

Attachment 6

Service Difficulty Reports and Mechanical Interruption Summary Reports

SDR REPORT LOG - TALLY '2007'

MRR NUMBER	A/C TYPE	ATA	DESCRIPTION	OCC. YY/MM	A/C NO.	DATE SUB.	INITIALS	ORIGIN	STATUS
ABXA070246	7	5300	L1 Door Cutout, Lwr. Aft Corner - Cracked	07/07	799AX	07-26-07	SU	NR 032	C
ABXA070247	7	5300	R1 Door Lwr. Aft Cutout Corner - Cracked	07/07	799AX	07-26-07	SU	NR 033	C
ABXA070248	7	5300	Rt. Outer Pivot Pin Horizontal Stabilizer - Linear Defect	07/07	799AX	07-26-07	SU	NR 369	C
ABXA070427	7	7321	IFSD - #1 Engine - at Cruise	07/12	799AX	12-28-07	SU	Dly Cnx	C

OMB No. 2120-0003

Return To Submissions List

Return To Submission Edit

1. Submitter Information

(a) Operator Control # ABXA070246
 (b) Difficulty Date 07/08/2007
 (c) Registration Number 799AX
 (d) Submitter Type CARRIER PART 121 (A)

Service Difficulty Report
SDR
 For Air Carrier and General Aviation
 Operational and Structural Difficulty Reporting



U.S. Department
of Transportation
Federal Aviation
Administration

2. Codes

3. Major Equipment Identity

(a) JASC Code	5300	(a) Operator Designator	ABXA	Operator Type	Air Carrier (A)	
(b) When Discovered	INSP/MAINT (IN)	(c) How		Manufacturer	Model	
(d) Nature of Condition	OTHER (O)	(b) Aircraft	BOEING	Serial Number	23432	Total Time
(e) Action Taken	NONE (K)	(c) Engine		767200	23432	45060
(f) FAA Region	GL	(d) Propeller				38064
(g) Dist. Off.	23					

4. Problem Description

L1 DOOR CUTOUT, LOWER AFT CORNER CRACKED. REPAIRED AREA IAW REA B653-56023-MR.

5. Specific Part Causing Difficulty

(a) Part Name	(b) Manufacturer	(c) Part Number	(d) Serial Number
		141T3330	
(e) Part /Defect Location	(f) Part Condition	(g) Total Time	(h) Total Cycles
FUSELAGE	CRACKED		
		(i) Time Since	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> Inspection

6. Component / Assembly That Includes Defective Part

(a) Component Name	(b) Manufacturer	(c) Part Number	(d) Serial Number	(e) Model Number
(f) Location	(g) Total Time	(h) Total Cycles	(i) Time Since	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> Inspection

7. Structure Causing Difficulty

(a) Body or Fuselage Station		Waterline		(b) Crack Length (inches)			Number Of Cracks		
From /At:		To:		0.25			1		
From /At Stringer	Left	Right	To Stringer	Left	Right	From /At ButtLine	Left	Right	
	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	
From /At WingStation	Left	Right	To WingStation	Left	Right	Structural Other			
	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>				
							(c) Corrosion Level	2	3
								<input type="radio"/>	<input type="radio"/>

Paperwork Reduction Act Statement:

The information collected is used to evaluate certification standards, maintenance programs, regulatory requirements. The information is required to ensure safety in air transportation. We estimate that it will take 9 minutes to complete. Use of this form is mandatory. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0003.

OMB No. 2120-0003

Return To Submissions List

Return To Submission Edit

1. Submitter Information

(a) Operator Control # ABXA070247
 (b) Difficulty Date 07/04/2007
 (c) Registration Number 799AX
 (d) Submitter Type CARRIER PART 121 (A)

Service Difficulty Report**S D R**

For Air Carrier and General Aviation
 Operational and Structural Difficulty Reporting



U.S. Department
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 Federal Aviation
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2. Codes

(a) IASC Code 5300
 (b) When Discovered INSP/MAINT (IN) (c) How
 (d) Nature of Condition OTHER (O)
 (e) Action Taken NONE (K)
 (f) FAA Region GL (g) Dist.Off. 23

3. Major Equipment Identity

(a) Operator Designator ABXA Operator Type Air Carrier (A)
 (b) Aircraft BOEING Manufacturer Model 767200 Serial Number 23432 Total Time 45060 Total Cycles 38064
 (c) Engine
 (d) Propeller

4. Problem Description

R1 DOOR LOWER AFT CUTOUT CORNER WAS CRACKED. REPAIRED AREA IAW B767 SRM.

5. Specific Part Causing Difficulty

(a) Part Name (b) Manufacturer (c) Part Number (d) Serial Number
 141T3330
 (e) Part /Defect Location (f) Part Condition (g) Total Time (h) Total Cycles (i) Time Since
 FUSELAGE CRACKED
☐ Overhaul
☐ Repair
☐ Inspection

6. Component / Assembly That Includes Defective Part

(a) Component Name (b) Manufacturer (c) Part Number (d) Serial Number (e) Model Number
 (f) Location (g) Total Time (h) Total Cycles (i) Time Since
☐ Overhaul
☐ Repair
☐ Inspection

7. Structure Causing Difficulty

(a) Body or Fuselage Station Waterline (b) Crack Length (inches) Number Of Cracks
 From /At: To: From /At: To: 2.2 1
 From /At Stringer Left Right To Stringer Left Right From /At ButtLine Left Right To ButtLine Left Right
 From /At WingStation Left Right To WingStation Left Right Structural Other (c) Corrosion Level 2 3
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

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OMB No. 2120-0003

Return To Submissions List

Return To Submission Edit

1. Submitter Information

Operator Control # ABXA070248
 (b) Difficulty Date 07/06/2007
 (c) Registration Number 799AX
 (d) Submitter Type CARRIER PART 121 (A)

Service Difficulty Report**SDR**

For Air Carrier and General Aviation
 Operational and Structural Difficulty Reporting



U.S. Department
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2. Codes

(a) JASC Code 5300
 (b) When Discovered INSP/MAINT (IN) (c) How
 (d) Nature of Condition OTHER (O)
 (e) Action Taken NONE (K)
 (f) FAA Region GL (g) Dist.Off. 23

3. Major Equipment Identity

(a) Operator Designator	ABXA	Operator Type	Air Carrier (A)		
Manufacturer	Model	Serial Number	Total Time	Total Cycles	
(b) Aircraft BOEING	767200	23432	45060	38064	
(c) Engine					
(d) Propeller					

4. Problem Description

RIGHT OUTER PIVOT PIN OF HORIZONTAL STABILIZER SHOWS INDICATION OF LINEAR DEFECT ON INNER SURFACE. REMOVED AND REPLACED RIGHT OUTER PIVOT PIN ON JOB CARD 7302001 IAW B767 SRM.

5. Specific Part Causing Difficulty

(a) Part Name	(b) Manufacturer	(c) Part Number	(d) Serial Number
PIVOT PIN		180T0009-3	
(e) Part /Defect Location	(f) Part Condition	(g) Total Time	(h) Total Cycles
HORZ. STAB.	DEFECT		
(i) Time Since			
<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> Inspection			

6. Component / Assembly That Includes Defective Part

(a) Component Name	(b) Manufacturer	(c) Part Number	(d) Serial Number	(e) Model Number
(f) Location	(g) Total Time	(h) Total Cycles	(i) Time Since	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> Inspection

Structure Causing Difficulty

(a) Body or Fuselage Station				Waterline				(b) Crack Length (inches)				Number Of Cracks			
From /At:		To:		From /At:		To:		0.2		3					
From /At Stringer	Left	Right	To Stringer	Left	Right	From /At ButtLine	Left	Right	To ButtLine	Left	Right				
	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>				
From /At WingStation	Left	Right	To WingStation	Left	Right	Structural Other				(c) Corrosion Level	2	3			
	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>						<input type="radio"/>	<input type="radio"/>			

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OMB No. 2120-0003

Return To Submissions List

Return To Submission Edit

1. Submitter Information

Operator Control #	ABXA070427
(b) Difficulty Date	12/24/2007
(c) Registration Number	799AX
(d) Submitter Type	CARRIER PART 121 (A)

Service Difficulty Report**SDR**

**For Air Carrier and General Aviation
Operational and Structural Difficulty
Reporting**



U.S. Department
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2. Codes

(a) JASC Code	7321
(b) When Discovered	CRUISE (CR) (c) How
(d) Nature of Condition	ENGINE STOPPAGE (Y)
(e) Action Taken	ENGINE SHUTDOWN (E)
(f) FAA Region	GL (g) Dist.Off. 23

3. Major Equipment Identity

(a) Operator Designator	ABXA	Operator Type	Air Carrier (A)			
	Manufacturer	Model	Serial Number	Total Time	Total Cycles	
(b) Aircraft	BOEING	767200	23432	46001	38387	
(c) Engine	GE	CF680A	58022	44831	37188	
(d) Propeller						

4. Problem Description

LOST THE LEFT ENGINE AT CRUISE. DID ENGINE SECURE CHECKLIST, NO OTHER ABNORMALITIES. CREW ACCOMPLISHED ENGINE INFLIGHT START. THE ENGINE STARTED FINE, LANDED AT MSP. INSPECTED ENGINE INLET AND EXHAUST, NO DEFECTS. SUMPED MAIN FUEL FILTER, NO DEBRIS NOTED. CHECKED ENGINE CONDITION CONTROL ACTUATOR ELECTRICAL CONNECTOR, FOUND IT LOOSE AND OILY. CLEANED AND RESEATED CONNECTOR. CHECKED CDP TUBE, FOUND LOOSE BULKHEAD CONNECTOR, TIGHTENED CONNECTOR. CHECKED VSV CABLES, OKAY. ENGINE RAN GOOD. ALL WORK ACCOMPLISHED IAW B767 MM.

5. Specific Part Causing Difficulty

(a) Part Name	(b) Manufacturer	(c) Part Number	(d) Serial Number			
(e) Part /Defect Location	(f) Part Condition	(g) Total Time	(h) Total Cycles	(i) Time Since	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> Inspection	

6. Component / Assembly That Includes Defective Part

(a) Component Name	(b) Manufacturer	(c) Part Number	(d) Serial Number	(e) Model Number
(f) Location	(g) Total Time	(h) Total Cycles	(i) Time Since	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> Inspection

7. Structure Causing Difficulty

(a) Body or Fuselage Station		Waterline		(b) Crack Length (inches)			Number Of Cracks		
From /At:	To:	From /At:	To:						
From /At Stringer	Left Right	To Stringer	Left Right	From /At ButtLine	Left Right	To ButtLine	Left Right		
	<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>		
From /At WingStation	Left Right	To WingStation	Left Right	Structural Other			(c) Corrosion Level	2 3	
	<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>					<input type="radio"/> <input type="radio"/>	

Paperwork Reduction Act Statement:

The information collected is used to evaluate certification standards, maintenance programs, regulatory requirements. The information is required to ensure the safety of the aircraft. It will take 10 minutes to complete. Use of this form is mandatory. Please note that an agency may not conduct or

SDR REPORT LOG - TALLY '2008'

MRR NUMBER	A/C TYPE	ATA	DESCRIPTION	OCC. YY/MM	A/C NO.	DATE SUB.	INITIALS	ORIGIN	STATUS
ABXA080153	7	2613	IFSD - #2 Eng. - Overheat Light - ATB	08/05	799AX	05-21-08	SU	Dly/Cnx	C
ABXA080181	7	2540	Supernumerary Area Caught Fire - Lav.	08/06	799AX	07-08-08	SU	Dly/Cnx	O

OMB No. 2120-0003

Return To Submissions List

Return To Submission Edit

1. Submitter Information

(a) Operator Control # ABXA080153

(b) Difficulty Date 05/17/2008

(c) Registration Number 799AX

(d) Submitter Type CARRIER PART 121 (A)

Service Difficulty Report**SDR**

**For Air Carrier and General Aviation
Operational and Structural Difficulty
Reporting**



U.S. Department
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2. Codes

(a) JASC Code 2613

(b) When Discovered CLIMB (CL) (c) How

(d) Nature of Condition OVER TEMP (M)

(e) Action Taken ENGINE SHUTDOWN (E) (A)

(f) FAA Region GL (g) Dist. Off. 23

3. Major Equipment Identity

(a) Operator Designator ABXA Operator Type Air Carrier (A)

(b) Aircraft BOEING (c) Engine GE (d) Propeller

Manufacturer Model Serial Number Total Time Total Cycles

767200 23432 46889 38642

CF680A 580343 42645 33431

4. Problem Description

AFTER TAKE-OFF FROM STA. JFK, RIGHT ENGINE OVERHEAT LIGHT AND EICAS MESSAGE. PERFORMED NON NORMAL - SECURED RIGHT ENGINE. LIGHT DID NOT GO OUT AFTER THRUST LEVER RETARDED. AN EMERGENCY WAS DECLARED AND AN AIR TURN BACK TO JFK WAS PERFORMED. TROUBLESHOT PER FIM 26-11-00, PERFORMED ENGINE FIRE/OVERHEAT TEST AND "RIGHT ENGINE OVERHEAT" LIGHT AND EICAS MESSAGE STAYED ILLUMINATED AFTER TEST WITH ENGINE SHUT DOWN AND NO OVERHEAT CONDITION. RIGHT ENGINE OVERHEAT INDICATION SYSTEM AT FAULT. REMOVED AND REPLACED FIRE/OVERHEAT TEST PANEL IAW AMM 26-11-01. FIRE/OVERHEAT TEST CHECKED GOOD PER AMM 26-11-01. (PART REMOVED WAS 'F' CLASS)

5. Specific Part Causing Difficulty

(a) Part Name TEST PANEL ASSY (b) Manufacturer (c) Part Number 233T6204-11 (d) Serial Number 000045

(e) Part /Defect Location COCKPIT (f) Part Condition DEFECTIVE (g) Total Time (h) Total Cycles (i) Time Since

Overhaul
Repair
Inspection

6. Component / Assembly That Includes Defective Part

(a) Component Name (b) Manufacturer (c) Part Number (d) Serial Number (e) Model Number

(f) Location (g) Total Time (h) Total Cycles (i) Time Since

Overhaul
Repair
Inspection

7. Structure Causing Difficulty

(a) Body or Fuselage Station Waterline (b) Crack Length (inches) Number Of Cracks

From /At: To: From /At: To: From /At ButtLine Left Right To ButtLine Left Right

From /At Stringer Left Right To Stringer Left Right From /At ButtLine Left Right To ButtLine Left Right

From /At WingStation Left Right To WingStation Left Right Structural Other (c) Corrosion Level 2 3

Corrosion Level 0 0

Paperwork Reduction Act Statement:

The information collected is used to evaluate certification standards, maintenance programs, regulatory requirements. The information is required to ensure



SERVICE DIFFICULTY REPORT

M-123
21MAY07

1. Submitter Information:		2. Codes:	
(a) Control #: <input type="checkbox"/> ABXA <u>080181</u>	<input type="checkbox"/> ABXR	(a) ATA Code: * <u>2540</u>	
(b) Difficulty Date (M/DD/YY): * <u>6-29-08</u>		(b) When Discovered: * <u>IN</u>	
(c) Registration Number: * <u>799AX</u>		(c) Nature of Condition: * <u>A</u>	
(d) Submitter Type:		(d) Action Taken: * <u>F</u>	
Carrier Part 121(A)		(e) FAA Region: GL	
Repair Station Part 145 (R)		(f) Dist. Off.: 23	

3. Major Equipment Identity:					
(a) Operator Designator:		1. <input type="checkbox"/> ABXA		2. <input type="checkbox"/> Other	
	Manufacturer	Model	Serial Number	Total Time	Total Cycles
(b) Aircraft	* <u>Boeing</u>	* <u>B767-281ER</u>	* <u>23432</u>	<u>47068</u>	<u>38708</u>
(c) Engine	*	*	*		

4. Discrepancy: * At SFO, SUPERNUMARY AREA caught fire and damage was to inventory, superannumary area, flight deck up to the
Corrective Action: * Flat panel displays. Also, fire burnt through the ceiling with a 9 foot hole and 2 foot by 5 foot hole forward of the main entry door. No L/B entry in PMI yet. Damage WO# 600295608

*5. Specific Part Causing Difficulty:		*6. Component/Assy That Includes Defective Part:	
(a) Part Name: *		(a) Component Name: *	
(b) Manufacturer: *		(b) Manufacturer: *	
(c) Part Number: *		(c) Part Number: *	
(d) Serial Number: *		(d) Serial Number: *	
(e) Part/Defect Location: *		(e) Model Number: *	
(f) Part Condition: *		(f) Location: *	
(g) Total Time: *		(g) Total Time: *	
(h) Total Cycles: *		(h) Total Cycles: *	
(i) Time Since <input type="checkbox"/> Overhaul <input type="checkbox"/> Repair <input type="checkbox"/> Inspection		(i) Time Since <input type="checkbox"/> Overhaul <input type="checkbox"/> Repair <input type="checkbox"/> Inspection	

*7. Structure Causing Difficulty:	
FROM / AT:	TO:
(a) Body or Fuselage Station: *	
(b) Waterline: *	
(c) Position: * <input type="checkbox"/> Left <input type="checkbox"/> Right	<input type="checkbox"/> Left <input type="checkbox"/> Right

per
Delay
Report
18053.IN
WORK
AT
SFO.

DATE 7/08/08
TIME 15:46:42

ABX AIR INC.
REPORT SELECTION LOG

PGM: PORP158
USER: MAEJS
PAGE: 0001

Report: XTR132 MISR REPORT

Sort: CHAPTER
SECTION
A/C TAIL

Select:	From	To
GMT DATE (MDCY)	07012007	07082008
A/C TAIL	799AX	799AX9999
CHAPTER	005	080
SECTION	00	99
LENGTH OF DELAY	0001	0999
VENDOR P/N		9999999999999999
STATION		999
REL 'M' CODE	M10	M99
PHASE OF OP		999
TYPE OF DELAY		999
IFSD		9
FLIGHT NUMBER		999999
ETOPS EVENT		9
CHARTER		9

E N D O F R E P O R T

Job Name: XTE132
Run Time: 15:46:42
Run Date: 7/08/08

ABX AIR INC.
DLY/CNX MISR Report
07/01/2007 to 07/08/2008

Page: 1

RPT#	TAIL#	GMT DATE	STA	FLT	CHP/SEC	SDR	MIN	IFSD	POS	Confirmed	Failure?	RO#
16907	799AX	08/25/2007	EWR	1876	5-00	N	0	N	0	CHARTER	N	
ETOPS Event: N AC: N Flt: N DIV												
Type: XLD-FLIGHT CANCELLED Prec Procedure: N/A-NOT APPLICABLE Lth: 0												
Phase: TAXI-TAXI/GRD HANDLING Reliability Code: M69-DMG DHL Ground												
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdwn: N												
Discrepancy/Action: 314T1010-1 S/N Off: 000105 P/C:071-10-0721												
WHILE BEING MARSHALLED INTO PARKING AT EWR. THE LEFT ENGINE STRUCK A												
LOADING PLATFORM. DAMAGED TO BOTTOM COWLING OF ENGINE IS VISIBLE												
(NOSE COWL)												
REMOVED AND REPLACED LEFT ENGINE INLET COWL ASSY IAW AMM 71-16-02-4												
17766	799AX	04/11/2008	ANC	933	5-00	N	17	N	0	CHARTER	N	
ETOPS Event: N AC: N Flt: N DIV												
Type: ENR-ENROUTE DELAY Prec Procedure: AAP-ABORTED APPROACH Lth: 0												
Phase: APP-APPROACH Reliability Code: M78-ENR MECH/CRW D/I Ground												
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdwn: N												
Discrepancy/Action: S/N Off: P/C:000-00-0000												
ON FINAL WHEN SELECTING FLAP 30 FROM FLAP 20 - GOT WARNING AND EICAS												
TRAILING EDGE FLAP' TRAILING EDGE FLAP DISSAGRE MESSAGE. FLAP												
INDICATION APPRX 23 DREGREES ON MISSED APPROACH. FLAPS WOULDN'T												
RETRACT MOVING FLAP SELECTOR TO 25 DETENT SILENCES THE WARNING AND												
MESSAGE BUT FLAPS STILL IND 23 DEGREES, DID NOT NORMAL AND LANDED												
AT 23 DEGREES.												
VISUALLY INSPECTED FLAPS/SLATS AT APPROX 23 DEGREES NO DEFECTS NOTED,												
SELECTED ALTERNATE FLAPS AND CYCLED FLAPS/SLATS NO DEFECTS NOTED												
SELECTED HYD POWER AND CYCLED FLAPS/SLATS. OPS CHECK NORMAL,												
PERFORMED BITE ON FSEU IAW B-FIM 27-51-00-1. NO DEFECTS DISPLAYED.												
OPS CHECK NORMAL IN PRIMARY AND ALTERNATE MODES.												
17825	799AX	04/26/2008	RIV	933	5-00	N	254	N	0	CHARTER	N	
ETOPS Event: N AC: N Flt: N DIV												
Type: DMG-DAMAGED AIRCRAFT Prec Procedure: NON-NONE Lth: 0												
Phase: INS-INSPECTION/MAINT Reliability Code: M70-FOD Ground												
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdwn: N												
Discrepancy/Action: S/N Off: P/C:000-00-0000												
BIRD STRIKE # 1 ENGINE NOSE COWL AND SPINNER.												
COMPLIED WITH BIRD STRIKE INSPECTION IAW B767-14 WORKCARD. BOROSCOPE												
COMPLIED WITH IAW B767 AMM 72-00-00. NO DEFECTS NOTED.												
18053	799AX	06/29/2008	SFO	1611	5-00	Y	0	N	0	CHARTER	N	
ETOPS Event: N AC: N Flt: N DIV												
Type: XLD-FLIGHT CANCELLED Prec Procedure: AFE-ACTIVATED FIRE EXTIN Lth: 0												
Phase: CPF-CREW PRE-FLIGHT Reliability Code: M73-UNCONTROLLABLE COND Ground												
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdwn: N												
Discrepancy/Action: UNK S/N Off: P/C:000-00-0000												
SUPERNUMARY AREA CAUGHT FIRE AND DAMAGE WAS TO LAVATORY, SUPERNUMARY												
AREA, FLIGHT DECK ARE UP TO THE FLAT PANEL DISPLAYS. ALSO, NOTE FIRE												
BURN'T THROUGH THE CEILING WITH A 9 FOOT HOLE AND 2 FOOT BY 5 FOOT HOLE												
FORWARD OF THE MAIN ENTRY DOOR.												
*****IN WORK IN SFO *****												
DAMAGE REPORT 600295608												
17177	799AX	11/22/2007	SFO	1876	21-30	N	13	N	0	CHARTER	N	
ETOPS Event: N AC: N Flt: N DIV												
Type: MXA-MECHANICAL-AIRCRAFT Prec Procedure: NON-NONE Lth: 0												
Phase: CPF-CREW PRE-FLIGHT Reliability Code: M15-FLT CRW FIND PARTS Ground												
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdwn: N												
Discrepancy/Action: 2022480-6MOD5 S/N Off: 81108 P/C:021-30-0229												
EICAS STATUS MESSAGE, CABIN ALT AUTO 1.												

Job Name: XTE132
Run Time: 15:46:42
Run Date: 7/08/08

ABX AIR INC.
DLY/CNX MISR Report
07/01/2007 to 07/08/2008

Page: 2

RPT#	TAIL#	GMT DATE	STA	FLT	CHP/SEC	SDR	MIN	IFSD	POS	Confirmed	Failure?	RO#
												TRANSFERRED TO DI 57931 IAW MEL 21-31-1A CLEAR #57931 REMOVED & REPLACED OUTFLOW VALVE MOTOR ASSY INCLUDING ACTUATOR PER AMM 21-31-05, NOTE, FREEDOM OF OUTFLOW VALVE CHECKED TO BE NORMAL. DI CLEARED. PLACARD REMOVED
17150	799AX	11/13/2007	LAX	1876	23-50	N		7 N	0	CHARTER	N	ETOPS Event: N AC: N Flt: N DIV Lth: 0 Ground Shtdwn: N
					Type:			MXA-MECHANICAL-AIRCRAFT		Prec Procedure:	NON-NONE	
					Phase:			CLI-CLIMB		Reliability Code:	M10-FLIGHT CREW FIND	
					Vendor P/N:			READI: N DEFER.EXC.: N		REL Event:	Avoidable: N	
					Discrepancy/Action:			WHEN TRANSMITTING ON RIGHT TRANSMITTER THE LEFT TRANSMITTER GETS BLOCKED FOR TRANSMISSIONS AND RECEPTION. SWAPPED F/O'S AUDIO SELECTOR PANEL WITH RIGHT OBSERVERS SEAT.		S/N Off:	P/C:000-00-0000	
17677	799AX	03/20/2008	BOS	188	25-10	N		15 N	0	CHARTER	N	ETOPS Event: N AC: N Flt: N DIV Lth: 0 Ground Shtdwn: N
					Type:			MXA-MECHANICAL-AIRCRAFT		Prec Procedure:	NON-NONE	
					Phase:			CPF-CREW PRE-FLIGHT		Reliability Code:	M15-FLT CRW FIND PARTS	
					Vendor P/N:			READI: N DEFER.EXC.: N		REL Event:	Avoidable: N	
					Discrepancy/Action:			502276-3-2251 F/O'S SEAT BELT IS DEFECTIVE. R2D F/O'S LAP BELT IAW MM 25-11-01.		S/N Off:	NSN P/C:025-10-2132	
17082	799AX	10/17/2007	IAH	1629	25-50	N		6 N	0	CHARTER	N	ETOPS Event: N AC: N Flt: N DIV Lth: 0 Ground Shtdwn: N
					Type:			WBC-WEIGHT & BALANCE		Prec Procedure:	NON-NONE	
					Phase:			LOD-LOADING-AIRCRAFT		Reliability Code:	M15-FLT CRW FIND PARTS	
					Vendor P/N:			READI: N DEFER.EXC.: N		REL Event:	Avoidable: N	
					Discrepancy/Action:			25AA65-501 WBC PRINTER WILL NOT FEED PAPER DEFERRED PER B767 MEL 25-63--5 CLEARED DI 57476. REMOVED AND REPLACED WBC PRINTER. WBC PRINTER OPS CHECKS GOOD IAW B767 AMM 25-57-00. PLACARD REMOVED.		S/N Off:	N/A P/C:025-10-1560	
17327	799AX	01/08/2008	ILN	1757	25-50	N		34 N	0	CHARTER	N	ETOPS Event: N AC: N Flt: N DIV Lth: 0 Ground Shtdwn: N
					Type:			MXA-MECHANICAL-AIRCRAFT		Prec Procedure:	N/A-NOT APPLICABLE	
					Phase:			LOD-LOADING-AIRCRAFT		Reliability Code:	M13-GROUND PERSONNEL FIN	
					Vendor P/N:			READI: N DEFER.EXC.: N		REL Event:	Avoidable: N	
					Discrepancy/Action:			UPPER - CARGO FLOOR LOCK BROKEN. REMOVED & REPLACED LOCK WITH NEW ONE P/N 563010-102		S/N Off:	P/C:000-00-0000	
17970	799AX	06/03/2008	ILN	815	25-50	N		39 N	0	CHARTER	N	ETOPS Event: N AC: N Flt: N DIV Lth: 0 Ground Shtdwn: N
					Type:			MXA-MECHANICAL-AIRCRAFT		Prec Procedure:	N/A-NOT APPLICABLE	
					Phase:			MPI-MAINT POST FLT INSP		Reliability Code:	M13-GROUND PERSONNEL FIN	
					Vendor P/N:			READI: Y DEFER.EXC.: N		REL Event:	Avoidable: N	
					Discrepancy/Action:			452T2633-7 GROUND REPORTED FWD BELLY LOCK WILL NOT RAISE UP FWD DOOR REPLACED ELECTRIC LOCK IAW 767 MM 25-53-09-4, LOCK OPS CHECKED GOOD		S/N Off:	NSN P/C:025-50-1750	
17978	799AX	06/05/2008	PHX	415	25-50	N		9 N	0	CHARTER	N	ETOPS Event: N AC: N Flt: N DIV Lth: 0 Ground Shtdwn: N
					Type:			WBC-WEIGHT & BALANCE		Prec Procedure:	N/A-NOT APPLICABLE	
					Phase:			LOD-LOADING-AIRCRAFT		Reliability Code:	M13-GROUND PERSONNEL FIN	
					Vendor P/N:			READI: N DEFER.EXC.: N		REL Event:	Avoidable: N	
					Discrepancy/Action:			N/A NO LOG BOOK ENTRY, GROUND REPORTED THAT THE PSION WBC PRINT STOPPED		S/N Off:	P/C:000-00-0000	

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										WORKING IN THE MIDDLE OF THE PRINT. "LOCKED UP". MECHANIC NEVER NOTIFIED, GROUND REPORTED ISSUE AFTER AIRCRAFT DEPARTED.	
17910	799AX	05/17/2008	JFK	1676	26-13	Y	298	Y	2	CHARTER N	
					Type:					MXA-MECHANICAL-AIRCRAFT	Prec Procedure: ATB-AIR TURN BACK
					Phase:					CLI-CLIMB	Reliability Code: M10-FLIGHT CREW FIND
										READI: Y DEFER.EXC.: N	REL Event: Avoidable: N
					Vendor P/N:					233T6204-11	S/N Off: P/C:031-10-0616
					Discrepancy/Action:					AFTER TAKE-OFF, RIGHT ENGINE OVERHEAT LIGHT & EICAS MESSAGE. PERFORMED NON NORMAL-SECURED ENGINE. LIGHT DID NOT GO OUT AFTER THRUST LEVER RETARDED. AN EMERGENCY WAS DECLARED AND AN AIR TURN BACK TO JFK WAS PERFORMED. T/S PER FIM26-11-00 PERFORMED ENG FIRE/OVERHEAT TEST AND "RIGHT ENGINE" OVHT" LIGHT AND EICAS MSG STAYED ILLUMINATED AFTER TEST WITH ENGINE SHUT DOWN AND NO OVHT CONDITION. RT ENGINE OVERHEAT IND SYSTEM AT FAULT REMOVED AND REPLACED FIRE/OVERHEAT TEST PANEL PER AMM 26-11-01 FIRE/OVERHEAT TEST CHECKED OK PER AMM 26-11-01. PART REMOVED IS 'F' CLASS. S/N: 000045.	
17483	799AX	02/10/2008	DEN	1757	32-60	N		6	N	0	CHARTER N
					Type:					MXA-MECHANICAL-AIRCRAFT	Prec Procedure: NON-NONE
					Phase:					CLI-CLIMB	Reliability Code: M10-FLIGHT CREW FIND
										READI: N DEFER.EXC.: N	REL Event: Avoidable: N
					Vendor P/N:					UNK	S/N Off: P/C:000-00-0000
					Discrepancy/Action:					EICAS MSG GEAR DOORS DISPLAYED W/ GEAR HANDLE OFF. DOORS LIGHT WAS ILLUMINATED GEAR DN GREEN LIGHTS ALL EXTN. PERFORMED TARGET TEST ON PSEU FOR BOTH MLG AND NLG SYS 1 & 2. NO PROBLEMS NOTED. CHECKED NLG DOORS AND CLEANED SENSORS. NO PROBLEMS NOTED. CLEARED MSG ON STATUS PAGE. OK FOR FURTHER SERVICE MM32-61-00	
17602	799AX	03/07/2008	PHX	415	32-60	N		7	N	0	CHARTER N
					Type:					MXA-MECHANICAL-AIRCRAFT	Prec Procedure: NON-NONE
					Phase:					LDG-LANDING	Reliability Code: M11-MAINTENANCE FIND
										READI: N DEFER.EXC.: N	REL Event: Avoidable: N
					Vendor P/N:					8-935-01	S/N Off: P/C:032-60-0285
					Discrepancy/Action:					LANDING GEAR MONITOR PRESENT ON STATUS PAGE W/ ASSOCIATED RT DRAG BRACE AND GEAR DISAGREE EICAS MSGS. INSTALLED MLG PROX SENSOR S-241 AND PERFORMED INTERIM REPAIR. DEFERRED PER REA B632-57133 AND ABX GMM1.07.04 FOR TRACKING. REPAIR OR REPLACE S-241 ON OR BEFORE 3-10-08. CLEAR #59402 REPLACED PROX SW S241 SYS CHECKS GOOD IAW AMM CHAP 32-61-02 PLACARD REMOVED	
16848	799AX	08/01/2007	DEN	1757	36-10	N		29	N	0	CHARTER N
					Type:					MXA-MECHANICAL-AIRCRAFT	Prec Procedure: BTB-BLOCK TURN BACK
					Phase:					ENS-ENGINE START	Reliability Code: M10-FLIGHT CREW FIND
										READI: N DEFER.EXC.: N	REL Event: Avoidable: N
					Vendor P/N:						S/N Off: P/C:000-00-0000
					Discrepancy/Action:					RT ISOLATION VALVE FAILED IN THE CLOSED POSITION, NO EICAS MSG DEFERRED THE RT ISOLATION VALVE PER MEL 36-11-6 CAT-C CODE 11 MBCB 08-11-07. C/B PULLED PLACARD INSTALLED. CLEAR #56376 RIGHT ISOLATION VALVE OPERATES NORMALLY IAW B767 MM REF	

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36-11-04-4. PLACARD REMOVED											
16838	799AX	07/29/2007	PHX	1657	52-30	N	5 N	0	CHARTER N	ETOPS Event: N AC: N Flt: N DIV	
			Type:				MXA-MECHANICAL-AIRCRAFT			Prec Procedure: NON-NONE	Lth: 0
			Phase:				LOD-LOADING-AIRCRAFT			Reliability Code: M13-GROUND PERSONNEL FIN	Ground
						Vendor P/N:	READI: N DEFER.EXC.: N			REL Event: Avoidable: N	Shtdwn: N
						Discrepancy/Action:	MAIN CARGO DOOR WILL NOT CLOSE COMPLETELY			P/C:000-00-0000	
CLOSED DOOR BY RECYLING											
CLEAR DI 57549 R & R'ED LT EICAS COMPUTER IAW B767 AMM											
SYS TESTS GOOD PLACARD REMOVED.											
CLEAR DI 57906 REMOVED & REPLACED THE #2 CABIN PRESSURE CONTROLLER											
PER AMM 21-31-02. PLACARDS REMOVED.											
CLEAR #57931 REMOVED & REPLACED OUTFLOW VALVE MOTOR ASSY INCLUDING											
ACTUATOR PER AMM 21-31-05, NOTE, FREEDOM OF OUTFLOW VALVE CHECKED TO											
BE NORMAL. DI CLEARED. PLACARD REMOVED											
CLEARED DI#58565 REMOVED AND REPLACED RT READING LIGHT SWITCH REF											
B767-200 AMM 25-23-01											
CLR#58780 PERFORMED EICAS BITE PROCEDURE PER B767 FIM 31-41-00 FIG 103											
NO INTERFACE FAULTS AND NO INTERNAL FAULTS DISPLAYED ON TEST PAGE											
NO EICAS MESSAGES NOTED ON EICAS MESSAGE READOUT PER B767 2-A											
PLACARDS REMOVED											
CLR#59169 REMOVED INTERIM FRIGID WEATHER KIT AS REQUIRED PLACARD											
REMOVED											
CLEARED DI 59662 INSTALLED SPARE LAP BELT IN FAK AS REQUIRED PLACARD											
REMOVED.											
17106	799AX	10/20/2007	ILN	516	52-30	N	12 N	0	CHARTER Y	ETOPS Event: N AC: N Flt: N DIV	
			Type:				MXA-MECHANICAL-AIRCRAFT			Prec Procedure: N/A-NOT APPLICABLE	Lth: 0
			Phase:				LOD-LOADING-AIRCRAFT			Reliability Code: M13-GROUND PERSONNEL FIN	Ground
						Vendor P/N:	READI: N DEFER.EXC.: N			REL Event: Avoidable: N	Shtdwn: N
						Discrepancy/Action:	N/A			S/N Off: N/A	P/C:000-00-0000
FWD CARGO DOOR CONTROL PNL DOOR UPPER LATCH BROKEN.											
REMOVED AND REPLACED UPPER DOOR LATCH.											
17877	799AX	05/13/2008	RIV	933	52-30	N	10 N	0	Y CHARTER N	501580890 ETOPS Event: N AC: N Flt: N DIV	
			Type:				MXA-MECHANICAL-AIRCRAFT			Prec Procedure: NON-NONE	Lth: 0
			Phase:				LOD-LOADING-AIRCRAFT			Reliability Code: M13-GROUND PERSONNEL FIN	Ground
						Vendor P/N:	READI: N DEFER.EXC.: N			REL Event: Avoidable: N	Shtdwn: N
						Discrepancy/Action:	130E100-13			S/N Off: 1922	P/C:052-30-1361
MAIN CARGO DOOR WOULD NOT OPEN OR CLOSE ELECTRICALLY											
REMOVED & REPLACED MAIN CARGO DOOR LIFT ACTUATOR											
17289	799AX	12/24/2007	MSP	1776	73-21	Y	258 Y	1	CHARTER N	ETOPS Event: N AC: N Flt: N DIV	
			Type:				MXA-MECHANICAL-AIRCRAFT			Prec Procedure: IFS-INFLIGHT SHUT DOWN	Lth: 0
			Phase:				CRU-CRUISE			Reliability Code: M10-FLIGHT CREW FIND	Ground
						Vendor P/N:	READI: N DEFER.EXC.: N			REL Event: Avoidable: N	Shtdwn: N
						Discrepancy/Action:	S/N Off:			P/C:000-00-0000	
LOST THE LEFT ENGINE AT CRUISE. DID ENGINE SECURE CHECK LIST, NO OTHER											
ABNORMALITIES, SO WE ACCOMPLISHED ENGINE INFLIGHT START. THE ENGINE											
STARTED FINE, LANDED AT MSP.											
INSP ENG INLET & EXHAUST, NO DEFECTS. SUMPED MAIN FUEL TANKS, NO WATER											
NOTED. INSP FUEL FILTER, NO DEBRIS NOTED. CK ENG COND CONTROL ACT ELEC											
CONN, FOUND IT LOOSE AND OILY, CLEANED AND RESEATED. CK CDP TUBE,											

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16844	799AX	08/01/2007	BFI	417	78-30	N	7 N 0	CHARTER N	
FOUND LOOSE BULK HEAD CONN, TIGHTEND. CK VSV CABLES, OK. ENG RUNS GOOD									
Type: MXA-MECHANICAL-AIRCRAFT Prec Procedure: NON-NONE Lth: 0									
Phase: CPF-CREW PRE-FLIGHT Reliability Code: M10-FLIGHT CREW FIND Ground									
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdn: N									
Discrepancy/Action: N/A S/N Off: P/C:000-00-0000									
YELLOW REV LIGHT RIGHT REVERSER ILLUMINATED SENSOR 171 FAULTED ON PROX UNIT									
DEFERRED RIGHT THRUST REVERSER IAW B767 MEL 78-31-1A MAINT PROCEDURES									
COMPLIED WITH PLACARD INSTALLED A/C RELEASED TO CAT111A OPERATIONAL									
CAT C CODE 11 MBCB 8/11									
CLEAR #56362 FOUND WIRE W332-07TB-20 BROKE AT SPLICE SM 2. RESPLICED									
WIRE AS REQUIRED RT T/R OPERATIONAL CHECK GOOD IAW B767 MM CHAPTER									
78-31-00. A/C RELEASED CAT IIIB OPERATIONAL PLACARD REMOVED									
16879	799AX	08/14/2007	JFK	1676	78-30	N	59 N 0	CHARTER N	
Type: MXA-MECHANICAL-AIRCRAFT Prec Procedure: NON-NONE Lth: 0									
Phase: CPF-CREW PRE-FLIGHT Reliability Code: M10-FLIGHT CREW FIND Ground									
Vendor P/N: READI: N DEFER.EXC.: N REL Event: Avoidable: N Shtdn: N									
Discrepancy/Action: S/N Off: P/C:000-00-0000									
RH T/R REV UNLOCK LIGHT ILLUMINATED									
DEFERRED IAW 767 MEL 78-36-1A C/W MX PROCEDURE. PLACARD INSTALLED									
CODE 11 CAT C MBCB 8/24/07									
CLEAR #56577 PERFORMED BITE ON PSEU. NO FAULTS. INSPECTED WIRING ON									
ENG TO PYLON & SHOOK. NO FAULTS. CHECKED CLEARANCES OF ALL SWITCHES									
IAW B767 MM 78-36-01-4. TARGETS CK GOOD. CYCLED T/R 25 TIMES NO FAULTS									
CLEARED DI PLACARD REMOVED									

E N D O F R E P O R T