK BOOST PUMP, MAIN TANK BOOST PUMP AND FEED PUMP CIRCUIT BREAKERS POPPED.(TOP AND BOTTOM OF EACH THREE POPPED, MIDDLE BREAKER STAYED IN.) UPON GEAR EXTENSION, SPOILER PRESSURE CAME UP TO 2,100 PSI. NUMBER ONE EPR GAUGE IRRATIC.				REPLACED CURRENT LIMITERS AT #1 CURRENT TRANSFORMER FAN OPS CHECKS GOOD. NO OVERHEAT LIGHT.REPLACED CURRENT LIMITER AT #1 CURRENT TRANSFORMER RESET BOOST PUMP BREAKERS ALL. PUMPS OPS CHECK GOOD.REPLACED SPOILER PUMP CURRENT LIMITERS PUMP OPS CHECKS GOOD 3.000 PSI SPOILERS OPS CHECK GOOD.GROUND RAN #1 ENGINE #1 EPR OPS CHECKS GOOD.		
N921R	DC8-63F	11/17/98	EB025	KSEA -to- KDAY	0 Hr. 45 Min.	3421
Discrepancy:				Corrective Action:		
ON PUSHBACK #2 DIRECTIONAL GYRO (IE CAPTAINS RM/FO'S HIS) FLAGS CAME IN VIEW AND THE COMPASS CARDS STOPPED ROTATING.				R/R #2 DIRECTIONAL GYRO. OPS CHECKS GOOD IAW DC-8 MM 34-21-1.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N921R	DC8-63F	11/21/98	EB037	KATL -to- KDAY	1 Hr. 10 Min.	5232

Discrepancy:	Corrective Action:
LH OUTBOARD FLYING GEAR DOOR LINK BROKEN.	REPLACED DOOR LINK PER 32-10-0 MM.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N950R	DC8-63	11/11/98	EB0123	KMSP -to- KDAY	1 Hr. 01 Min.	2421

Discrepancy:	Corrective Action:
ON PUSH BACK #1 GEN UN-PARL'D FOLLOWED BY BUSS PWR FAIL. RETURNED TO BLOCK, NO FLT.	RESET #1 BUSS, DISCONNECTED #1 CSD, DEF #1 GEN PER 24-1 CAT C DUE DATE 11-22-98, DMI # 811164 PLACARD INSTALLED. REMOVED AND REPLACED #1 GEN CONT PNL. GRD CHKS NORMAL ON ENG RUN, THIS CLEARS DMI #811164 PLACARD REMOVED. (CLOSED 11-13-98 KDFW)

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N950R	DC8-63	11/21/98	EB031	KCAE -to- KDAY	3 Hr. 22 Min.	2925

Discrepancy:	Corrective Action:
AFTER LANDING SPOILERS FAILED TO LOCK AND SPOIL HYD PUMP CONTROL CB WAS OPEN.	R/R SPOILER HYDRAULIC PUMP. OPS CHECKS GOOD. LEAK CHECK GOOD. SPOILERS EXTEND AND RETRACT NORMALLY NO DEFECTS NOTED. MAIN SYSTEM AND SPOILER SYSTEM RESERVOIR QUANTITY GOOD.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	11/21/98	EB018	KSLC -to- KRNO	0 Hr. 00 Min.	7831

Discrepancy:	Corrective Action:
HYD LEAK #2 ENGINE SUSPECT REVERSER.	DEFERRED #2 ENG REVERSER IAW MEL CH 78-1 DEACTIVATED IAW MEO 87 AND C/W MAINTENANCE PROCEDURES CAT 'C' CONTROL #811292 PLACARD INSTALLED. CLOSED KSEA 11-29-98 R/R EXTEND AND RETRACT HYD LINES TO SLOW/LATCH CYL. NO LEAKS NOTED. REACTIVATED REVERSER, OPS CHECKS NORMAL. THIS CLEARS MEL CONTROL #811292 PER MM 78-30-5.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	11/24/98	EB017	KRNO -to- KDAY	0 Hr. 50 Min.	0

Discrepancy:	Corrective Action:
(BTB) ON PUSH BACK RUDDER CONTROL MANUAL LIGHT ILLUMINATED WITH GUST LOCK ON ANDAILERON & RUDDER POWER OFF.	OPERATED RUDDER HYD SYS AS PER DC8 MM CH 27 SYS PRESS GOOD. OPS CHECK OK. DETERMINED LIGHT TO BE CAUSED FROM CAUSED FROM HIGH WINDS ON THE FIELDS.

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N959R	DC8-63F	11/10/98	EB0115	KPHL -to- KDAY	0 Hr. 29 Min.	5273
Discrepancy:				Corrective Action:		
BELLY DOOR LIGHT ON DURING T/O ROLL. DEF PER MEL 52-1 CONT # 811149 CAT C DUE 11/21/98 PLACARD INSTALLED.				ADJUSTED STRIKER ON B-PIT DOOR SWITCH STRIKER OPS CK GOOD. THIS CLEARS DMI #811149 PLACARD REMOVED.		
N961R	DC8-73F	11/11/98	EB0233	KORD -to- KDAY	Cancelled	5312
Discrepancy:				Corrective Action:		
FOUND A/C DAMAGED TO SHEETMETAL AT STA. 160, LONG. 30R				REPAIRED DAMAGED SKIN AT STA 160-LONG30R I.A.W. DC8 SRM 53-2-1 CLASS THREE REPAIR		
N961R	DC8-73F	11/14/98	EB0174	KDAY -to- EBBR	0 Hr. 38 Min.	3423
Discrepancy:				Corrective Action:		
ARTIFICIAL HORIZON SHOWS 8' CLIMB SUSPECT VERTICAL GYRO.				R+R #1 VG CAPT ADI OPS CHECKS NORMAL IAW DC-8 MM CH 34.		
N990CF	DC8-62	11/5/98	EB0522	KDAY -to- KDFW	1 Hr. 36 Min.	2821
Discrepancy:				Corrective Action:		
ON POST FLIGHT FOUND FUEL LEAK #3 PYLON				R&R'D GAMMA SEALS		
N990CF	DC8-62	11/26/98	EB107	KBSM -to- KDAY	1 Hr. 13 Min.	2741
Discrepancy:				Corrective Action:		
H STAB TRIM YOKE SWITCH OPERATES IN UP POS ONLY - BOTH SIDES.				R/R H STAB TRIM ACT IAW DC8 MM 27-41-10. OPS CHECKS NORMAL. NOTE: REINSTALLED BORROWED PART FROM UPS. SEE LOG PAGE 7278-20.		
N992CF	DC8-54F	11/4/98	EB0039	KMEM -to- KDAY	0 Hr. 00 Min.	2911
Discrepancy:				Corrective Action:		
AIR DIVERT HYD QUANTITY LOSS IN FLIGHT, AND #2 ENG WENT TO 60 PSI AND ENG OIL TEMP TO 143 DEG C PULLED TO IDLE AND TEMP IN LIMITS.				FOUND #2 ENG HYD PUMP INTERNAL SEALS ALLOWING FLUID TO FLOW INTO #2 ENG OIL SUPPLY. DRAINED, FLUSHED ENG OIL TANK 2 TIMES, R&R OIL FILTER & ENG HYD PUMP. FOUND HYD CONTAMINATION IN #2 OIL SUPPLY, FLUSHED SYSTEM, R7R OIL FILTER, SAMPLE TAKEN. PERFORMED ENG POWER RUN, NO DEFECTS NOTED. PERFORMED LEAK CHECKS OF ENG OIL & HYD SUPPLY, NONE NOTED, PERFORMED POWER RUN OPS CK HYD PUMP, NO DEFECTS NOTED.		

EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N992CF	DC8-54F	11/24/98	EB039	KMEM -to- KDAY	0 Hr. 30 Min.	5232
Discrepancy:				Corrective Action:		
R/R RT MLG FLYING DOOR ATTACH BRACKET, GEAR SWING REQUTRED.				GEAR SWING ACCOMPLISHED.		
N993CF	DC8-62	11/6/98	EB0309	KDEN -to- KDAY	0 Hr. 00 Min.	5234
Discrepancy:				Corrective Action:		
MAIN CARGO DOOR WILL NOT LOCK USING HYD CONTROL.				SERVICED MAIN CARGO DOOR RESERVOIR. CLOSED DOOR USING HYD POWER CONTROLS.		
N995CF	DC8-62	11/4/98	EB0040	KMEM -to- KDAY	0 Hr. 57 Min.	3261
Discrepancy:				Corrective Action:		
ON APPROACH NO GREEN NOSE LIGHT INDICATION, DOORS NOT LATCHED & GEAR NOT LATCHED LIGHTS ARE ON, CYCLED THE GEAR SEVERAL TIMES NO HELP. ACCOMPLISHED QRH PROCEDURES PERFORMED EMERGENCY LANDING.				PERFORMED T/S TO LANDING GEAR POSITION AND WARNING SYS, FOUND NOSE GEAR DOWNLOCK LIMIT SWITCH INOP. REMOVED AND REPLACED SAME. PERFORMED TEST TO SYS OPS CHECKS GOOD LAW MM CH 32-60-0.		
N995CF	DC8-62	11/5/98	EB0228	KCAE -to- KMCO	1 Hr. 23 Min.	7111
Discrepancy:				Corrective Action:		
ON POST FLIGHT FOUND #3 ENGINE (INBD) BLOWOUT DOOR OPEN.				SECURED BLOWOUT DOOR ON #3 ENG.		
N995CF	DC8-62	11/5/98	EB0039	KMEM -to- KDAY	0 Hr. 38 Min.	7831
Discrepancy:				Corrective Action:		
PRIOR TO DISPATCH REVERSER PRESS INDICATES SYSTEM PRESSURE AT ALL TIMES - T/R HYD SHUT-OFF VALVE ELECT ACTUATED OPEN				FOUND #1 T/R STOW LATCH SWITCH OUT OF ADJUSTMENT ADJUSTED #1 T/R STOW LATCH SWITCH LAW MM CH 78-30 OPS CK NORM		
N995CF	DC8-62	11/6/98	EB0227	KMCO -to- KDAY	Cancelled	3611
Discrepancy:				Corrective Action:		
#1 PNEUMATIC BLEED (HIGH) INOP				R&R HP BLEED VALVE & INTERSTAGE BLEED VALVE GRND RUN SYS. OP'S CKS NORMAL		



EMERY WORLDWIDE AIRLINES
DELAY SUMMARY

DC8 FLEET

November 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N995CF	DC8-62	11/24/98	EB309	KDAY -to- KDEN	1 Hr. 30 Min.	7331
Discrepancy:				Corrective Action:		
BOTH FF INDICATOR C/B'S OPENED ON DESCENT #1 AND #2 FF CB RESET #3 & #4 WOULD NOT. SWAPPER PWR SOURCE TO RIGHT & C/B OPENED. ON LANDING RESET BOTH C/B STAYED APPROX 2 MINS AND 3 & 4 C/B OPENED AGAIN 1 & 2 STAYED CLOSED. #3 & #4 F/F CB POPS WITH PWR SOURCE SW IN LT RT OR BOTH.				REPAIRED CHAFFED GROUND WIRE AT #4 ENG F/F TRANSMITTER. OPS CHECKED OK.		
N997CF	DC8-62F	11/19/98	EB107	KBSM -to- KMCI	0 Hr. 17 Min.	7712
Discrepancy:				Corrective Action:		
#3 N2 INOPERATIVE. NO INDICATION ON START OTHER THAN MINOR FLUXUATIONS AND CLICKING NOISES.				SWAPPED #3 AND 1 N2 TACH FOR TROUBLESHOOTING. OPS NORMAL PER EWWA RUN HANDBOOK.		
N997CF	DC8-62F	11/20/98	EB228	KDFW -to- KDAY	0 Hr. 00 Min.	2130
Discrepancy:				Corrective Action:		
AT FL 33.0 A 4TH TC WAS TURNED ON TO KEEP CABIN FROM DESCENDING TOO FAST. OUTFLOW VALVE WAS CONTROLLED MANUALLY BY FE UNTIL STABILIZED. AT 300 FPM DIFFERENTIAL PRESS WAS 8.4 PSID. ABOUT 45 SEC AFTER OUTFLOW VALVE LEVER WAS RELEASED. OUTFLOW VALVE WENT FULL OPEN. COULD NOT CLOSE MANUALLY UNTIL CABIN WAS AT APPROX 17,000', DESCENDED TO 15,000' OUTFLOW VALVE WORKED NORMAL FROM FL 23.0 UNTIL LANDING.				PERFORMED INSEPCION OF OUTFLOW VALVE, RELIEF VALVES, CARGO DOOR SEAL. PERFORMED ENG RUN PRESSURIZED ACFT OPS CHECKS GOOD ON GROUND, NO LEAKS OR DEFECTS NOTED. THIS ACFT OK FOR CONTINUED FOR SERVICE.		
N998CF	DC8-62F	11/5/98	EB0006	KDAY -to- JFK	4 Hr. 40 Min.	2222
Discrepancy:				Corrective Action:		
PTC EXTENDED & WILL NOT TEST.				REMOVED PTC ACT. REPLACED WITH SERV UNIT. OPS CHECKED GOOD.		
N998CF	DC8-62F	11/13/98	EB0392	KMEM -to- KDAY	Cancelled	7932
Discrepancy:				Corrective Action:		
#2 ENGINE OIL TEMP INDICATOR READS 40°C AND STICKS AT THE 6 O'CLOCK POSITION.				R & R #2 OIL TEMP SENSOR IAW MM CH 79-34-1 OPS CK GOOD		





January 18, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines Inc. (EWA)'s follow-up (initial letter sent 1-15-99 attached) formal response to your letter of investigation (99WP150025), addressed to EWA's President and Chief Operating Officer, dated January 7, 1999.

The Manager of Reliability has prepared a comprehensive fix and action plan to prevent future occurrence of this inadvertent isolated event (See Attachment).

It is equally important to consider and review the overall performance of EWA's Approved Maintenance Program over the past nine (9) years. I have provided a score card (See Attachment) that demonstrates the overall above average performance of EWA's Technical Services Department.

The very achievement of a 98% Mechanical Dispatch Reliability average for the past nine (9) years of an aging fleet reflects the overall achievement of an effective maintenance program under sincere management oversight and leadership.

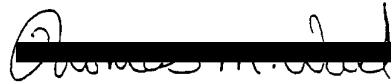
EWA has maintained an average of two (2) pilot reports per flight hour since 1990. It is important to note that EWA increased its flight hours by 9% in 1998 and decreased the number of PIREP'S per flight hour by 25%.

This performance measurement also demonstrates the effectiveness of EWA's training program and manual system as the mechanics performance is a direct result of EWA's program administration.

Mr. Joe Abramski
Page 2
January 18, 1999

I trust EWA's comprehensive fix is satisfactory. Should you wish to discuss this matter more fully, EWA's Senior Management and I would be more than willing to meet with you and address any concerns.

Sincerely,

A handwritten signature in cursive script, which appears to read "Thomas M. Wood". The signature is written in black ink and is positioned above a solid black horizontal redaction bar.

Thomas M. Wood
Director Quality Control

TMW/re

Attachment

cc: Kent Scott
Rene' Visscher
QC Managers

FAA TRAINING AWARDS

EMERY WORLDWIDE AIRLINES FOURTH ANNUAL FEDERAL AVIATION ADMINISTRATION TECHNICAL AWARDS PRESENTATION 1997

EWA Accomplishment Overview

Emery Worldwide Airlines (EWA) is pleased to receive for the fourth consecutive year, the Federal Aviation Administration (FAA) Technical Awards presented to the EWA Mechanics, Technical Service Management, Senior Director Technical Services, and Vice President and General Manager. A chronological history of the awards received to date is presented for your review.

1994 FAA Awards

The awards received during a ceremony on May 11, 1994 were as follows:

1. Mechanical Technical Awards

133 mechanics were presented these awards which represented 42% of the EWA mechanics.

This 42% or 133 mechanics actually represent 96% of EWA's full-time mechanics.

2. Organizational Awards

The highest award, the Diamond Certificate of Excellence was presented to Emery Worldwide Airlines.

3. Master Mechanic Award

This prestigious aviation career accomplishment was presented to Mr. Roy Deeming. The requirement of selection for this award is fifty (50) years of serving as a certificate airframe and powerplant mechanic.

1995 FAA Awards

1. Mechanical Technical Awards

EWA employed 304 technicians/mechanics. Out of these, 228 or 75% have received awards. This was a 33% increase in training EWA personnel from the previous year.

This 75% or 228 mechanics actually represent 60% of EWA's full-time mechanics.

2. Organizational Awards

For the second consecutive year, required training percentage achieved by EWA surpasses the requirement stated in the Advisory Circular. The Diamond Certificate of Excellence requires 25% of eligible employees to be trained. Therefore in view of the great achievement of training rendered to its employees, EWA qualified itself to receive again the Diamond Certificate of Excellence.

1996 FAA Awards

1. Mechanical Technical Awards

EWA employment 320 technicians/mechanics. Out of these, 264 or 83% received awards. This is a 14% increase in training EWA personnel from the previous year.

2. Organizational Awards

For the third consecutive year, the required training percentage achieved by EWA surpassed the requirement stated in the FAA Advisory Circular. Therefore, in view of the great achievement of training rendered to its employees, EWA qualified and received the Diamond Certificate of Excellence Award.

1997 FAA Awards

1. Mechanical Technical Awards

EWA employed 338 technicians/mechanics. Out of these, 181 or 54% received awards. This is a 49% decrease in training EWA personnel from the previous year. This decrease reflects the previously accomplished extensive training provided in the previous seven years.

2. Organizational Awards

For the Fourth consecutive year, the required training percentage achieved by EWA surpassed the requirements stated in the FAA Advisory Circular. Therefore, in view of the great achievement of training rendered to its employees, EWA qualified for and received again the Diamond Certificate of Excellence Award.

Awards Summary:

This training is a direct contribution to the continued success of EWA. We have experienced for the past nine years an average of 98% Mechanical Dispatch Reliability performance, a standard desired by many Air Carriers.

These FAA awards exemplify EWA's professional approach to lead its employees to produce the highest level of safety possible and the most cost effective process to provide the customer the best product.

C. EWA'S Maintenance Program Continues to Produce Successful Results

Emery Worldwide Airlines Maintenance Program is tested by other means than it's Mechanical Dispatch Reliability that has maintained 98% average over the past nine years. EWA has gone through several very in-depth FAA/DOD/Outside Firms inspections over the past nine (9) years. The successful results of these inspections continued to reveal EWA's ratings to be higher than the Industry performance of the 121 Air Carriers and average to excellent ratings from the Department of Defense (DOD).

In 1992, EWA went through a very in-depth FAA NASIP Inspection to which EWA rated 64% higher than the Industry performance of the 121 Air Carriers. EWA received honorable recognition for this achievement from the San Jose FAA Certificating Holding Office Manager.

In 1995, EWA received a specific FAA inspection that was administered by FAA Washington, DC to be accomplished on all 121 Air Carriers in 1995. This inspection was titled a Regional Aviation Safety Inspection Program (RASIP). This inspection lasted ten days and covered the Operations/Maintenance Departments. On June 22, 1985, the FAA RASIP team provided EWA Senior Management a debrief of their findings. The team reported that their inspection did not reveal any major discrepancies and overall EWA was above average in performance.

In 1997, EWA received a comprehensive Internal Evaluation performed by the SH&E International Air Transport Consultancy. This evaluation was performed based on the FAA NASIP items to ensure EWA has adequate systems and controls in place to support the growth of the airline. A report was provided to EWA Senior Management from the SH&E team that reflected an excellent rating of the Technical Services Organization. Their report specifically reflected that all aspect of the necessary systems and controls were in place and performing excellent ratings.

EWA Technical Services Department has gone through four Department of Defense (DOD) inspections in the past nine years. We received average to excellent ratings on all inspections.

EWA's Maintenance Program success is a direct result of true team effort promoting synergy.

Another indicator for EWA's performance is reflected by the low number of FAA Enforcement Actions received. The following data provides an analytical summary of this performance.

**EMERY WORLDWIDE AIRLINES MAINTENANCE PERFORMANCE
BASED ON FAA SAFETY INSPECTION/ENFORCEMENT HISTORY**

<u>YEAR</u>	<u>#ADMIN ENFORCEMENT'S</u>	<u>FAA NPTRS</u>	<u>FLEET SIZE</u>	<u>FLT HOURS</u>	<u>CYCLES</u>	<u>PILOT REPORTS</u>
1990	4	Ref. Total	7	11,070	4,732	3,679
1991	3	Ref. Total	20	28,095	12,565	10,512
1992	3	Ref. Total	29	40,606	20,559	17,196
1993	2	Ref. Total	29	42,473	20,718	15,443
1994	1	Ref. Total	37	52,465	23,704	16,667
1995	2	Ref. Total	37	55,178	25,169	16,280
1996	1	Ref. Total	39	57,994	23,960	15,284
1997	0	Ref. Total	43	62,405	28,127	14,760
1998	1	Ref. Total	43	68,140	32,561	22,061
TOTALS	17	4,944		418,426	192,095	131,882

EWA PERFORMANCE FACTORS SUMMARY - 1/90 THROUGH 12/98

- During the nine (9) year period of Air Carrier Operations, EWA Technical Department experienced the following:
 - FAA Administrative Enforcement's compared to # of Safety Inspections = .3%
 - FAA Administrative Enforcement's compared to # of Flight Hours = .004%
 - FAA Administrative Enforcement's compared to # of Flight Cycles = .008%
 - FAA Administrative Enforcement's compared to # of Pilot Reports = .01%
- EWA's FAA Administrative Enforcement's are minor in numbers as represented during 1990 thru 1998.
- EWA increased its fleet size by 22% in 1994 and decreased its number of PIREP's per flight hour by 5%.
- EWA increased its fleet size by 6% in 1996 and decreased its number of PIREP's per flight hour by 3%.
- EWA increased its fleet size by 10% in 1997 and decreased its number of PIREP's per flight hour by 10%.
- EWA increased its flight hours by 9% in 1998 and decreased its number of PIREP'S per flight by 25%.

FAA/SPOT RAMP
INSPECTION RESULTS
1998

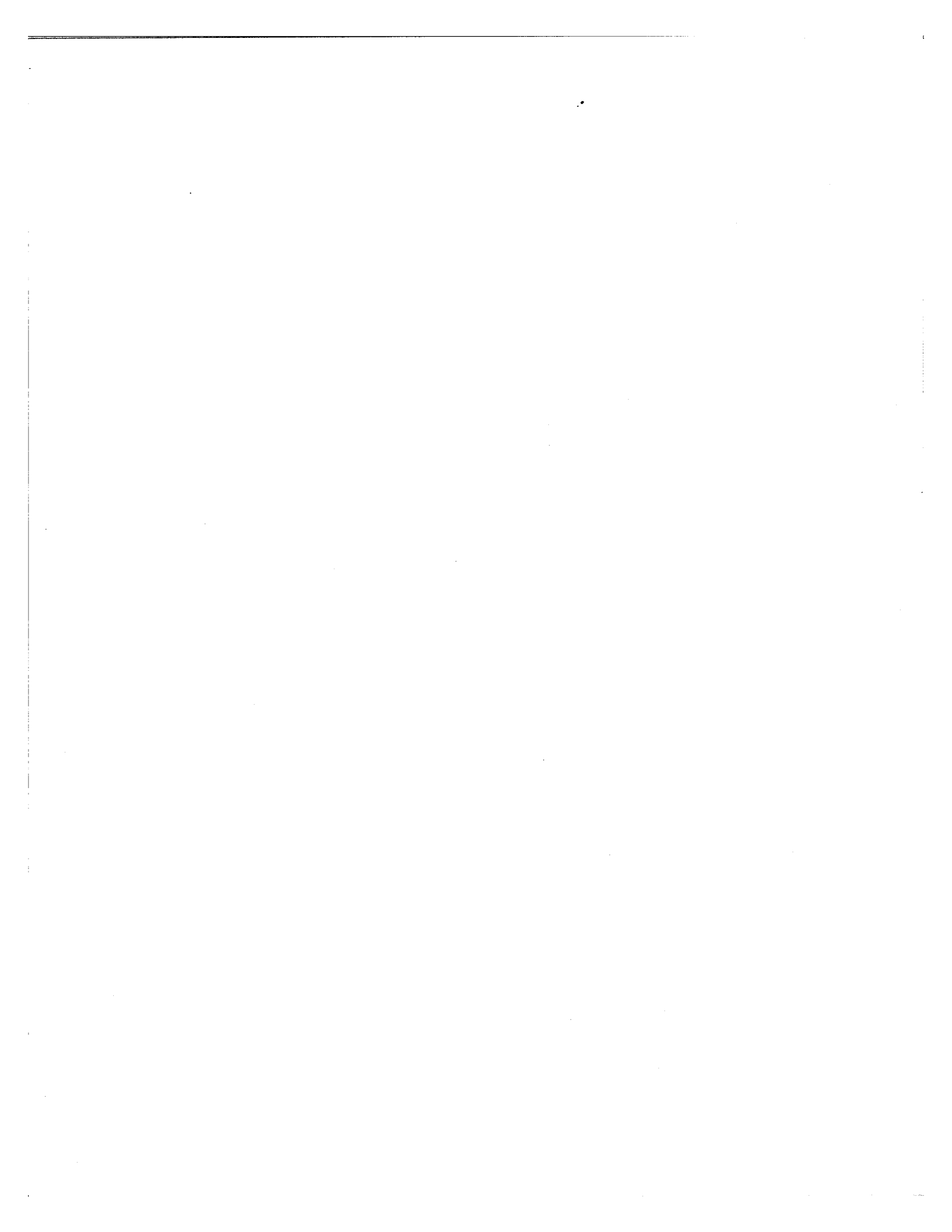
EWA incorporated an airline industry standard "FAA Spot/Ramp Inspection Procedures" into our Maintenance Policy and Procedure Manual (MPP) in 1995.

The purpose of this program was to enhance EWA's Continuing Analysis and Surveillance System (FAR 121.373) for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the program covering other maintenance, preventative maintenance, and alterations and for the correction of any deficiency in those programs.

It also provides direct support to FAR 119.59 to assure that EWA properly handles FAA Inspector contacts, and expedites the handling of any FAA request for information.

In 1998, 78 FAA Station Inspections of the EWA's 43 line stations were reported. A total of 173 minor findings was noted and corrected. This number of findings reflected 70% of the inspections resulted in an average of 2 write-ups per visit, and 30% no findings.

This audit performance continues to reflect EWA's compliance of FAA regulations and company policies and procedures.





February 22, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines Inc., (EWA)'s formal response to your letters of investigation (99WP150028) dated February 8, 1999, and (99WP150033) dated February 8, 1999 addressed to EWA's President and Chief Operating Officer (See Attachment #1).

At the outset, I would like to assure you that your letters have merited EWA's immediate and undivided attention. EWA, as a certificated air carrier, its management and employees are fully appreciative of their responsibilities arising under pertinent laws and the Federal Aviation Regulations (FAR's) and strive to fulfill these responsibilities in a professional and conscientious manner.

These two additional letters of investigation 99WP150028 and 99WP150033 dated February 8, 1999 pertain to the same subject matter of your previous letters 99WP150028 dated January 27, 1999 and 99WP150025 dated January 7, 1999. EWA appreciates the FAA's voicing of its possible concerns, but now questions why four separate letters of investigation and three separate files, each bearing a different File Number, were required or even appropriate.

As the initial response letter to 99WP150025 addressed all issues of your subsequent referenced letters, EWA does not understand these actions of enforcement and questions if they are reasonable or prudent. Attached is a chronological order of events that represent possible redundancy of enforcement action taken.

FAA Enforcement Action Sequence of Events

<u>Date</u>	<u>Subject</u>
January 7, 1999	FAA LOI 99WP150025 dated 1-7-99 sent by EWA PMI, regarding not receiving MISR reports for September, October and November 1998. (See Attachment #6)
January 15, 1999	EWA Manager Reliability contacted the EWA PMI by telephone to acknowledge receipt of the LOI 99WP150025, and explained the details of the delay and of the inadvertent failure to send to him the Monthly Reliability Reports which contained the MISR reports, and the comprehensive fix that was in place. (See Attachment #5)

Mr. Joseph Abramski
Page 2
February 22, 1999

<u>Date</u>	<u>Subject</u>
January 15, 1999	EWA Director Quality Control's initial response letter to PMI LOI 99WP150025, that included the completed MISR reports for September, October and November 1998. The letter provided initial notice of the delay and of the inadvertent failure to send the Monthly Reliability Reports which included the MISR reports. (See Attachment #8)
January 18, 1999	EWA Director Quality Control's follow-up letter to the initial response to PMI LOI 99WP150025, which included a formal response from the Manager Reliability, that detailed the delayed Reliability Reports, a comprehensive fix to the Reliability Reports and the Merit Program delays. (See Attachment #7)
January 27, 1999	FAA LOI 99WP150028 dated 1-27-99 sent by EWA PMI, regarding Reliability meetings for September, October and November 1998 not having been conducted. (See Attachment #4)
February 2, 1999	EWA Manager Reliability initial response letter to PMI LOI 99WP150028, dated 1-17-99, including reiterating their telephone conversation on 1-15-99 in which they discussed the delayed Reliability Reports, program meetings, MISR and the problems experienced with the MERIT data base. This letter provided the scheduled meeting dates for the Reliability meetings; 2-12-99 review of September, October and November 1998 to which this meeting was held; and 2-26-99 review December and January data. (See Attachment #5)
February 8, 1999	EWA Director Quality Control formal response letter to PMI LOI 99WP150028, providing details that support this LOI was addressed by the previously issued LOI 99WP150025. (See Attachment #4)
February 8, 1999	FAA LOI 99WP150028 dated 2-8-99 (continuation of LOI 99WP150028 dated 1-27-99) regarding Reliability meeting for December 1998 not having been conducted. (See Attachment #1)
February 8, 1999	FAA LOI 99WP150033 dated 2-8-99 regarding activation of the MERIT database system of maintenance data collection. (See Attachment #1)

Mr. Joseph Abramski
Page 3
February 22, 1999

<u>Date</u>	<u>Subject</u>
February 8, 1999	EWA Manager Reliability's letter to PMI to provide January 1999 MISR report, and an update of the scheduled Reliability meetings; 2-12-99 review September, October and November data; 2-26-99 review December and January data. (See Attachment #3) The completed December 1998 Reliability Report is attached.
February 11, 1999	EWA Director Quality Control's letter to PMI follow-up to LOI 99WP150028 informing him of Reliability Meeting dates and completed copies of the September, October and November Reliability Reports, to be addressed in the scheduled 2-12-99 meeting. (See Attachment #2)
February 12, 1999	EWA Director Quality Control received LOI 99WP150028 continuance and 99WP150033 both dated 2-8-99. (See Attachment #1)

EWA's continuous airworthiness maintenance program has received over nine years of internal evaluation programs that continually monitor company policies and procedures and have proven compliant to ensure that the highest level of safety and airworthiness have and are being maintained. (See Attachment #7). During the past nine (9) years of EWA's Air Carrier Operation, EWA Technical Services Department has only received seventeen (17) FAA Enforcement actions, which is an average of less than two a year.

EWA's FAA Approved Maintenance Reliability Program has successfully managed the Continuous Airworthiness Maintenance Program for over nine (9) years maintaining a consistent 98% mechanical dispatch reliability. An example of this performance is represented by the consistent decline of Reliability ATA Alert Levels (See Attachment #9).

EWA's DC-8 fleet arrival performance was compared favorably with Southwest, American Airlines and United Airlines from December 1997 to July 1998. EWA's DC-8 thirty (30) years plus aged aircraft fleet performance was comparable to the referenced major carriers with newer fleets. (See Attachment #10).

The FAA enforcement program has always been considered a means to promote compliance with the FAA's regulations, not an end in themselves. In addition to the deterrence achieved by the appropriate use of enforcement action, the public interest is also served by positive incentives to promote and achieve compliance. The Air Carrier Industry understands that the FAA believes that aviation safety is well served by incentives for certificate holders regarding compliance to identify and correct their own instances of noncompliance and to invest more resources in efforts to preclude their recurrence. EWA believes this process may not have been achieved by the aforementioned redundancy of LOI's.

Mr. Joseph Abramski

Page 4

February 22, 1999

In the subject alleged non-compliance issues, EWA has proven that the alleged violations were inadvertent, did not indicate a lack of qualifications, immediate corrective action was in place and now completed by the demonstration of the comprehensive fix.

With specific regard to LOI 99WP150033, EWA elected to upgrade the EWA01 computer software system in early 1996. The Maxi-Merlin software program was purchased from U.S. Airways to accommodate the growth of EWA's fleet, and provide a Major Carrier control system that has many years of proven effectiveness. EWA has invested over 2.5 Million Dollars in this program enhancement.

I have enclosed the correspondence to your office dating back to October 11, 1996 for your review (See Attachment #11). As you can see from this correspondence, EWA has provided extensive details regarding the implementation plan of the MERIT software.

The August 8, 1997 letter to you provided the transition plan regarding the log page data being entered into the MERIT software. Revisions to EWA's Maintenance Policy and Procedures Manual regarding the MERIT system in the appropriate Chapters have also been accepted by you in 1998. I have enclosed a transition letter for the log page discrepancies and corrective action, in continuance of notification of the Merit transition process.

Summary of LOI Responses

1. This isolated occurrence of delayed Maintenance Reliability Reports/meetings is the first since the FAA approval of the Reliability Program in 1990.
2. The failure to hold the monthly Maintenance Reliability Meeting has not hindered the EWA Reliability program, as can be evidenced by the improving trend in the Mechanical Dispatch Rate for the last four months of 1998. The rate for the four months was 96.3%, 97.0%, 97.4% and 97 for an average 97% for 1998.
3. EWA has maintained an average of two (2) pilot reports per flight hour since 1990. It is important to note that EWA increased its flight hours by 9% in 1998 and decreased the number of PIREP'S per flight hour by 25%.
4. All aspects of the Continuous Airworthiness Maintenance Program was performed on a daily basis as is referenced in EWA's Maintenance Reliability Program Document No. EWA-51990. In addition daily/weekly scheduled meetings are held with the Technical Services Management (MRB members) to address all aspects of EWA's continuous maintenance program including daily corrective action. Based on the day to day interactive support system, no information was relayed that would or did cause non-compliance to the Continuous Airworthiness Program.

Mr. Joseph Abramski

Page 5

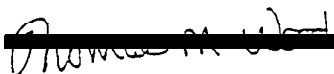
February 22, 1999

5. EWA elected to go to the U.S. Airways Maxi Merlin (MERIT) data system. This data system ties all aspects of airline operation together. With the implementation of a new system, there can be unforeseen problems. The problem experienced with the September data is a prime example of the type of problems that can occur. The problem was aggressively attacked, and was put back on track in a timely manner.

6. A comprehensive corrective action plan was in place since October 1998 to prevent future non-compliance of our program. Aircraft log page discrepancies/corrective action was entered into the Merit software commencing in September 1998. A monthly audit by Reliability in October revealed data entry discrepancies and report errors. Reliability and Aircraft Records worked in concert to audit and verify the data entered into the MERIT Program was correct from the original log page. The Information Management section worked to correct these problems of processing the data. These program changes were complete and verified correct by audits in November.

I trust that this has been responsive to your letters. Should you wish to discuss this matter more fully, EWA's Senior Management and I would be more than willing to meet with you and address your concerns. If this is the case, please contact me to arrange the meeting.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachments

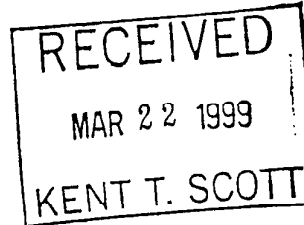
cc: Kent Scott
Rene' Visscher
Robert Conlon
Michael Dworkin



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

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 235
San Jose, CA 95110-1130
Phone: (408) 291-7561
FAX: (408) 279-5448



March 16, 1999

CERTIFIED-RETURN RECEIPT

Kent T. Scott,
President and Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Lagoon Drive
Redwood City, CA 94065

Dear Mr. Scott:

FAA EIR Consolidation Notification

This letter is to inform you that the San Jose Certificate Holding Office has determined that administratively, it is advantageous to the Administrator to consolidate, into one Enforcement Investigation Report (EIR), the following several EIR's:

EIR 99WP150023 is incorporated into EIR 99WP150028
EIR 99WP150025 is incorporated into EIR 99WP150028
EIR 99WP150029 is incorporated into EIR 99WP150028
EIR 99WP150032 is incorporated into EIR 99WP150028
EIR 99WP150033 is incorporated into EIR 99WP150028

Any correspondence relating to any of the above EIR's listed should be referenced to EIR 99WP150028 as shown above. All Emery Worldwide Airlines, Inc. (EWA) responses received to date, have been incorporated into EIR 99WP150028.

If you have any questions, please advise.

Sincerely,

John R. Howard
Asst. Manager, A/W



Emery Worldwide Airlines

Technical Services Department

Response letter to

Mr. Jay Howard, SJC FSDO

Office Manager, dated April 2, 1999

Subject: Letter of Investigation

File No. 99WP150028 amendment of

EWA's Operations Specification

D74 and D76.



April 2, 1999

Mr. Jay Howard
Officer Manager
FSDO SJC
1250 Aviation Ave. Suite 295
San Jose, CA 95110

Dear Mr. Howard:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA's) formal response to your March 18, 1999, letters regarding File No. 99WP150028 addressed to Mr. Kent Scott, President and Chief Operating Officer. (Reference Attachment 1.)

I would like to assure you that your letters have merited EWA's immediate and undivided attention. EWA, as a certified air carrier, it's management and employees are fully appreciative of their responsibilities arising under pertinent laws, and under the Federal Aviation Regulations (FAR's), and strive to fulfill these responsibilities in a professional and conscientious manner.

In demonstration of this professional compliance attitude, a meeting was held with Mr. Scott and the Director, Quality Control on March 19, 1999, and an immediate proactive plan was established. This plan was discussed with you and the FAA Principals during a conference call with the Director, Quality Control the same day, and was agreed to by your office. (Reference Attachment 2.)

EWA's Director, Quality Control arranged for an immediate meeting to discuss the concerns of the FAA and provide immediate solutions to these concerns. Per Mr. Joseph Abramski, an agenda was sent representing items to be discussed with the Director of Quality Control, during his scheduled meeting at the SJC office March 23 and 24, 1999. (Reference Attachment 3.)

This letter will provide substantiation that EWA did not compromise safety in air commerce, and/or negate the public's interest, to constitute the requirement of amending EWA's Operation Specification D74 and D76. EWA requests that you thoroughly review the contents of this data package, and provide EWA the opportunity to discuss any other concerns that you may have, if you are not satisfied this constitutes our compliance position. It is our utmost desire to continue to resolve all open issues, with the first opportunity face-to-face.

Your letter cites eight (8) reasons for considering the modification of EWA's Operational Specifications. All eight (8) reasons will be addressed in this letter in the order listed in your referenced letter. Supportive data is provided as attachments in these responses.

I. FAA REASON/EWA RESPONSE

FAA Reason:

1. EWA failed to conduct monthly Reliability Program meetings to review and analyze aircraft maintenance data as required in their Maintenance Reliability Program Document No. EWA 51990, for the months of October, November, December 1998, and again in January 1999.

EWA Response:

- The monthly meetings are for review of the reports only. As stated in EWA 51990, Chapter 3, Page 8; C; 9; b) ".....reviews by the Manager of Reliability pertaining to the previous month's fleet performance and reliability highlights provided in the monthly Fleet Reliability Report." Further this section of EWA 51990 clearly indicates that the analysis of the data has been performed in order to present to the meeting attendees; proposed amendments to the CAMP, and other special interest subjects. (Reference Attachment 4.)
- The duration indicated in your letter appears to be incorrect. Data collection for the September Reliability report began in the second week of October. At this time the Reliability Section discovered a possible problem with the September log book data stored in MERIT. Immediate corrective action taken by EWA resulted in an eight (8) week delay in the reporting process. The distribution of the January Reliability report placed the monthly Reliability report process back on schedule.
- The Reliability data was continually analyzed as required and actions were taken, if necessary. The meetings that were scheduled had to be canceled, not due to a lack of data, but rather due to the fact that the data required for the report was incomplete in the MERIT data base. This was explained in the EWA response letter to LOI 99WP150025. (Reference Attachment 5).
- The EWA response to the LOI number 99WP150025 included supportive information such as; 1) telephone conversations with the PMI concerning this issue had taken place with the Manager, Reliability; 2) this isolated occurrence was the first over the past nine (9) years; 3) EWA's training performance and FAR compliance record during this nine (9) year period has been exceptionally high in demonstrating results of a professional attitude as a company, to FAR compliance. This achievement by EWA is only enforced and promoted by the surveillance and Principal oversight management of your office, to which we are very grateful. (Reference Attachment 5.)

FAA Reason:

2. EWA voluntarily implemented an aircraft maintenance electronic data collection system; specifically known as Maintenance/Material, Engineering, Reliability, Information Technology (MERIT), which was not accepted by the administrator. Further, that the MERIT system was faulty and contributed to the absence of accurate fleet airworthiness data for the months of September, October, November and December 1998. This deficiency of data, and the subsequent recovery and verification of such by EWA, continued from the months of October 1998 through February 1999.

EWA Response:

- The MERIT program, much like the EWA01 system, is not listed in EWA's Operational Specifications. Data is collected and input into the MERIT system similar to the process used for EWA01 for the past nine (9) years. Previous revisions to the MPP reflect EWA's use of MERIT, and have been accepted by the Administrator.
- The MERIT system has functioned as designed, and was not "faulty" as indicated in your letter. A change in the data input process resulted in the data in MERIT to be incomplete. Because of the thoroughness in analyzing the data by the Reliability Section, this problem was discovered and immediately acted upon by EWA's Management. The data was checked against the log pages to ensure that all inputs were correct. This process took approximately five (5) weeks.
- EWA established an "EWA Computer Based Maintenance Program Manual" dated 1/20/92 with Mr. John Howard, EWA's previous PMI from January 1990 to December 1997. This procedure provided guidelines for the administration of this program, which EWA has followed to date. (Reference Attachment 6.)
- Since the implementation of the new Maxi-Merlin Computer System, EWA has provided correspondence to the Principal Maintenance Inspectors beginning in 1996 through February, 1999, and at all times received FAA acceptance. (Reference Attachment 7.)
- EWA elected to upgrade the EWA01 computer software system in early 1996. The Maxi-Merlin software program was purchased from U.S. Airways to accommodate the growth of EWA's fleet, and provide a major carrier control system that has many years of proven effectiveness. EWA has invested over \$2.5M in this program enhancement.

This new software provides growth options to EWA's FAA approved Reliability Program, which is under implementation consideration currently.

FAA Reason:

3. EWA failed to reasonably and prudently notify the Administrator of encountered deficiencies with respect to their MERIT system; which subsequently compromised their Maintenance Reliability Program, resulting in ineffective and inadequate program functions. Further, EWA failed to provide acceptable documentation and testing of their parallel EWA01 and MERIT systems.

EWA Response:

- EWA responded immediately, internally, to resolve the issue of incomplete data contained within the MERIT system. At no time did the lack of information in MERIT compromise EWA's Maintenance Reliability Program. The effect on the Maintenance Reliability Program was simply a delay in the publishing and distribution of the monthly Reliability Report.
- Extensive comparison testing was performed between MERIT and EWA01. Several months of testing all aspects of both systems was accomplished. The MERIT database was incomplete, not because of a system hardware or software problem, but due to a data input process change. In addition EWA01 and MERIT ran parallel for nearly one (1) year to ensure that the process would be intact.
- EWA01 and MERIT operated parallel for approximately one (1) year. In that year over 20,000 man-hours were devoted to ensuring that the system functions would not have an impact once EWA converted to the MERIT database. Once the data collection issue was identified, EWA spent five (5) weeks reviewing the data and correcting errors.
- EWA provided the Merit Data Audits of the Time and Cycle Reports in August, 1997, and the log page in February, 1999. This submittal of a parallel program comparison is in compliance with the procedures. (Reference Attachment 7.)

FAA Reason:

4. EWA failed to maintain adequate Reliability Program personnel to consistently analyze, evaluate and address acquired maintenance data, relative to the complexity and composition of the EWA's forty-one (41) DC-8 aircraft and their continuing analysis and surveillance system.

EWA Response:

- EWA aircraft performance data is continually collected, monitored and analyzed by the Reliability Section. During the month of September, the Reliability Section experienced three separate events that contributed to the delay of producing the monthly Reliability Report. These events are as follows:
 - MERIT data was found to be incomplete during a routine download.
 - One of the Technical Analysts under went emergency surgery and was out of the office for 3 weeks.
 - The ongoing review of the DC-10 Maintenance Program review.
- EWA aircraft performance and reliability statistics indicate that the Reliability Section has been, and is, adequately staffed.
- EWA's Maintenance Program has demonstrated a proactive approach to identifying and correcting potential problems. This is done by setting the alert levels at one standard deviation for the aircraft systems, and investigating those systems that exceed their alert level. Alert levels set at one standard deviation, identifies emerging problems, and in most cases, the potential problem is related to only a small percentage of EWA's fleet. These tight alert levels allow EWA to correct potential problems before they become a fleet problem. (Reference Attachment 8.)
- An EWA presentation was provided March 14, 1995, to the FAA SJC office personnel by the Director, Quality Control, regarding the support of Mr. John Howard's decision to approve the D74 Operations Specification, Maintenance Policy and Procedures Manual, and the Reliability Manual revisions.

The results of this meeting were very positive in resolving the misunderstandings which seemed to have existed regarding the Reliability Program. Additionally, and more importantly, the EWA and FAA Principals were able to solidify a very good working, professional relationship for the ongoing interaction between the respective members.

Based on this presentation, and substantiation provided to Mr. John Howard, March 30, 1995, EWA received Revision #5 to the Maintenance Reliability Program, Document EWA-51990, that provided control of the Reliability Program to the EWA MRB, without the requirement of being FAA approved.

It is important to note, however, that EWA has received FAA approval by the Principals for all Inspection/Maintenance Program changes from 1989 to date. The Director, Quality Control, as a courtesy to Mr. Joseph Abranski in 1997 upon assignment as the PMI, has and continues to send all changes for his approval, in order to give him time to acclimate to our program.

EWA continues to believe that the professional relationship and ability to interact with our Principals remains present, as it was demonstrated in 1995, to jointly resolve any and all FAA concerns with this substantiated data, and EWA's willingness to provide solutions real time. (Reference Attachment 9.)

- The EWA MRB organization has grown in technical, qualified staffing since 1995. The most recent addition and reorganization was the development of the Engineering Department. (Reference Attachment 10.)
- In November, 1996, the EWA Finance and Administration Division implemented a new "project oriented" organization known as Systems and Controls. This organization was established to create, improve, and support our various airline business functions through development and implementation of computer and non-computer related projects, and to maintain the integrity of the systems and information produced.

This dedicated, skilled, professional computer group was added to provide direct support to the Merit Program. (Reference Attachment 11.)

- EWA's Material Department is now under the direction of Tracy Chaplin, Director Material Management.

This department has expanded in several areas, but one important establishment was the addition of seven (7) Inventory Controllers, staffed 24 hours a day/7 days a week. This 24/7 now enables EWA Merit system to operate real time. (Reference Attachment 12.)

FAA Reason:

5. EWA failed to evaluate, analyze, and submit to the Administrator, regulatory required Mechanical Interruption Summary Report, or Mechanical Reliability Reports for the months of September, October, November and December 1998 and again in January 1999. These reports were eventually received by the CHDO on February 12, 1999 and March 1, 1999 respectively.

EWA Response:

- During the months in question, EWA's Reliability Section continued to evaluate and analyze the Mechanical Interruption Summaries. No action items were generated, as none were required.
- During the months in question EWA's Reliability section continued to evaluate, analyze and submit Mechanical Reliability Reports as required per FAR 121.703. A comprehensive fix for this reporting requirement was provided in the response letter to the LOI 99WP150023, dated January 11, 1999, from the Director, Quality Control. (Reference Attachment 17.)
- There is no specific interval for submitting a Mechanical Interruption Summary Report per FAR 121.705, nor does EWA 51990 state a specific interval for submitting this report. However, EWA's Maintenance Policies and Procedures Manual (MPP) does provide a procedure for sending monthly reports.
- The Mechanical Interruption Summary Report is part of the EWA monthly Reliability Report and as a result was not submitted during the indicated months.

FAA Reason:

6. EWA failed to maintain their continuing analysis and surveillance system in a manner which identifies and corrects deficiencies, as reflected in their untimely submitted Mechanical Interruption Summary Reports for the months of September, October, November and December 1998.

EWA Response:

- The EWA Reliability Section continually collects, monitors and analyzes aircraft performance data. The conclusion that "EWA failed to maintain their CASS" based solely upon the lack of a report being submitted to the administrator cannot be substantiated. EWA's fleet reliability continued to show positive results throughout the months in question.
- It should be noted that between the months of September and November the fleet mechanical dispatch reliability increased by 1.1%.
- EWA increased its flight hours by 9% in 1998, due to the PMPC operation, and decreased its number of PIREP's per flight hour by 25%.
- The Mechanical Interruption Summary Report is part of the EWA Reliability Report, and therefore, was not submitted for the indicated months due to the facts provided in items 4 and 5 above.

- During this time EWA had formed a Tiger Team to analyze, evaluate and correct, repeat and chronic problems identified through the daily log pages, Merit Data System, EWA01, Reliability, and Maintenance Control. Representatives from the Tiger Team attended the daily 7:15 morning meeting chaired by the Manager of Maintenance Control to gather information concerning identified chronic and repeat problems. (Reference Attachment 13.)
- EWA's Maintenance Review Board (MRB) formally advised Mr. Joseph Abramski by letter, dated September 17, 1998, that EWA was an active member on the DC-8 MSG-3 Steering Group, and would implement the new Douglas DC-8 MSG-3 Maintenance Inspection Program upon FAA approval, (expected to be complete in August, 1999.)

In addition to this program improvement, EWA senior management contracted Avitech to develop a new Maintenance Program and Maintenance Task Cards for the DC-8 aircraft. This project is underway and projected to be complete and sent to your office for review and approval, by May 1999. EWA has invested \$125,000 to this program enhancement.

These proactive measures of the EWA MRB demonstrate the effectiveness of the CASS Program, and specifically the Reliability Program. (Reference Attachment 14.)

FAA Reason:

7. EWA failed to submit to the Administrator required Major Alteration Reports which directly impacts EWA's data collection system for the Reliability Program.

EWA Response:

- EWA provided notification to the Principal concerning the Stage III Husk Kit (major alteration) installation STC SA5455NM, initially by a copy of the referenced STC in 1998 prior to installation.
- The Aircraft Maintenance Manual was revised October 23, 1998, and received FAA approval from the Principal providing notification. (Reference Attachment 15.)
- A revision to the MPP, Chapter 4, Page 135, dated October 22, 1998, was sent to the Principals, to which the requirement of 121.707 was added to the MA procedures. This revision is currently at your office under review by the Principals. (Reference Attachment 16.)

- Based on the Director, Quality Control's discussion on March 23 and 24, 1999, at your office, I understand there was a misunderstanding of the new FAR 121.707 procedure added to the MPP revision. This procedure provides them a copy of the MA for the aircraft to be issued. Your understanding was that EWA would send each completed MA to them, for each aircraft. An action item was taken by the Director, Quality Control to revise the procedures accordingly.
- EWA's Reliability Program receives data relative to these modifications based on its continuous airworthiness maintenance program. In no case did this adversely affect the data collection system for the Reliability Program.

FAA Reason:

8. Contrary to EWA procedures outline in the EWA Maintenance Policy and Procedures Manual and EWA's Maintenance Reliability Program Document EWA-51990, EWA escalated five (5) DC-8 aircraft "C Check" Inspection intervals without benefit of adequate Reliability Program analysis or evaluation.

EWA Response:

- As previously stated, EWA had all information available for review and evaluation. EWA only failed to submit monthly reports per our own manual procedures, which we believe falls under the category of an FAA Administrative Enforcement Action, to which a letter of correction would serve both the FAA and EWA, to promote procedural controls, as corrective action has already been accomplished.

II. SUMMARY OF SUBSTANTIATION:

EWA at no time had a lack of data available to support its fleet of DC-8's. The Technical Services staffing is adequate to manage and produce the amount of work, and the detail level of analysis required to evaluate this data. Since January, 1999, two (2) DC-8 aircraft have been removed from the Operations Specifications, and seven aircraft are scheduled to be parked this year. This reduction in the fleet will reduce workload and fleet types to monitor, therefore, improving man-hour availability.

As outlined above, a data input process change resulted in an approximate eight (8) week delay in the publishing/distribution of the EWA Reliability Report. As a result of incomplete data within the MERIT database, EWA decided to withhold publishing/distributing the September report until the end of December 1998. This was a delay of two (2) months or eight (8) weeks.

The EWA Reliability Program is based on Pilot Report (PIREP) data. This data is collected from the aircraft log pages which are submitted to Aircraft Records (hard copy), and are always available for all departments use, including the Reliability Section. To assume that an airline cannot run effectively without the aid of data management by computer is incorrect. The task of analyzing data is much easier using a computer, but it is not a requirement for operation or regulatory control by an FAR.

EWA's use of MERIT merely aids in the tracking of parts for accounting purposes and assists maintenance by generating reports quickly. Thousands of man-hours were expended making sure that the functionality of MERIT was as good as, or better than, those functions found in the EWAO1 system. Every effort was taken to ensure a smooth transition to MERIT from EWAO1. When it was noted that there was a problem in the data that populated the MERIT data base, immediate corrective action was taken by EWA. As stated before, this demonstrates EWA's Reliability Program performed, and continues to perform, as designed and approved by the FAA.

If EWA's Reliability Section had failed to evaluate or analyze data properly, or did not have the staff or resources to effectively perform its tasks, the problem found in the MERIT system would have taken much longer to be discovered. Only by the evaluation and analysis by the Reliability Section in preparation of the September Monthly Report, was this discrepancy found.

EWA has operated since 1989 with a growing fleet of DC-8 aircraft. EWA has always maintained a high degree of reliability at a reasonable cost. A key factor in EWA's ability to compete with other operators, is the proficiency of the Reliability section. EWA's proven 98% Mechanical Dispatch Reliability average of it's DC-8 fleet in the past nine (9) years, is relative to a successfully managed program.

I have also enclosed the FAA EIR Consolidation Notification letter received from Mr. John Howard, March 16, 1999, and a copy of the letters and EWA responses, for your information. (Reference Attachment 17.)

III. EWA PROPOSED MAINTENANCE PROGRAM PLAN

1. During the FAA meeting March 23 and 24, 1999, at the SJF FSDO office, the Director, Quality Control presented a proactive plan to address the FAA's concern regarding this letter. This discussion was held in part with Mr. John Howard, and in detail with Joseph Abramski, Nick Pearson and Shawn Skaggs.

2. This plan consisted of some of the following items:

- A. Provide an updated EWA DC-8 C/D Check Inspection Program that is under contract development with Avitech. A discussion was held reflecting this program implementation with a C Check interval at 24 months, with a phase in plan to be provided for FAA approval.
- B. A previous letter of commitment was sent to Mr. Abramski, to implement the DC-8 MSG-3 Program upon approval this year, expected in August, 1999.
- C. The development of the EWA Engineering Department provided to Joe on March 12, 1999.
- D. Develop FAA/EWA communication policy, and incorporate into the Maintenance Policy and Procedures Manual (M.P.P.).
- E. Revise the Reliability Program Manual to include the Director of Engineering as an MRB Judiciary Member.
- F. Increase data to be sent to the Principals, i.e., MA's, FCD's, MSL, OEM correspondence, etc..
- G. Upgrade the Reliability Program to monitor non-routines and other data analysis processes, as EWA is equipped to manage, or increase staffing to support upgrades agreed upon by the FAA/EWA.
- H. EWA is maintaining the contract training support of AMT, to facilitate in the overall reliability improvement focus. In addition, EWA has purchased an interactive Computer Based Training (CBT) program to be used for EWA Line Station maintenance recurrent training.
- I. Manager of Maintenance Training, Manager Quality Assurance, Director Line Maintenance and Director Base Maintenance positions will be filled in thirty (30) days.
- J. Forward the MPP, Chapter 6 revisions currently being revised by Abraham Michael regarding new log page procedures.
- K. Based on the proposed change to the Inspection Program to address the CPCP Level II findings found in 1998, a management decision was made to report the more conservative CPCP findings to Douglas and the FAA. These items were changed and reported on March 23, 1999.

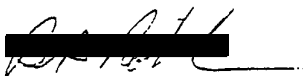
- Revise the Inspection Program Manual, CPCP section, with additional guidelines (logic chart) for determining corrosion levels, based on written notification from Douglas concerning the DC-8 and DC-10 level assignment.
 - EWA's new DC-8 Inspection Program will incorporate additional corrosion inspections to maintain Level I corrosion between scheduled inspection visits.
3. The Principal's stated objection of the use of previous operators manual (UAL) as EWA's manual. This was discussed and continued to agree that the solution is an EWA customized manual system. Mr. Abramski requested a time be provided for this solution. EWA has committed to a December 1999, completion date.

Per our conversation on March 30 and 31, 1999, at your office, EWA will commit to revising the M.P.P. to reflect Maintenance Manual usage based on your acceptance.

Based on the provided written substantiation, excellent compliance history of EWA, previous working professional relationship with your office, it is confirmed that no safety was comprised, and EWA should continue to hold D74 and D76 Operations Specification, as issued.

I trust this has been responsive to your letter. Should you wish to discuss this matter more fully, EWA's senior management would be more than willing to meet with you and address your concerns. If this is the case, please contact me to arrange this meeting.

Sincerely,



Bruce A. Robbins
Director of Engineering

Attachments

BR/csh

cc: Kent Scott
Rene' Visscher
Thomas Wood
Robert Conlon
Ted Ellett
Michael Dworkin





U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

J. Howard
T. G. ...
S. ...
J. ...
J. ...
San Jose International Airport
1250 Aviation Avenue, Suite 296
San Jose, CA 95110-1130
Phone: (408) 291-7521
FAX: (408) 279-5443

RECEIVED
MAR 30 1999
KENT T. SCOTT

March 18, 1999


Mr. Kent T. Scott
President and Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
~~Dayton International Airport~~
Vandalia, OH 45377

Mr. Scott:

The attached is the letter Mr. David Gilliom said would be forthcoming from the San Jose Flight Standards District Office (FSDO) regarding Emery's reliability and short term escalation programs. Basically, the attached letter proposes to amend Emery's Operations Specifications by rescinding Operations Specifications D74 - Maintenance Reliability Program; and D76 - Short Term Escalation for the reasons specified in that letter. However, the letter also gives Emery the opportunity to provide, to the San Jose FSDO, justification in the form of written information, views and arguments as to why Emery should continue to hold D74 and D76 Operations Specifications.

As stipulated in the attached letter, Emery has 10 days to respond to the proposal to amend Emery's Operations Specifications D74 and D76. In the interim, no action will be taken in regard to the subject Operations Specifications until we have reviewed all material submitted by Emery. Should Emery choose not to reply within the specified time, we will continue the amendment process as outlined in the attached letter.

Sincerely,


Jay P. Howard
Manager, San Jose FSDO

1 Enclosure
Letter: File No 99VP150028 to Kent Scott



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 255
San Jose, CA 95110-1130
Phone: (408) 291-7581
FAX: (408) 279-5448

March 18, 1999

REGISTERED RETURN-RECEIPT

Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Scott:

FILE NO.: 99WP150028

This letter is to inform Emery Worldwide Airlines, Inc. (EWA), holder of Air Carrier Certificate Number RRXA558B, that in accordance with the provisions of 14 CFR §119.51, the San Jose Certificate Holding District Office finds that safety in air commerce and the public interest requires the proposed amendment of EWA's Operations Specifications. EWA is hereby notified that their operations specifications may be amended by rescinding D74 - Maintenance Reliability Program Authorization; and D76 - Short Term Escalation Authorization. EWA may within ten (10) days after receipt of this notice, submit to our office written information, views, and arguments regarding this proposed amendment to EWA's operations specifications specified above.

After considering all material presented by EWA, the San Jose Certificate Holding District Office will notify EWA of:

- i) The adoption of the proposed amendment;
- ii) The partially adoption of the proposed amendment; or
- iii) The withdrawal of the proposed amendment.

If the San Jose Certificate Holding District Office issues an amendment to the EWA's Operations Specifications, it becomes effective not less than 30 days after EWA receives notice. At that time, EWA may petition for reconsideration under to the provisions of 14 CFR §119.51(d).

This action is necessary due to the following reasons:

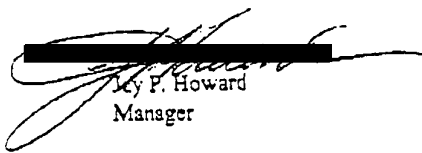
- 1) EWA failed to conduct monthly Maintenance Reliability Program meetings to review and analyze aircraft maintenance data as required in their Maintenance Reliability Program Document No. EWA-51990, for the months of October, November, December, 1998; and again in January, 1999.
- 2) EWA voluntarily implemented an aircraft maintenance electronic data collection system; specifically known as Maintenance/Material, Engineering, Reliability, Information Technology (MERIT), which was not accepted by the Administrator. Further, that the MERIT system was faulty and contributed to the absence of accurate fleet airworthiness data for the months of September, October, November, and December, 1998. This deficiency of data, and the subsequent recovery and verification of such by EWA, continued from the months of October, 1998 through February, 1999.

- 3) EWA failed to reasonably and prudently notify the Administrator of encountered deficiencies with respect to their MERIT system; which subsequently compromised their Maintenance Reliability Program, resulting in ineffective and inadequate program functions. Further, EWA failed to provide acceptable documentation and testing of their parallel EWA1 and MERIT systems.
- 4) EWA failed to maintain adequate Reliability Program personnel to consistently analyze, evaluate, and address acquired maintenance data relative to the complexity and composition of the EWA's forty-one (41) DC-8 aircraft and their continuing analysis and surveillance system.
- 5) EWA failed to evaluate, analyze, and submit to the Administrator regulatory required Maintenance Interruption Summary Reports, or Mechanical Reliability Reports for the months of September, October, November, and December, 1998; and again in January, 1999. These reports were eventually received by the CHDO on February 12, 1999 and March 1, 1999, respectively.
- 6) EWA failed to maintain their continuing analysis and surveillance system in a manner which identifies and corrects deficiencies, as reflected in their untimely submitted Maintenance Interruption Summary Reports for the months of September, October, November, and December, 1998.
- 7) EWA failed to submit to the Administrator required Major Alteration Reports which directly impacts EWA's data collection system for the Reliability Program.
- 8) Contrary to EWA procedures outlined in the EWA Maintenance Policy and Procedures Manual, and EWA's Maintenance Reliability Program Document EWA-51990, EWA escalated five (5) DC-8 aircraft "C Check" inspection intervals without benefit of adequate Reliability Program analysis or evaluation.

If the San Jose Certificate Holding District Office finds that adoption of this amendment as proposed, EWA will be notified, in accordance with 14 CFR §121.373(b), that your continuing analysis and surveillance program and your program covering other maintenance, preventive maintenance, and alterations, and for the correction of any deficiency in those programs, does not contain adequate procedures and standards to meet the requirements of 14 CFR Part 121. EWA may have to make changes in those programs that are necessary to meet those requirements; including the following:

- Within ten (10) after receipt of FAA notification, EWA may have to revise and obtain FAA approval for their Time Limits Manual reflecting original Hard Times (HT); On-Condition (OC) and Condition Monitoring (CM) items, outlined in the currently revised McDonnell Douglas DC-8 Maintenance Planning Document (MPD); and
- Within thirty (30) days after obtaining FAA approval for their revised Time Limits Manual as outlined above, EWA may have to immediately conform their fleet of forty-one (41) DC-8 aircraft to the time limits and maintenance processes contained therein.

Sincerely,


 Roy P. Howard
 Manager

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

EWA'S RESPONSE TO LETTER DATED
January 29, 1999



February 8, 1999

Mr. Joe Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines Inc., (EWA) formal response to your letter of investigation (99WP150029) addressed to EWA's President and Chief Operating Officer, dated January 29, 1999 (See Attachment).

At the outset, I would like to assure you that your letter has merited EWA's immediate and undivided attention. EWA, as a certificated air carrier, and its management and employees are fully appreciative of their responsibility arising under pertinent laws and under the Federal Aviation Regulations (FAR's) and strive to fulfill these responsibilities in a professional and conscientious manner.

During October through November 1998 EWA added three additional C & D Maintenance Checks and Modifications vendors to the Operation Specifications D91. The heavy maintenance vendors were Commodore Aviation Inc., Miami Modification Center and Tennessee Technical Services. (See Attachment). The Technical Service Department organized a team made up of Heavy Maintenance Reps, Quality Control Inspection Reps and Reliability Technical Analysis to perform training to these new vendors on our Inspection Procedures, Corrosion Prevention and Control Program and to include direct oversight of these new vendors to ensure compliance of EWA's programs. Several man-hours and additional cost was incurred to aggressively eliminate this unforeseen or controllable circumstance of our two heavy maintenance vendors experiencing manpower shortages, parts shortages and the manufacturers delay in providing repairs which were beyond EWA's control.

It was noted that 1998 was reported a record year for shortage of A & P mechanics in the United States. It was estimated to be 35% less than 1997. This mechanic shortage impacted EWA's Heavy Maintenance facilities specifically and resulted in longer down days to perform the check.

EWA escalated seven (7) aircraft in 1998 primarily due to this shortage of manpower, material, Douglas engineering support and utilizing the maximum capacity of EWA's two Heavy Maintenance facilities. This written information and several telephone calls with you on this subject, was provided during the year 1998. (See Attachments).

EWA escalated the aircraft in 1998 with your concurrence and under Technical Services controlled conditions that did not effect airworthiness or safety. The escalation utilized was in compliance with the Maintenance Policy and Procedure Manual Chapter 4, Section XXI. Short Term Escalation A. General items 1,2,3 and 4. (See Attachment).

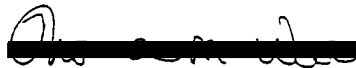
Mr. Joseph Abramski
Page 2
February 8, 1999

The referenced escalation's time used beyond the approved check interval must be subtracted from the time interval of the next regularly scheduled inspection, therefore there is no loss inspection time to the continuous airworthiness maintenance program providing a conservatory approach to ensure airworthiness and safety.

At no time in the past nine (9) years of EWA history has there been repetitive abuse for cause for revocation of the Short Term Escalation Privilege, and as substantiated in this letter, continues to be in full compliance.

I trust this has been responsive to your letter. Should you wish to discuss this matter more fully, EWA's Senior Management and I would be more than willing to meet with you and address your concerns. If this is the case, please contact me to arrange this meeting.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachments

cc: Kent Scott
Rene' Visscher
Robert Conlon
Michael Dworkin

EWA "C" Check Short Term
Escalation History

Previous escalation history for indication of abuse.

EWA has only used the escalation procedure a very few times in the past nine years. The last escalation was in November of 1996 for a component to align with a "C" Check inspection interval. This is no history of abuse with this program.

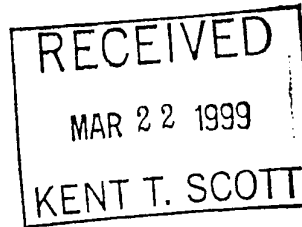
<u>DATE</u>	<u>AIRCRAFT</u>	<u>REASON</u>
February 9, 1998	N811AL	Heavy Maintenance Schedule Adjustment to meet FAR compliance of the RVSM Modification Program and schedule aircraft for FAA STC Cargo door inspection.
March 16, 1998	N603AL N964R	Heavy Maintenance escalation for the purpose of scheduling the "C" Check to be performed in conjunction with the "D" Check that are written reasonable proximity to one another.
April 20, 1998	N990CF	Heavy Maintenance delay of four aircraft due to the shortage of manpower, material, Douglas Engineering support, and utilizing the maximum capacity of EWA's two Heavy Maintenance facilities.
June 15, 1998	N602AL	This escalation is required to the grounding of aircraft N995CF that is being placed into "C" Check early and the current Heavy Maintenance schedule delay of four aircraft due to the shortage of manpower, material, Douglas engineering support, and utilizing the maximum capacity of EWA's two Heavy Maintenance facilities.
November 6, 1998	N8085U N797AL N997CF N996CF N959R	Heavy Maintenance Schedule delay of four aircraft due to the shortage of manpower, material, Douglas Engineering support, and utilizing the maximum capacity of EWA's two Heavy Maintenance facilities.



U.S. Department
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Administration

San Jose Flight Standards District Office

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



March 16, 1999

CERTIFIED-RETURN RECEIPT

Kent T. Scott,
President and Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Lagoon Drive
Redwood City, CA 94065

Dear Mr. Scott:

FAA EIR Consolidation Notification

This letter is to inform you that the San Jose Certificate Holding Office has determined that administratively, it is advantageous to the Administrator to consolidate, into one Enforcement Investigation Report (EIR), the following several EIR's:

EIR 99WP150023 is incorporated into EIR 99WP150028
EIR 99WP150025 is incorporated into EIR 99WP150028
EIR 99WP150029 is incorporated into EIR 99WP150028
EIR 99WP150032 is incorporated into EIR 99WP150028
EIR 99WP150033 is incorporated into EIR 99WP150028

Any correspondence relating to any of the above EIR's listed should be referenced to EIR 99WP150028 as shown above. All Emery Worldwide Airlines, Inc. (EWA) responses received to date, have been incorporated into EIR 99WP150028.

If you have any questions, please advise.

Sincerely,

John R. Howard
Asst. Manager, A/W

EWA'S RESPONSE TO LETTER DATED
February 2, 1999



February 9, 1999

Mr. Joseph Abramski
 FSDO-SJC
 1250 Aviation Ave., Suite 295
 San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your letters dated February 2, 1999 (See Attachments) regarding your status request of the 1998 quarterly aircraft corrosion reports.

As you know from your visit in October 1998 here at Dayton, and several other written references sent to you in recent correspondence, EWA performed C or D Checks on over 50% of our fleet in the year 1998.

Also you are aware due to manpower shortages, material and Douglas Repair support to our two Heavy Maintenance Vendors Timco and Aerocorp, EWA was required to add three additional Heavy Maintenance facilities to address this shortage. The Reliability Section Staff was required to make several visits to these new vendors to perform CPCP inspection training requirements, which included follow-up inspections to assure compliance of EWA's CPCP Program.

I have reviewed the completion and submittal status of the referenced CPCP Level II Reports with the Manager of Reliability and received assurance from him that they will be complete and sent by February 26, 1999.

I. PACKETS COMPLETED AND SENT 1998

<u>Aircraft</u>	<u>Date Packets Completed/Sent</u>	<u>Type of Check</u>
N865F	June 98	C
N8177U	April 98	C
N961R	March 98	C
N2674U	February 98	C
N796AL	June 98	C
N796FT	May 98	C
N990CF	July 98	C

II. PACKETS COMPLETED AND SENT 1999

<u>Aircraft</u>	<u>Date Packet Completed/Sent</u>	<u>Type of Check</u>
N995CF	February 99	C*
N811AL	February 99	C*

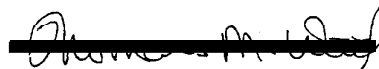
Mr. Joseph Abramski
Page 2
February 9, 1999

III. PACKETS NEED COMPLETED

<u>Aircraft</u>	<u>Date Packet to be Completed/Sent</u>	<u>Type of Check</u>
N870TV	February	C*
N8076U	February	C*
N792FT	February	C*
N602AL	February	C
N605AL	February	C
N8084U	February	C
N795FT	February	C*
N998CF	February	C
N2674U	February	C
N603AL	February	C
N500MH	February	C
N801GP	February	C

*Note: Compiled with CPCP six year initial requirements.

Sincerely,



Thomas M. Wood
Director Quality Control

TMW/re

Attachment

cc: Rene Visscher
Robert Peck



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

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7681
FAX: (408) 279-5443

February 2, 1999

Mr. Thomas M. Wood
Director, Quality Control
Emery Worldwide Airlines, Inc.
303 Corporate Center Drive
Vandalia, OH 45377

Dear Mr. Wood:

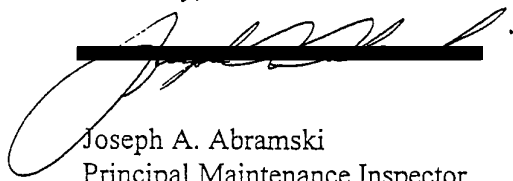
This letter is a follow-up of your response dated January 4, 1999, to our request of that same day, in which you provided a listing of Emery Worldwide Airlines (EWA) DC-8 fleet aircraft which had heavy maintenance (C&D) checks performed in the 1998 calendar year.

Of those twenty one (21) aircraft, this office has received only six (6) of the required inspection reports to date, which are:

N8177U	C-Check completed on 2/3/98	Received SJC FSDO on 9/9/98
N961R	C-Check completed on 2/25/98	Received SJC FSDO on 3/30/98
N796AL	C-Check completed on 4/21/98	Received SJC FSDO on 6/23/98
N796FT	C-Check completed on 5/1/98	Received SJC FSDO on 8/4/98
N2674U	C-Check completed on 2/19/98	Received SJC FSDO on 10/5/98
N990CF	C-Check completed on 7/2/98	Received SJC FSDO on 1/11/99

Therefore, please be advised that we are requesting Emery Worldwide Airlines to provide an explanation for the absence of the required report submissions. Please respond in writing to this office no later than ten (10) working days after receipt of this letter.

Sincerely,



Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA

February 8, 1999



February 25, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA)'s initial formal response to your letter of investigation (99WP150032) addressed to EWA's President and Chief Operating Officer, dated February 8, 1999, and your letter (Request for Information) addressed to me dated February 10, 1999.

I have enclosed a copy of the Maintenance Authorization AM-7112-01:01 that installed the STC SA5455NM on the subject aircraft. I will overnight to you Monday, 3-1-99 a signed copy for aircraft N998CF. The other two requested aircraft N996CF and N964R paperwork has not yet been received from the heavy maintenance checks.

I have performed a review of the referenced STC accomplishment, to which was audited by the Quality Control Section, and we are not aware of any violation of Federal Aviation Regulations, pertaining to this subject.

Please contact me by telephone upon receipt of this letter to provide EWA the opportunity of the knowledge of your concerns. I can assure you that we will immediately address your concerns.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written in a cursive style and is positioned above the typed name.

Thomas M. Wood
Director Quality Control

TMW/re

Attachment:

cc: Kent Scott
Rene' Visscher
Edward Jones



March 4, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA)'s second follow up letter to the initial formal response to your letter of investigation (99WP150032) addressed to EWA's President and Chief Operating Officer, dated February 8, 1999, your letter (Request for Information) addressed to me dated February, and my initial letter to you dated February 25, 1999.

I am forwarding you a copy of the Maintenance Authorization, AM-7112-01:00 that installed the STC SA5455NM on Aircraft N998CF. Again, as I previously informed you, I will forward Aircraft N996CF and N964R paperwork, upon receipt.

I have again reviewed EWA manual revisions that have been previously accepted/approved by you, and still am not aware of any violation of the Federal Aviation Regulations pertaining to this subject.

I would hope that you would contact me by telephone, upon receipt of this letter, to provide EWA the opportunity of acknowledging your concerns. As EWA continually demonstrates, I can assure you that we will take immediate action in addressing your concerns.

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood".

Thomas M. Wood
Director Quality Control

TMW/csh

Attachments

cc: Kent Scott
Rene' Visscher
Edward Jones



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 265
San Jose, CA 95110-1100
Phone: (408) 291-7631
FAX: (408) 279-5443

February 10, 1999

Mr. Thomas M. Wood
Director, Quality Control
Emery Worldwide Airlines, Inc.
303 Corporate Center Drive
Vandalia, OH 45377


Dear Mr. Wood:

Request for Information

This correspondence requests a copy of the completed work orders installing STC
SA5455NM on Emery Worldwide Airlines (EWA) DC-8 aircraft N996CF, N998CF, and
N964CF.

Please provide the requested information within ten working days after receipt of this
letter. Should you require clarification on this matter, please call at your convenience.

Sincerely,


Joseph A. Abramski
Principal Maintenance Inspector

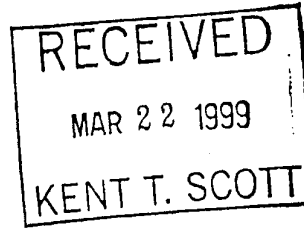
cc: Rene Visscher - EWA



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FAX: (408) 279-5448



March 16, 1999

CERTIFIED-RETURN RECEIPT

Kent T. Scott,
President and Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Lagoon Drive
Redwood City, CA 94065

Dear Mr. Scott:

FAA EIR Consolidation Notification

This letter is to inform you that the San Jose Certificate Holding Office has determined that administratively, it is advantageous to the Administrator to consolidate, into one Enforcement Investigation Report (EIR), the following several EIR's:

EIR 99WP150023 is incorporated into EIR 99WP150028
EIR 99WP150025 is incorporated into EIR 99WP150028
EIR 99WP150029 is incorporated into EIR 99WP150028
EIR 99WP150032 is incorporated into EIR 99WP150028
EIR 99WP150033 is incorporated into EIR 99WP150028

Any correspondence relating to any of the above EIR's listed should be referenced to EIR 99WP150028 as shown above. All Emery Worldwide Airlines, Inc. (EWA) responses received to date, have been incorporated into EIR 99WP150028.

If you have any questions, please advise.

Sincerely,

John R. Howard
Asst. Manager, A/W

EWAS RESPONSE TO LETTER DATED
February 8, 1999

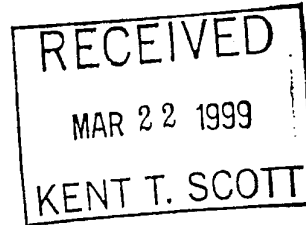
See January 27, 1999,
same letter



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

San Jose Flight Standards District Office

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



March 16, 1999

CERTIFIED-RETURN RECEIPT

Kent T. Scott,
President and Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Lagoon Drive
Redwood City, CA 94065

Dear Mr. Scott:

FAA EIR Consolidation Notification

This letter is to inform you that the San Jose Certificate Holding Office has determined that administratively, it is advantageous to the Administrator to consolidate, into one Enforcement Investigation Report (EIR), the following several EIR's:

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Any correspondence relating to any of the above EIR's listed should be referenced to EIR 99WP150028 as shown above. All Emery Worldwide Airlines, Inc. (EWA) responses received to date, have been incorporated into EIR 99WP150028.

If you have any questions, please advise.

Sincerely,

John R. Howard
Asst. Manager, A/W

April 22, 1999



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7631
FAX: (408) 279-5448

April 8, 1999

File Number: 99WP150045

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. Kent Scott
President & Chief Operating Officer
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

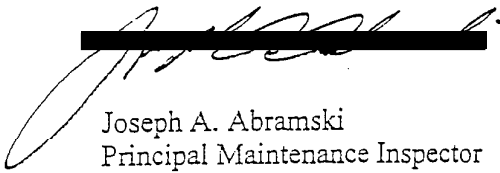
Dear Mr. Scott:

On March 24, 1999, an inspection of Emery Worldwide Airlines (EWA) DC-8 aircraft records was conducted at your Vandalia, Ohio, facility by Aviation Safety Inspectors. Specifically, seven aircraft heavy maintenance check records were reviewed for the reporting compliance requirements of Airworthiness Directive (AD) 92-22-07, Corrosion Prevention and Control Program, applicable to DC-8 series aircraft.

As a result, the inspection of those records revealed the downgrading of maintenance inspection corrosion level determinations, which may be contrary to the provisions of Federal Aviation Regulations.

This letter is to inform you that Emery Worldwide Airlines, Inc., the holder of Air Carrier Certificate Number RRXA558B, may be in violation of Federal Aviation Regulations, and that this matter is under investigation by the Federal Aviation Administration. We offer you the opportunity to submit a written statement to this office regarding this matter, which should be accomplished within ten (10) working days following receipt of this letter. Your response should contain all pertinent facts and extenuating or mitigating circumstances that you believe may have a bearing on this matter. Should you elect not to respond within the specified time, our report will be processed without the benefit of your statement.

Sincerely,



Handwritten signature of Joseph A. Abramski, partially obscured by a black redaction bar.

Joseph A. Abramski
Principal Maintenance Inspector

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



April 13, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA's) initial formal response to your letters File Number 99WP150045 and 99WP150044, addressed to EWA's President and Chief Operating Officer, and myself, dated April 8, 1999. (Reference Attachment 1.)

As the Director of Quality Control for EWA, I am disappointed in the receipt of these letters for three primary reasons that were previously communicated to you;

1. EWA's proactive demonstration of performing the Corrosion Prevention and Corrosion Control (CPCP) program since 1990, three years prior to the requirement of the Airworthiness Directive (AD) 92-22-07.
2. This subject was discussed, with you, during my visit to your office March 23, 1999, when I informed you of the misapplied corrosion finding levels by the Quality Control Representatives, and that I had authorized them to be changed to the original level assignment that day, (March 23, 1999), which was accomplished by the Manager, Quality Control and they were reported per the AD requirements to Douglas and yourself, by fax on that day. (Reference Attachment 2.) This was also provided to you in writing, in meeting minutes, Item Number Nine (9). (Reference Attachment 3.)
3. This same subject was again addressed to Mr. Jay Howard, in Mr. Bruce Robbins, Director of Engineering's letter dated April 2, 1999, Page 11, Item K. (See Attachment 4.)

As you are aware, EWA received FAA approval to provide information regarding applicability, methods, and procedures for performing corrosion prevention and control, in accordance with EWA's equivalent program, per Airworthiness Directive 92-22-07, as represented in EWA's Inspection Program Manual, Volume III.

I can assure you that EWA has maintained compliance of their program regarding all aspects, including the reporting requirements of the subject AD.

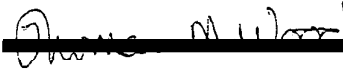
I trust I will have the opportunity to discuss this during your visit to our office this week, and to provide you this initial information.

Mr. Joseph Abramski
Page Two
April 13, 1999

I will compile the historical data of EWA's equivalent program, that will substantiate compliance of AD 92-22-07, and submit to your office, no later than April 26, 1999, (within ten (10) working days of receipt of your letters).

As always, I look forward to resolving your concerns in an expeditious manner, and promoting an open line of communication with the first opportunity face-to-face.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood", is written over a thick black horizontal line.

Thomas M. Wood
Director, Quality Control

Attachments

TMW/csh

cc: Kent Scott
Rene' Visscher
Jay Howard
Bruce Robbins
Edward Jones
Robert Conlon
Michael Dworkin
Ted Ellet

EWA'S RESPONSE TO LETTER DATED

June 14, 1999

**EMERY WORLDWIDE AIRLINES
TIME LIMITS MANUAL
DC-8-62/63, DC-8-71, DC-8-73**

I. DC-8 CHECK INTERVALS

Transit Check

The Transit Check will be accomplished upon arrival and prior to aircraft departure:

- 1) On aircraft with less than six (6) hours of ground time unless a higher maintenance check is accomplished.

Note: Check is only required if EWA Maintenance personnel are assigned.

Terminating Check

The Terminating Check will be accomplished upon arrival and prior to aircraft departure:

- 1) On aircraft with six (6) or more hours of ground time if within the preceding twenty-four (24) hours a higher check has not been accomplished.

Note: Check is only required if EWA Maintenance personnel are assigned.

Service Check

The Service Check will be accomplished prior to aircraft departure:

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

Note: Check is only required if EWA Maintenance personnel are assigned.

B Check

The B Check will be accomplished prior to aircraft departure:

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

Note: Check is only required if EWA Maintenance personnel are assigned.

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

**EMERY WORLDWIDE AIRLINES
TIME LIMITS MANUAL
DC-8-62/63, DC-8-71, DC-8-73**

- | | |
|--------------------------|--|
| C Check | The C Check shall be accomplished each twenty-four (24) calendar months. |
| D Check | The D Check shall be accomplished each twelve (12) calendar years. A "C" check will always be accomplished when performing a D Check. |
| Corrosion Program | See the Inspection Program Manual Volume III for a complete detail of the Policy and Procedures for monitoring, planning, and compliance of EWA's FAA approved equivalent DC-8 Corrosion Prevention and Control Program. |
| SID | See the Inspection Program Manual for a complete detail of the Policy and Procedures for monitoring, planning, and compliance of the Douglas SID Program. |

EWAS RESPONSE TO LETTLER DATED

June 16, 1999



May 5, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

This letter is an update to my March 12, 1999, letter of formal announcement of the development of the Engineering Department. (See attachment.)

Mr. Bruce Robbins, Director of Engineering, has assigned Mr. Jim Feisley as the Acting Manager of Technical Publications.

Please join me in welcoming Jim to this assignment. Mr. Feisley has several years of experience in technical publication development and management.

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood". The signature is written over a thick black horizontal line.

Thomas M. Wood
Director Quality Control

Attachment

TMW/csh

cc: Rene' Visscher
Bruce Robbins
Jim Feisley
Nick Pearson



March 12, 1999

Mr. Joseph Abramski
FSDO-SJC
1250 Aviation Ave., Suite 295
San Jose, CA 95110

Dear Mr. Abramski:

On behalf of the Emery Worldwide Airlines, Inc.'s (EWA) Senior Management, it gives me great pleasure to announce the development of the Engineering Department. This addition and reorganization of the Quality Control Department responsibilities will promote an overall increased effectiveness of the Technical Services Department.

Interviews are being scheduled to hire the replacement Manager of Maintenance Training, and filled within thirty (30) days.

I am sure you share with us the excitement of this department expansion, and can appreciate the true economical contributions made by the Company.

I trust from your previously voiced concerns of EWA's lack of an Engineering Department, this development meets with your concurrence. I will formally submit the Maintenance Policy and Procedures Manual Revision to you that will incorporate these changes.

Thank you for your support and help in promoting the growth of the EWA Technical Services Department.

Please call if you have any questions.

Sincerely,

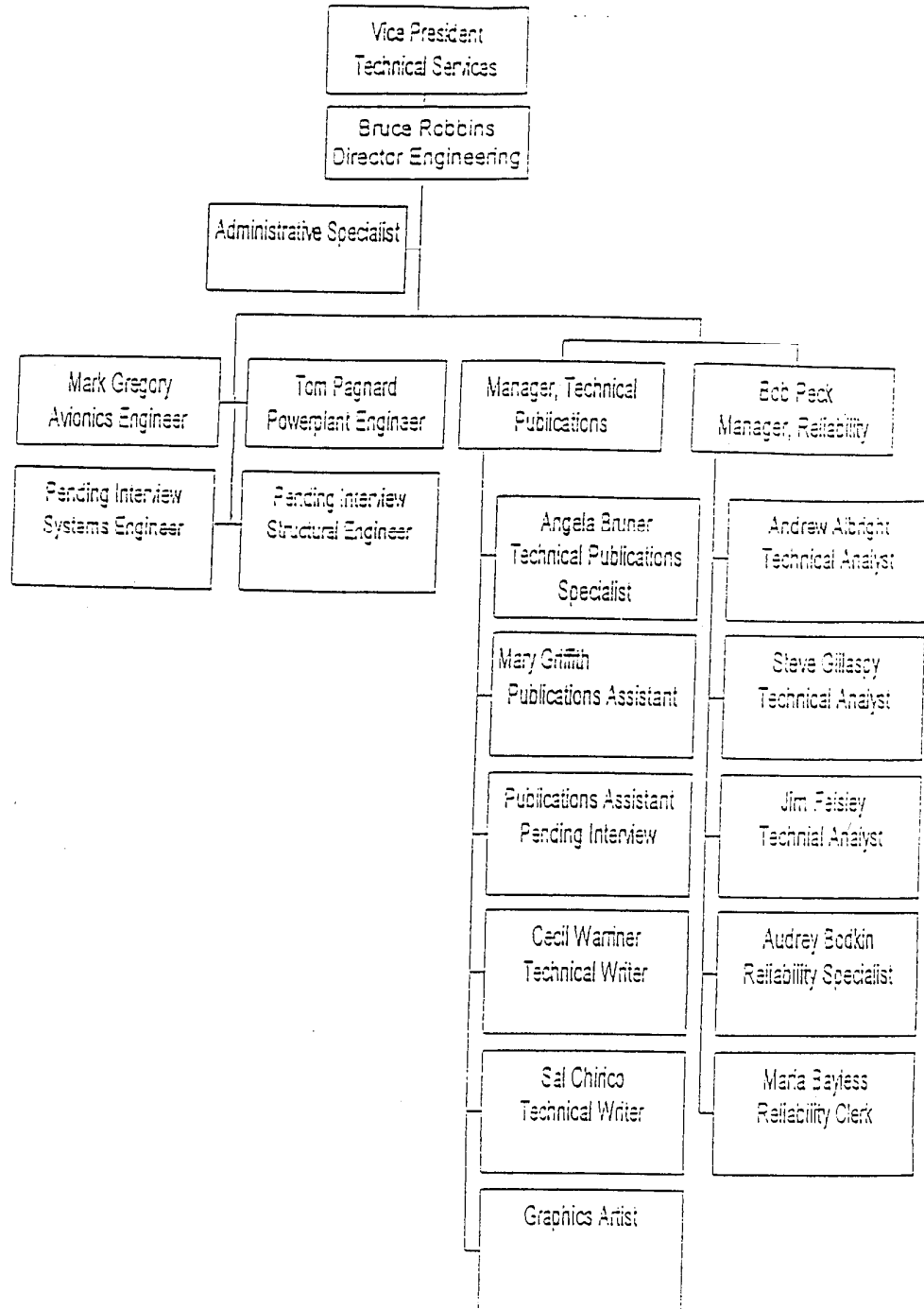
A handwritten signature in black ink, which appears to read "Thomas M. Wood".

Thomas M. Wood
Director Quality Control

Attachments

TMW/csh

cc: Rene' Visscher
Jay Howard
John Howard
Bruce Robbins



EWA'S RESPONSE TO LETTER DATED

August 9, 1999

EWA did provide a
transition plan.

Could not locate
at this time.

EWA'S RESPONSE TO LETTER DATED

September 16, 1999



US Department
of Transportation
Federal Aviation
Administration

Air Carrier Certificate

This certifies that
EMERY WORLDWIDE AIRLINES, INC.
One Emery Plaza
Vandalia, OH 45377

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

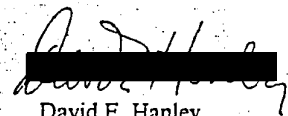
By Direction of the Administrator

Certificate number: RRXA558B

Effective Date: June 19, 1987

Issued at: GL05

Reissued: December 17, 1999



David E. Hanley
(Signature)

Manager, Flight Standards Division
(Title)

Great Lakes Region
(Region/Office)

EMERY WORLDWIDE AIRLINES
MANUAL REVISION SUBMITTAL -- FORM ME059

To: Mr. Harold Camden

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

Manual: Inspection Program Manual (IPM) Volume III

Revision Number: 21

Revision Date: April 2, 1999

Purpose of Revision:

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

Submitted by: Jim Feisley

Date: 02/29/00

FAA

Accepted Approved

Not-Accepted Disapproved

Signature: [Redacted Signature]

Date: 1-7-00

Grounds for disapproval:

EMERY WORLDWIDE AIRLINES
MAINTENANCE REVIEW BOARD RECOMMENDATION

No. 99002

ATTENTION: EWA MRB JUDICIAL MEMBERS
Vice President of Technical Services, Director of Quality Control, Director
of Operations

- 1. Change maintenance inspection program interval, maintenance process,
and/or work content specification.
- 2. Modifications
- 3. Fleet inspections
- 4. Revised maintenance practices
- 5. Improved troubleshooting methods
- 6. Maintenance and/or operations training
- 7. Operating procedures
- 8. No specific action

Subject: EWA Maintenance Inspection Program Manual Volume III

Recommendations:

Revise document to include DC-10 in CPCP procedures. Added CPCP level
determination flow chart and notes. See attached Revision Highlights for additional
changes.

Required Action:

Document revised as recommended. Refer to attached revision 21 highlights for a
description of changes.

MRB Approval:

[Signature]
(Vice President of Technical Services)
[Signature]
(Director of Quality Control)
[Signature]
(Director of Operations)

(Check One)

YES NO

YES NO

YES NO

Reason for Rejection:



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

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7631
FAX: (408) 279-5443

October 20, 1999

Mr. Bruce Robbins
Director, Aircraft Engineering
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Robbins:

This correspondence will address your response to my letter of disapproval to the submitted Emery Worldwide Airlines, Inc. (EWA), Inspection Procedures Manual, Volume III, Revision 21. Again, the submission, has been disapproved for the following reasons as conjunctive to your letter's items:

Chapter 2

- 1) Item 1 - Page 5a, Corrosion Level Determination, missing from Chapter 2 Table of Contents Page i. Suggest you review Chapter 1 of the EWA Maintenance Policies and Procedures Manual regarding manual revisions. Style and format exclusions are not contained therein. This Inspection Program Manual is an FAA approved document which is not exclusively operator discretionary nor selective in content.
- 2) Item 3 - Page 2, Paragraph 8 does not accurately reflect Douglas Report MDC-K4608, Section 2, paragraph 13 instructions as alleged. The MDC-K4608 paragraph allows operators to convert calendar time to flight hours, landings, or cycles **for ease of scheduling**. Moreover, the cited MDC-K4608 paragraph and its associated section contents, does not contain any verbiage regarding the maintenance of Level 1 corrosion. I have included a copy of the MDC-K4608 document page as a part of this response for your review and edification.
- 3) Item 5 - Page 3, Paragraph 2. Your response elicits our curiosity regarding EWA's established CPCP program per the MDC-K4608 document, Section 3.2, which addresses an Alternate Means Of Compliance (AMOC) to AD 92-22-07. Neither this office nor the Los Angeles Aircraft Certification Office has an archived FAA approved AMOC for EWA on this issue. Therefore, we request that EWA provide a copy of the AMOC for our review.
- 4) Item 6 - Page 5, Paragraph 5. We believe your reasoning in this matter is erroneous, and therefore, unacceptable. As was stated in our previous letter dated September 16, 1999, EWA's Maintenance Reliability Program in concert with the Continuing

Analysis & Surveillance System as required by FAR Part 121.373 is the evaluative tool. As you are aware, the effectiveness and objectivity of the EWA Reliability Program has been and remains, the expressed subject of concern to this office.

In conclusion, please resubmit Chapter 2 of this revision for our review and approval. Should you have any questions regarding this matter, please call at your convenience.

Sincerely,

ORIGINAL SIGNED BY



Joseph A. Abramski
Principal Maintenance Inspector

- cc: Rene P. Visscher - EWA
- Jim Feisley - EWA
- Thomas M. Wood - EWA ✓
- C. Robert Peck - EWA

EMERY WORLDWIDE AIRLINES
MANUAL REVISION SUBMITTAL -- FORM ME059

To: Mr. William J. Dime

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

Manual: Inspection Program Manual (IPM) Volume III

Revision Number: 21

Revision Date: April 2, 1999

Purpose of Revision:

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

Submitted by: Jim Feisley

Date: 09/29/99

FAA

Accepted

Approved

Not-Accepted

Disapproved

Signature: [Redacted Signature]

Date: 10/20/99

Grounds for disapproval: PLEASE SEE ATTACHED LETTER!



Mr. William J. Dime
FSDO - SJC
1250 Aviation Avenue, Suite 295
San Jose, CA 95110 - 1130

Dear Mr. Dime

This letter is in response to Mr. Joe Abramski's correspondence (copy attached) to Mr. Jim Feisley on Emery Worldwide Airlines (EWA) Inspection Procedures Manual (IPM) Volume III, dated September 16, 1999. The following listed items are in response to the nine (9) reasons for disapproval presented under Chapter 2 of this letter.

- Item 1. EWA's IPM style and format does not require the Corrosion Level Determination Flow Chart to be listed in the Table of Contents for Chapter 2.
- Item 2. EWA's IPM Volume III will be revised to reflect MDC-K4608 Revision 3, dated February 1995.
- Item 3. This paragraph reflects Douglas Report MDC-K4608, Section 2 (Program Application) paragraph 13 instructions and EWA elects to retain this in its' Corrosion Prevention and Control Program (CPCP).
- Item 4. Reporting requirements and procedures for FAR 121.703 (a) (15) are contained in the EWA's Maintenance Policy & Procedures Manual.
- Item 5. EWA's DC-8 Corrosion Prevention and Control Program (CPCP) was established per MDC-K4608 report Section 2.1, Paragraph 7 and Section 3.2. The DC-8 Maintenance Program calendar intervals were established with consideration to MDC-K4608 report Section 2, Paragraph 13 and therefore; Section 2.1, Paragraph 7 and Section 3.2 are still applicable and page 3, paragraph 2 remains in effect for the DC-8 aircraft CPCP. However; this paragraph has been revised (see attached page) to reflect that the CPCP repetitive intervals for the DC-10 aircraft were established per the MDC-K4607 report, and will be controlled under the EWA Reliability Program, once eligible.

- Item 6. MDC-K4608 Paragraph 2, (page 1-1-2) states, "Should inspections reveal that corrosion exceeds Level 1 for a given task on an operator's fleet of aircraft, the inspection interval should be reduced and/or action taken to minimize reoccurrence." AD 92-22-07 paragraph 6e states, "a means approved by the FAA must be implemented to reduce future finding of corrosion in that area to Level 1 or better. The word "evaluated" is appropriate as an evaluation is required to determine "action" necessary to "minimize/reduce" reoccurrence of future findings of corrosion in that area. This evaluation "may" result in a recommendation to reduce the inspection interval, but the referenced paragraphs do not state that it is a requirement.
- Item 7. The word "compliance" will be added.
- Item 8. The word "expedition" will be changed to read "expeditious".
- Item 9. "DC-10" will be added as necessary to clarify EWA's CPCP methods and reporting as applicable to the DC-8 and DC-10 aircraft.

Please find attached IPM Volume III pages which contain changes made in response to Mr. Abramski's letter. A MEO59 for IPM Volume III is also included in this package.

Sincerely,



Bruce Robbins
Director of Aircraft Engineering

cc: R. Visscher
T. Wood
J. Feisley



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

San Jose International Airport
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
Phone: (408) 291-7631
FAX: (408) 279-5448

September 16, 1999

Mr. Jim Feisley
Manager, Technical Publications
& Maintenance Programs
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Feisley:

The Emery Worldwide Airlines, Inc. (EWA), Inspection Procedures Manual, Volume III, Revision 21 as submitted, has been disapproved for the following reasons:

Chapter 2

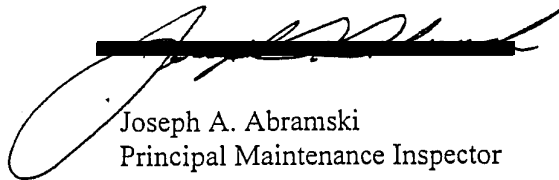
- 1) Page 5a, Corrosion Level Determination, missing from Chapter 2 Table of Contents Page i.
- 2) Page 2, Paragraph 6, incorrectly references MDC K-4608, Revision 1, dated December, 1990. The current revision of the document is Revision 3, dated February, 1995.
- 3) Page 2, Paragraph 8 is inappropriate in this manual. It would however, be appropriate for inclusion to the EWA Reliability Program Manual. Please delete this paragraph.
- 4) Page 2, Paragraph 10 is incomplete. Corrosion Level 2 and 3 findings are reportable to the FAA via Operational Difficulty Reports as required by FAR 121.703 (a) (15). Please amend and include as appropriate.
- 5) Page 3, Paragraph 2, second sentence, second half, which states "however, they do not have to be exactly as listed if corrosion is controlled to Level 1 or better", is objectionable and requires deletion for the following reasons: (a) EWA's DC-8 Maintenance Program is presently converting from Flight Hours to Calendar Times. Therefore, the CPCP inspection task intervals as defined in the MDC K-4608, Section 4, is applicable and appropriate. (b) A corrosion level determination has not been established for the EWA DC-10 aircraft fleet. The DC-10 maintenance and inspection intervals are also a Calendar Time based program. In addition, the DC-10 aircraft is not eligible at this time for inclusion to the EWA Reliability Program.
- 6) Page 5, Paragraph 5, seventh sentence, the word "evaluated" is inappropriate and inconsistent with paragraph 2, page 1-1-2, of the MDC K-4608 document; and paragraph (e) of AD 92-22-07, which require "reduced" inspection intervals should

corrosion task levels exceed Level 1. The "evaluated" factor should be ongoing as part of an Air Carrier's Maintenance Reliability Program in concert with the Continuing Analysis & Surveillance System. Therefore, since this paragraph paraphrases the previously cited MDC K-4608 document, replace the word "evaluated" with the word "reduced".

- 7) Page 5b, Note 1, is absent the word "compliance". This note paraphrases the MDC K-4608 document Note 1 located on page C-2-4. Please insert accordingly.
- 8) Page 5b, Note 3, fifth sentence, the word "expedition" should instead state the word "expeditious".
- 9) As we collectively discussed this day on a telecon in the presence of Bob Peck, Reliability Program Manager, Chapter 2 of the Inspection Program requires more definitive consistent references to the DC-10 CPCP methods and reporting, in conjunction with the DC-8 references contained therein.

In conclusion, please resubmit Chapter 2 of this revision for our review and approval. Should you have any questions regarding this matter, please call at your convenience.

Sincerely,



Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene P. Visscher - EWA
Bruce Robbins - EWA
Thomas M. Wood - EWA
C. Robert Peck - EWA

Wood, Thomas M

From: Wood, Thomas M

Sent: Monday, October 25, 1999 5:01 PM

To: Visscher, Rene P

Cc: Robbins, Bruce A.; Feisley, James L; Peck, Charles R; Moody, Ronald E; Jones, Edward B

Subject: FW: IPM Volume III, Rev. 21

Rene: Thank you.

From: Visscher, Rene P

Sent: Monday, October 25, 1999 4:54 PM


To: Wood, Thomas M

Subject: RE: IPM Volume III, Rev. 21

Keep it on hold

Rene Visscher

Vice President Technical Services

EWA - HDY


From: Wood, Thomas M
Sent: Monday, October 25, 1999 3:28 PM
To: Visscher, Rene P
Cc: Robbins, Bruce A.; Feisley, James L; Peck, Charles R; Moody, Ronald E; Jones, Edward B
Subject: IPM Volume III, Rev. 21

Rene: I assume that the letter from our PMI received today, dated October 20, 1999, disapproving the subject revision, is his position letter for this task in regards to the certificate move. With your permission, I would like to hold this, and not further respond. We will address this with our new PMI.

Thomas Wood

EWA'S RESPONSE TO LETTER DATED

October 20, 1999

Included in Sept. 16, 1999
response.

EDNA'S RESPONSE TO LETTER DATED
November 15, 1999



U.S. Department
of Transportation
Federal Aviation
Administration

San Jose Flight Standards District Office

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

November 15, 1999

Mr. James Feisley
Manager
Maintenance Programs & Publications
Emery Worldwide Airlines, Inc.
One Emery Plaza
Dayton International Airport
Vandalia, OH 45377

Dear Mr. Feisley:

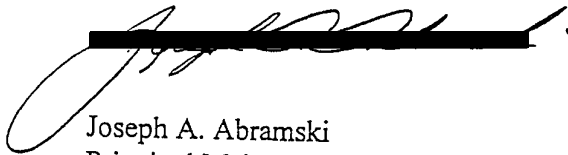
This office has reviewed the Emery Worldwide Airlines, Inc. (EWA) Inspection Program Manual Volume II, Revision 23 submission, and has disapproved such for the following reasons:

- ✓ 1) Chapter 1, page 1, paragraph I.B., second sentence: Change the verbiage "the inspector blocks can be", to "the Inspector blocks will be completed". This verbiage will then be consistent with Volume I, Chapter 1, page 1, paragraph I.C., and the note in Volume II, Chapter 1, page 2, paragraph B.c.
- ✓ 2) Chapter 1, page 5, paragraph 3.f.: Therein is stated in two places "the EWA Station Supervisor". What role does this individual contribute in the EWA "C & D" heavy maintenance check process? Where would we find his job description since it is not listed in the EWA Maintenance Policy & Procedures Manual?
- ✓ 3) Chapter 1, page 5, Paragraph D.5: Change the verbiage for the sake of clarity to read "The series of aircraft to which a work card is applicable".
- 4) Chapter 2, page 33, DC-8 C-Check work card PRE10, 1 of 5, items 1 and 5: In accordance with what conformity documents?
- 5) Chapter 2, page 34, DC-8 C-Check work card PRE10, 2 of 5, items 11 through 14; These system functional checks and tests are conducted in accord with what maintenance manual references?
- 6) Chapter 2, page 35, DC-8 C-Check work card PRE10, 3 of 5, items 16 through 20: These system functional and self tests are conducted in accord with what maintenance manual references? In addition, item 17 refers to which system (normal or standby; possibly both)?
- 7) Chapter 2, page 36, DC-8 C-Check work card PRE10, 4 of 5, items 21 through 29, functional checks/tests: The EWA DC-8 fleet has several different configurations of avionics. Which procedures are applicable to which aircraft; and where (in what manual) are the FAA approved/accepted maintenance procedures located?

- 8) Chapter 2, page 37, DC-8 C-Check work card PRE10, 5 of 5, item c., MINIMUM ACCEPTABLE VOLTAGE: Are these stated voltages applicable to all makes and models of ULBB for both FDR and CVR?

Should you desire to discuss this matter, please contact either the undersigned or Principal Avionics Inspector Shawn Skaags at your convenience.

Sincerely,



Joseph A. Abramski
Principal Maintenance Inspector

cc: Rene Visscher - EWA
Thomas M. Wood - EWA



US Department
of Transportation
Federal Aviation
Administration

Air Carrier Certificate

This certifies that
EMERY WORLDWIDE AIRLINES, INC.
One Emery Plaza
Vandalia, OH 45377

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

Certificate number: RRXA558B

Effective Date: June 19, 1987

Issued at: GL05

Reissued: December 17, 1999

David E. Hanley
(Signature)

Manager, Flight Standards Division
(Title)

Great Lakes Region
(Region/Office)

EMERY WORLDWIDE AIRLINES
MANUAL REVISION SUBMITTAL -- FORM ME059

To: Mr. Joe Abramski

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

Manual: Inspection Program Manual Volume II

Revision Number: 23

Revision Date: April 27, 1999

Purpose of Revision:

Revised manual to clarify information. Refer to Revision Highlights for additional information on the "Purpose of Revision".

Submitted by: Jim Feisley

Date: 09/16/99

FAA

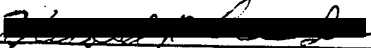
() Accepted

Approved

() Not-Accepted

()

Disapproved

Signature: 

Date: 3-2-00

Grounds for disapproval:

EWA'S RESPONSE TO LETTER DATED
November 27, 1999



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of Transportation
Federal Aviation
Administration

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David E. Hanley
(Signature)

Manager, Flight Standards Division
(Title)

Great Lakes Region
(Region/Office)

EMERY WORLDWIDE AIRLINES
MANUAL REVISION SUBMITTAL -- FORM ME059

To: Harold Camden (FAA PMI)

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 Maintenance Policy and Procedures Manual

Revision Number: 21

Revision Date: January 15, 2000

Purpose of Revision:

This is a complete re-issue, all pages have been re-numbered, temporary revisions 6 and 7 have been incorporated into this revision. All chapters have been reviewed to add current operational procedures, job requirements, and job descriptions. Obsolete procedures and requirements have been removed. Refer to attached revision highlights for additional revision information.

Quality Control Review: ~~Thomas M. Wood~~ Date 01-24-00

Submitted by: ~~John T. [Signature]~~ Date: 01/24/00

FAA

Accepted Approved

Not-Accepted Disapproved

Signature: ~~Paul H. [Signature]~~ PRT Date: 1/24/2000

Grounds for disapproval:

REVISION HIGHLIGHTS
MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
1-6	All		This is a complete re-issue, all pages have been re-numbered, Temporary Revisions 6 & 7 have been incorporated into this revision.
T of C	1-3	---	Revision, addition and/or deletion as shown in the Revision Highlights.
LEP	All		Added pages, changed all to current revision and date
FAR Index	1		Added FAR 43,13 [©] , 43.16, 91.203 and Titles, Chapter and Section
	2		Added FAR 119.65 (a), 121.133, 121.135 and Titles, Chapter and Section.
Form Index	All		Sorted all forms by number, added MEO148 and MEO155, Removed MEO24, combined MEO20 from Chapter 4 & 5 to one line.
1 T of C	1-2		Revised to indicate additions, and deletions as shown in the highlights.
1	1-6	I	Re-numbered pages, removed a & b from pages, incorporated temporary revision 6 & 7
		I.A	Added FAR Compliance and FAR 43.13 [©] , 43.16. Removed "and ...maintenance" after CAMP. Added paragraph " The responsibility ...", Changed Quality Control to Maintenance Programs & Publications.
		II.B.	Changed flow of sentence, added Line and Heavy to Maintenance, added Engineering Department.
		I.C.	Added FAR statement., added DC-10 and CF6 manuals.
		I.D.	Changed "three" to "Five" added service checks. Added DC-10 to Vol III, Added Vol IV & V.
		I.E.	Changed paragraph to remove reference to DC-8, changed master to workcard. Added controlled access requirements. Added Note. Added Manager Programs and Publications, removed QC.

REVISION HIGHLIGHTS
MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
1	1-6	I.F.-S.	Re-numbered paragraphs, Added EWA to paragraph H. Added DC-10 to paragraphs L & M.. Added paragraphs Q, R, S on DC-10.
	7-12	II	Re-numbered pages, incorporated temporary revision 6 & 7
		II.A	Added DC-10
		II.B.	Added DC-8 to Title, removed 50 series. Added DC-10
		II.C.	Added sentence to paragraph " Any changesManuals". Removed 50 series.. Added DC-10
		II.D.	Removed Blank page. Re-numbered pages, removed 50 series. Added DC-8 to title, added DC-10. Added CF6-6 MM, IPC, and Overhaul Manuals.
	13-19	III	Revised section to change Quality Control to Maintenance Programs and Publications.
		III.A.	Removed Quality Assurance Section. Removed last sentence from paragraph A.1. Removed Chapter 9 from paragraph A. Removed requirement to assigned a person to place manuals on the aircraft.
		III.B.	Removed requirement to designated an individual to the aircraft.
		III.C.	Changed Quality Control to Engineering, changed QC to Maintenance Programs and Publications. Revised MEO 51.
		III.D.	Changed QC to Engineering in paragraph 1. Changed note. Changed QC to Maintenance Programs and Publications in paragraph 3d.
		III.E.	Changed Quality Control to Maintenance Programs and Publications.
	20-27	IV	Re-accomplished Section to show who maintains EWA manuals. Added Engineering Director and Department.

REVISION HIGHLIGHTS
MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
1	20-27	IV.A.	Added Engineering, added Inspection Manuals Volumes IV and V. Added Maintenance Programs and Publications. Removed Quality Control. Added DC-10 manuals container, added Maintenance Publication Library. Added Engineering Orders (EO)
		IV.B.	Remove requirement for FAA approval stamp.
		IV.D.	Revised MEO54 and MEO 59.
	28	V.	Changed Quality Control to Maintenance Programs and Publications.
	2 T of C	1-2	
2	2-3	II.	Changed address and phone numbers removed aircraft from director of aircraft engineering.
		III	Updated organizational charts, added Engineering and Safety Departments.
	13-117	IV.B.-AX	Re-numbered pages and re-lettered paragraphs. Added Director of Engineering, Added Manager of Programs and Publications, Added Engineers positions, Added Quality Control Inspector positions, removed Records Coordinator position. Added qualifications to positions. Removed Technical Administration Position. Changed Airframe to heavy Maintenance. Changed Senior Director to Vice President. Added Manager Programs and Publications to Organization relationships on positions. Changed Foreman to Supervisor.
		V.	Changed address and phone number. Added statement in Class I and Class II line stations. Changed address, point of contact, and phone number for Class of stations. Deleted Line Stations.
3 T of C	1-5		Revised to indicate additions, and deletions as shown in the highlights.
3	1-2	I.A	Changed Senior Director to Vice President.
		I.B.	Added FAR 43 to title, Changed "any" to "all" in paragraph B1. Quoted FAR 65.81(a) in paragraph B3. Added FAR 65.81(b) to paragraph B4. Quoted FAR 65.83 in paragraph B5.

REVISION HIGHLIGHTS
MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
3	3-8	II.A.	Changed paragraph into two sentences.
		II.B.	Changed Foreman to Supervisor. Added Chapter 3 in paragraph B3. Added Chapter 4 in paragraph 4. Added FAA statement to B4. Added Chapter 4 to B5.
		II.C.2.	Changed the address for the FAA in paragraph C.2.a(6)..Revised MEO108.
	9-16	IV.A.	Changed Senior Director to vice president. Changed maintenance scheduling to production control.
		IV.B.	Changed Senior Director to Vice President., Added Director of Engineering and Manager of Material Procurement. Changed paragraph B2b. Added Planning to Production in paragraph B2d. Removed reliability and added engineering Added DC-10 and CF-6. Revised MEO81.
	19-34	VI.A.	Added "Line and/or" to paragraph A4. Changed MEL to DMI's in paragraph A8. Added two section to paragraph A8. Added "line and/or Heavy" to paragraph A9. Added "to all" in front of maintenance in paragraph A13.
		IV.D.	Removed minor from paragraph D1. Added "Minor Primary/secondary" to paragraph D3b. Changed should to shall in Note. Changed Quality Control to Engineering in paragraph D3c. Changed Quality Control to Engineering in Note. Added (Such as, partial installation) in D3d.
		IV.E.	Added Non-MEL to E2. Changed "as soon as possible" to immediately in E5. Added Note 3.
		IV.F.	Added to paragraph F5.
	35-50	VII.	Added FAR References to title.
3	35-50	VII.B.	Changed Foreman to Supervisor in B8.
		VII.C.	Change item 18.
	51-52	VIII.A.	Added "trained" to paragraph. Changed Foreman to Supervisor, Deleted Senior in A5.

REVISION HIGHLIGHTS
MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
3	51-52	VIII.C.	Added "trained" to paragraph. Changed paragraph C1 & 2. Deleted last part of sentence in paragraph C2. Changed section A to section VIII and added (Aircraft Airworthiness Release) in C1c.. Spelled out (airworthiness release) in C2.. Added training statement in C3d.
	55-64	IX.A.	Added Engineering to A5. Deleted last sentence from note.
		IX.B.	Deleted last part of sentence paragraph B3, end with Maintenance Log.
		IX.D.	Changed MERIT to EWA Computer System Added disposition of MEO09 after item 16.
		IX.F.	Changed EWA1 to EWA Computer System.
	65-66	X.A.	Changed Foreman to Supervisor Added to help in front of ensure, added all in front of maintenance for A1.
		X.B.	Paragraph was re-worked. Deleted Senior in front of maintenance representative.
	67-76	XI.B.	After part/component, add and placed in stock. In B1c. Changed last sentence in B4b to read EWA computer System. Changed MA to EO in B4e.
		XI.C.	Remove Senior Director Technical Services from paragraph C2a. Changed Material Management to Material Control. Changed Material Planning to Inventory Planning in C2b. Changed Material Management to Material Control in C3a,b,c and 4a. Changed The computer program to EWA Computer System. Revised MEO 121 Added page 75 & 76 as blank pages.
	80-87	XIII.A.B.	Removed MERIT.
3	80-87	XIII.C.	Changed EWA1 to EWA Computer System
		XIII.D.	Changed paragraph D1 to explain what 121, 145, 129 and 135 stands for.
	98-108	XVII.B.2	Changed Foreman to Supervisor.

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MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
3	116-120	XXI.B.	Changed EWA 1 to EWA Computer System in item 7. Paragraph in item 17 changed, EWA1 removed.
	121-122	XXII.A.	Removed "and" added (,) after teardown.
	127-136	XXVI.E.	Removed 50 series from paragraph E3b.
	139-141	MEO134	Changed to show new address and phone numbers.
	174-189	XXXIB.	In paragraph B1 last line changed tome to time. Changed Senior Director to Vice President.
		XXXI.B	Changed "eight" to "nine" in block 12 of paragraph B9.
		XXXII	Deleted the entire section.
4 T of C	1-5		Revised to indicate additions, and deletions as shown in the highlights.
4	1-6	I	Removed Inspection from title
		I.A.	Added (A&P) behind Power Plant, Changed Senior Director to Vice President, Added paragraph for Chief Inspector.
		I.B.	Quoted FAR 65 sub-part D.
		I.C.	Changed Director to Manager in C1b. Removed "Inspection branch from paragraph 1 & 2. Added "Contractor" to C2e. Changed Foreman to Supervisor and removed Senior in C2h.
		I.D.	Added B checks to D1a. Removed "on the spot" and inserted "one time" in D3.
		I.E.	Removed "The" and "branch" from first sentence. Changed "MA" to "EO", changed Writes and/or coordinates to Review & approves, added engineering department. Removed paragraph f ,g & h re-numbered paragraph i & j. Added plank page.
4	7-31	II.A.7.	Changed Quality Control to Engineering.

REVISION HIGHLIGHTS
MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
4	7-31	II.C.	Changed around sentence structure to read smoother in C2a & b. Added Engineering to paragraph C3 a & b. Remove "action(s) to the field" from C6d. removed paragraph C6e and re-numbered remaining paragraphs. Added removed paragraph C6e to C8e and renumbered remaining paragraph.
		II.D	Changed Foreman to Supervisor.
		II.E.	Changed Foreman to Supervisor and deleted paragraph E6 and re-numbered E7 to E6. Changed last sentence in paragraph E6. Revised MEO 63. Added MEO148.Revised MEO65.
		II.I.	Removed "nebulous".
		II.J.	Added retention statement to end of paragraph.
		II.K.	Added () to enclose i.e.:---etc. Revised MEO71.
	32-67	III.B.5.	Added the Directors of Engineering and Material Management and removed senior director of technical service. Removed paragraph B6 and re-numbered B7 to B6. Revised MEO94.
		III.C.3.	Changed Senior Director to Director of Quality Control and changed Director to Manager.
		III.I.	Revised MEO94a.
	68-70	IV.A.1	Changed EWA1 to EWA Computer System.
		IV.B.1	Added () around i.e. in paragraph B1d.
	71-72	V.B.1	Changed Air to Aviation in paragraph B1b.
	73-78	VI.	Added EWA to title.
	79-82	VII.A.3	Added Quality Control will again perform an audit, after requested,
		VII.C.	Added Deicing after respective.
	83-97	VIII.B.1	Moved last sentence and made into a note.
	83-97	VIII.C.3	Added class I or II in front of EWA in paragraph C3c. Changed nozzle pressures in paragraph C4a(7).

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MAINTENANCE POLICY & PROCEDURE MANUAL
REVISION: 21 DATED: 01/15/00

<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
4	98-99	IX.A	Added Engineering to paragraph.
		IX.B.4	Changed MA to EO.
		IX.B.6	Changed Quality Control to Quality Assurance.
	100-113	X.A.	Added Director of Engineering.
		X.B.	Paragraph renumbered correctly. Changed Quality Control to the Reliability Section of the Engineering Department.
		X.F.6.	Added FAR Par 43, Appendix A, added DC-10 and removed Previously Approved from SFAR 36 repairs.
	114-125	XI.B.	Changed "all fleet aircraft" to " DC-8 and DC-10.
		XI.C	Added and not directly to Note.
		XI.D.	Changed "Required ----on the spot" to RII.
		XI.E.	Added RII and removed inspection in paragraph E2a. Added "RII trained and" in front of.
		XI.G.	Added note about RII stamps.
	126-129	XII.	Revised MEO103.
	130-141	XIII	Added entire section on Request for Services. Added MEO 154. Renumber remaining sections.
	143-154	XiV	Changed Maintenance Authorization (MA) to Engineering Order (EO) for entire Section Added MEO 155, Engineering Orders.
	161-169	XVIII.B.4	Removed "and/or Designated" from B4a.
	170-176	XIV.A.	Added and DC-10 to first sentence.
		XIV.B.6	Changed "The Captain " to "All Flight Crew members".
		XIV.C.	Changed "airworthy" to safe in Note. Added MEO06 and MEO30.
	177-182	XX.A.	Added "through its Operations Specifications" in front of authority. Added FAR Part 91.611 to paragraph A3.

REVISION HIGHLIGHTS
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<u>CHAPTER</u>	<u>PAGE</u>	<u>ITEM</u>	<u>PURPOSE</u>
5	30-33	VII.B.	Revised MEO26.
	34-37	VIII.B.1	Changed Technical Publications to Maintenance Programs and Publications.
	49-51	X.B	Changed Senior Director to Vice President.
	54-61	XII.D.	Changed the address of the FAA in Figure 4.