

Attachment 11-C

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D. C.

Delivery Papers of N14053

(7 Pages)

COMMITMENT LETTER

/SA-CA N° 922

DELIVERY OF AIRCRAFT AAL 07 / MSN 420

NR.	CUSTOMER'S REQUEST	AVSA ANSWER	INTERNAL USE
ER I	<p data-bbox="262 618 436 646"><u>CONCESSIONS</u></p> <p data-bbox="184 737 352 764"><u>TO - 10833R</u> Same as TO-10747R (Item I.3) applicable to delivered aircraft AAL 01 / MSN 423. FMS/ACARS interconnection deactivated.</p> <p data-bbox="184 951 338 979"><u>9370-0007R</u> Similar as 9370-0001R (Item I.4) applicable to delivered aircraft AAL 01/MSN 423. Sundstrand Management Unit software version 1-07, currently installed on the aircraft is not complying with final AAL specification.</p>	<p data-bbox="898 781 1507 894">Limitation applicable to the ACARS interface. See FCOM for procedures. Also refer to same subject in Chapter II, Item 23.01.</p> <p data-bbox="898 992 1493 1105">This is an intermediate software development of the MU. Final software is still being developed and tested by Sundstrand.</p>	

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<p><u>CHAPTER I</u></p> <p>I.9</p> <p><i>pl</i> <i>EJA</i></p>	<p><u>CONCESSIONS</u></p> <p><u>NT6267R</u> Same as concession NT 6265 R applicable to AAL 02 / MSN 459. Routing of the A.C.T. (auxiliary cargo tank) outlet has been reworked with a blanking cap of which the drilling corresponds to the drilling of the A/C structure.</p>	<p>This only affects part interchangeability in case of A.C.T. installation. However, the A.C.T. is not introduced in the AAL contractual customized specification.</p>	

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<u>CHAPTER I</u>	<u>CONCESSIONS</u>		
I.22	<p><u>3760-0014R</u></p> <p>A false warning of the DFDAU during power interrupt testing has been noticed.</p>	<p>All DFDAU outputs are still normal and results usable. However a service bulletin (with a software change) is to be issued by Hamilton Standard to correct that problem. Nevertheless, it will be necessary to make a DFDR recording and playback after embodiment of this S.B., to check correct operation of the mandatory parameters.</p>	
I.23	<p><u>TS 9802C</u></p> <p>Delamination and bonding failure have been found in the aircraft fin central fittings.</p>	<p>Further to the several actions and repairs accomplished, they are no further aircraft limitations. For customer information only.</p>	

42 E/19

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<u>CHAPTER I</u>	<u>CONCESSIONS</u>		
I.24	<p><u>TH 45092C</u></p> <p>Following emergency equipment have been installed in the aircraft : Spare flash light kit P/N CBB 3756 Spare life vest kit P/N CBB 3758</p>	<p>According to the aircraft specification, those equipment should have been provided by AAL respectively with P/N :</p> <ul style="list-style-type: none"> - 5741646 - 5723301 <p>This concession is provided for customer information only.</p>	
I.25	<p><u>TH 45099R</u></p> <p>In galleys 3, 6 and 7 the waste collecting boxes are missing.</p>	<p>On customer request, the aircraft shipset of these waste boxes has been sent directly by SELL to AAL, as sample for manufacture, out of synthetic material. Copy of telex sent by SELL to MBB reflecting this situation, is handed over to AAL for information.</p>	

4/2 8/19

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<p><u>CHAPTER I</u></p> <p>I.26</p> <p><i>W E J</i></p>	<p><u>CONCESSIONS</u></p> <p><u>TH 45116C</u></p> <p>The AIRFONE system is unserviceable further to failure of the radio equipment kit, type 9RD, P/N AFA 80-0150-AA.</p>	<p>No BFE spares available at time of aircraft delivery. The aircraft provisions have been duly checked.</p>	

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CHAPTER II	MISCELLANEOUS		
23.01	<p><u>FMS-ACARS LINK</u> REF. : RFC 34-2018 23-2004 23-2023 The FMS-ACARS link is inhibited at time of aircraft delivery.</p>	<p>The Sundstrand ACARS MU software and CDU being not yet FAA approved at level 2, it has been suggested to proceed to <u>temporary</u> inhibition of the FMS ACARS link. As soon as said equipment qualification is obtained, then necessary approved instructions (S.I.L.) will be given to AAL to reactivate this function.</p>	
31.01	<p><u>DFDAU - Engine parameters, automatic report</u> DFDAU (Hamilton Standard) is not providing the ACARS Management Unit for downlink with the necessary engines parameters, at time of take off report and cruise report.</p>	<p>AAL request is already under deep investigation with Hamilton Standard. This vendor plans to develop a software update to provide such engines parameters. Subsequently, a service bulletin and kit should be issued by this vendor.</p>	

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	<p>AGREED AND ACCEPTED :</p> <p><u>AMERICAN AIRLINES</u></p> <p>By : <u>E. J. [Signature]</u></p> <p>Its : <u>Authorized AA Rep</u></p> <p>Date : <u>7/12/88</u></p>	<p><u>AVSA</u></p> <p>By : <u>[Signature]</u></p> <p>Its : <u>Contracts Mgr</u></p>	