

Attachment 8
Engine Documents

LOG PAGE #

SCPTRE ENTERED EMP NO. 245967 INITIAL

A/C NO	11016	4364783	FLT/CK	RDN	EMP NO	245967	ATA CODE	7210	STATION	CLT	DAY	03	MO	JUN	YEAR	08
ENG/MODULE	N/R GENERATED BY CARD NUMBER				SEQUENCE NO	01		SAMPLE	SAMPLE COMPLETED BY.		INITIALS			AUDIT BLOCK		

DISCREPANCY

DISCREPANCY REMARKS: *Results of BSI on #2 engine S/N 779776 J-hooks per ED 72054020 require re-duction of insp interval.*

CORRECTIVE ACTION

ATA CODE	72110	EMP NO	245967	ENTER 'Y' FOR CORRECTION OR DEFERRAL CODE	MIDW	STATION	CLT	DAY	03	MO	JUN	YEAR	08
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CORRECTION/DEFERRAL REMARKS:

Re-inspect stage 2+3 HPC rotor J-hooks per JA 72-40-3, PC13119 within 600 FH of 24,583.1 TT. (#2 engine. (26T40072005).

SDA (ME-0308) INITIATED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	SDR REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	RII REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	INSP BY:	INSP/DOC SIGNATURE
MECHANIC SIGNATURE 			CONTRACT MECHANIC FAA NO.	

ENTER ROTABLE PARTS CHANGE INFORMATION BELOW

CHECK HERE IF ROTABLE PARTS CHANGED DUE TO FAILURE

PARTS REQUIRED / PROGRAMMED

TRACKING NUMBER ON	M&E S/N OFF
1	
2	
3	
4	

ENTER EXCEPTION INFORMATION BELOW (ROBBED PARTS)

REMOVE-ONLY M&E P/N	
M&E S/N	INSTALL-ONLY TRACKING NUMBER

M&E P/N	DESCRIPTION	QTY	ORDERED BY

PARTIAL WORK ACCOMPLISHED:

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ACCOMP BY	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	ACCOMP BY	CHECKED BY

SC1WVGOC 28 DEC 08 16:57

A/C: 0106 CLT SKD: 28DEC08 RON WORK PACK

000

MONITOR SIGN-OFF SHEET

XXX	XXXX	XXX
X X XX	X	X
XXX	X	XXX
X X XXXX	X	

REPETITIVE MONITOR

JOB DESCRIPTION

JOB	M&E NUMBER	A/C
001	26-9572-8-0049	0106

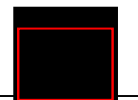
	CTRL #	LOGPAGE	TYPE
MON,	9776,	4364783,	REP 600 FH

***** INSTRUCTIONS FOR COMPLETING A REPETITIVE MONITOR *****

VERIFY THE "TYPE" LISTED IN THE JOB DESCRIPTION ABOVE IS "REP" REFERENCE THE LOG PAGE TO DETERMINE THE REPETITIVE REQUIREMENTS THEN COMPLETE O APPROPRIATE OPTION BELOW

IF THE REPETITIVE REQUIREMENT IS COMPLETED WITH NO OTHER ACTION REQUIRED AND NO TO THE ORIGINAL LIMITS INITIALS

CLEAR THE REPETITIVE M&E TASK USING IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL



OR

IF THE REPETITIVE REQUIREMENT IS MET AND RESULTED IN CHANGE TO THE REINSPECT IN A REDEFERRAL IS REQUIRED. IN THE CASE OF A REDEFERRAL, A NEW ME-0192 OR ME-0026 FILLED OUT WITH THE ORIGINAL LOG PAGE NUMBER, ENTER IN TRANSACTION IRO/UPDATE D WITH THE APPROPRIATE DEFERRAL CODE MON AND REQUIRED INFORMATION. ATTACH ALL SUP DOCUMENTS TO THIS WORK CARD INITIALS

CLEAR THE REPETITIVE M&E TASK USING IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL

OR

IF FOR ANY REASON THE ACCOMPLISHMENT OF THIS REPETITIVE REQUIRMENTS RESULTS IN THE ORIGINAL DISCREPANCY PLEASE FILL OUT A NEW ME-0192 OR ME-0026 WITH THE ORIG PAGE NUMBER, MAKE AN ENTRY IN IRO/UPDATE DISCREPANCY CLOSING THE DISCREPANCY, A OFF THIS REPETITIVE M&E IN IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN OFF) INITIALS

CLEAR THE REPETITIVE M&E TASK USING IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL

OR

IF THIS TASK OR ANY OTHER TASK CANNOT BE COMPLETED, PLEASE FOLLOW US PROCEDURES DEFERRING MAINTENANCE ACTIONS. IF THE DEFERRAL IS APPROVED AND UNLOCKED, DEFER USING TRANSACTION IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN OFF) AND COMPLETE OFF BELOW INCLUDING THE NAME AND EMP ID OF THE AUTHORIZING INDIVIDUAL (I.E. SUP INITIALS

THIS ITEM HAS BEEN DEFERRED IAW THE US DEFERRAL PROCEDURES

AUTHORIZED

A/C: 0106 CLT SKD: 28DEC08 RON WORK PACK 000

SCHEDULED INSPECTION

JOB# 001 26-9572-8-0049 9776 MON, 9776, 4364783, REP 600 FH
POSITION X 01 NHA POSITION E2 2 ENG
SECTION: 94 WC/JO#: 26207 PRIORITY: MUST DO

COMPLETED BY (STAMP) OR (EMP# & SIGNATURE): 

DATE: 29 Dec 08


DEFERRED BY (STAMP) OR (EMP# & SIGNATURE): _____

DATE: _____

FLT/CK : _____

COMMENTS:

C/W 600 HR BORESCOPE. RE-INSPECTION 2 ENG

COMPLETED/ENTERED INTO SCEPTRE BY (STAMP) OR (EMP# & SIGNATURE) 

RII ? N INSPECTOR: _____ JOB STATUS ON BACK
GWW084I *** END OF WORK CARD ***

LOG PAGE # []

SCPTRE ENTERED EMP NO 297069 INITIAL []

A/C NO 106 4295845 FLT/CK 1584 EMP NO 214340 ATA CODE 2200 STATION PHX DAY 23 MO AUG YEAR 08

ENG/MODULE [] N/R GENERATED BY CARD NUMBER 26L40072006 SEQUENCE NO 22 SAMPLE SAMPLE COMPLETED BY [] INITIALS []

DISCREPANCY

DISCREPANCY REMARKS: #2 Eng s/n 779776 HPC 3 blades damaged Area B and one HPC blade with a dent and missing material on 1/6 of dent. Missing material of 0.040" and dent is 0.160" x 0.100" (Radial) and is over the 0.06" max deflection from original. A HPC 3 blade has a tear in Area A, HPC 4 has numerous nicks/dents that are within limits.

CORRECTIVE ACTION

ATA CODE 2200 EMP NO 297069 ENTER "Y" FOR CORRECTION OR DEFERRAL CODE MON STATION PHX DAY 23 MO AUG YEAR 08

CORRECTION/DEFERRAL REMARKS:

PLACED ON MONITOR REF EA 111559 FOR TIME & LIMITS

SDA (ME-0308) INITIATED, YES NO SDR REQUIRED YES NO RII REQUIRED YES NO INSP BY: [] INSP/DQC SIGNATURE []

MECHANIC SIGNATURE [] CONTRACT MECHANIC [] FAA NO []

ENTER ROTABLE PARTS CHANGE INFORMATION BELOW

CHECK HERE IF ROTABLE PARTS CHANGED DUE TO FAILURE

PARTS REQUIRED / PROGRAMMED

TRACKING NUMBER ON	M&E S/N OFF
1	
2	
3	
4	

ENTER EXCEPTION INFORMATION BELOW (ROBBED PARTS)

REMOVE-ONLY M&E P/N []

M&E S/N [] INSTALL-ONLY TRACKING NUMBER []

M&E P/N	DESCRIPTION	QTY	ORDERED BY

PARTIAL WORK ACCOMPLISHED:

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ACCOMP. BY	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	ACCOMP BY	CHECKED BY

Aircraft/Engine Type - Number A320 - N106US		Title: ENGINE - RT ENGINE - 3RD STAGE HPC ROTOR BLADE L.E. DAMAGE	
Discrepant Part Nomenclature ENGINE		A.D. Subject? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - A.D. # N/A	
Discrepant Part No./Serial No. M&E 27-7200-9-0002 - 779776		Statement of Problem: Special BSI accomplished on subject engine due to Birdstrike. There were several damages found in the HPC. All damage found is within limits with the exception of one 3rd Stage HPC Blade. This blade has a dent on the leading edge in DIM B which measures approx. .160" in depth (chord) limit is .040" with approx. .060" deflection (at max limit). Flyback limit for 10 cyc is a max dent depth of .080". In addition to the dent, there is a small piece of missing material which measures approx. .040". Dent is located just below midpoint along the leading edge. Damages in the compressor do not appear to be from this birdstrike event, all appear to be old damage. This EA provides additional time per Ref/C/ until engine removal.	
Discrepancy/ Non-Routine No. N/A			
<input type="checkbox"/> DTA Required			
<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor <input type="checkbox"/> N/A	Basis of Approval/Remarks This change does not affect the operational performance characteristics or airworthiness of the aircraft.		
Aircraft Time		EA Type	
Hours: 24,089	Cycles: 15,833	<input type="checkbox"/> Permanent Repair <input checked="" type="checkbox"/> Time Limited Repair / Authorization <input type="checkbox"/> Interim Repair <input type="checkbox"/> Inspection <input type="checkbox"/> Modification/Alteration <input type="checkbox"/> Other:	
Engine / Component Time			
Hours: 25,314	Cycles: 9,874		
Signatures			
References		For Time Limited or Interim Repairs:	
[Redacted] Robert S. Kubicko <i>U</i> 25 AUG 08 Manager Date [Redacted] H. Petruskie 23 Aug 08 Engineer Prepared by Date		Evaluation/Inspection	
		→ Initial Inspection Threshold: 25 cyc	
		→ Repeat Inspection Interval: Refer Below	
		Final Restoration	
		→ Action Required: TBD	
		→ Threshold: 16,508 Total A/C cyc	
		→ Part Numbers Req'd: M&E 27-7200-9-0002	
Requested By: _____		Line: <u>23Aug08</u>	Time: <u>1430</u>
Name		Date	Station: <u>PHX</u>
			Phone: <u>693-7036</u>

Engineering Substantiation:

This discrepancy has been evaluated per MPPM 462-30 and is determined to be Minor. This condition has been approved by CFM per Ref/C/. CFM has positive experience with this type of damage. Monitoring the blade will ensure that the damage is stable. This condition is acceptable to continue revenue service with an initial BSI within 25 cyc. If no progression of damage is noted, then a follow-up BSI will be completed NLT 250 cyc. If no progression of damage is noted, then a second follow-up BSI will be completed NLT 400 cyc. If no progression of damage is noted, the engine will return to normal BSI intervals.

NOTE: If EA involves a weight change over 1lb., person accomplishing work must assure a ME-0032 form is completed and faxed to Operations Engineering at 412-747-5195/480-693-4925.

Work Instructions

(No deviations from the following work instructions authorized without approval from Engineering)

TEMPORARY REPAIR INSTRUCTIONS: (to be completed prior to further flight from PHX, 23Aug08)

1. Accept condition as noted in this EA "Statement of Problem" Section.
2. Create a MON for all initial inspection, repetitive inspections and Final Restoration and assign the appropriate level.

INITIAL INSPECTION: (to be completed NLT 25 cyc)

1. Accomplish Borescope Inspection per Ref/A/ of the discrepant blade that is addressed in the "Statement of Problem" Section.
2. Please take photos of the discrepant HPC Rotor Blade and provide to ESC Engineering.
 - Microsoft Outlook Group E-Mail address: 'ESC1' or escgroup@usairways.com
 - Note: Contact ESC Engineering at Dialnet 472-6624 for previous BSI photos of the discrepant rotor blade.
3. Report damage progression to ESC Engineering at Dialnet 472-6624 prior to releasing the aircraft.
4. If no damage progression is noted, return aircraft to service.

REPEAT INSPECTION I: (to be completed NLT 250 cyc)

1. Accomplish Borescope Inspection per Ref/A/ of the discrepant blade that is addressed in the "Statement of Problem" Section.
2. Please take photos of the discrepant HPC Rotor Blade and provide to ESC Engineering.
 - Microsoft Outlook Group E-Mail address: 'ESC1' or escgroup@usairways.com
 - Note: Contact ESC Engineering at Dialnet 472-6624 for previous BSI photos of the discrepant rotor blade.
3. Report damage progression to ESC Engineering at Dialnet 472-6624 prior to releasing the aircraft.
4. If no damage progression is noted, return aircraft to service.

REPEAT INSPECTION II: (to be completed NLT 400 cyc)

1. Accomplish Borescope Inspection per Ref/A/ of the discrepant blade that is addressed in the "Statement of Problem" Section.
2. Please take photos of the discrepant HPC Rotor Blade and provide to ESC Engineering.
 - Microsoft Outlook Group E-Mail address: 'ESC1' or escgroup@usairways.com
 - Note: Contact ESC Engineering at Dialnet 472-6624 for previous BSI photos of the discrepant rotor blade.
3. Report damage progression to ESC Engineering at Dialnet 472-6624 prior to releasing the aircraft.
4. If no damage progression is noted, return aircraft to service and return engine to normal borescope inspection intervals and close out this EA. (111554).

FINAL RESTORATION: (PENDING REPEAT INSPECTION II RESULTS, NLT 16,508 TOTAL A/C cyc)

1. If no damage progression is noted during 'Repeat Inspection II' engine may be returned to normal borescope inspection intervals and this EA (111554) can be closed.
2. If damage progression is noted during "Repeat Inspection II", the engine must be replaced.

SC1WWGOC 06 NOV 08 17:44
A/C: 0106 CLT SKD: 06NOV08 MOCA GENERATED

MONITOR SIGN-OFF SHEET

REPETITIVE MONITOR

XXX XXXX XXX
X X XX X X
XXX X XXX
X X XXXX X

JOB DESCRIPTION

JOB M&E NUMBER A/C
001 26-9505-8-0032 0106

CTRL # LOGPAGE TYPE
MON, 9776, 4295845, REP 250 FC

***** INSTRUCTIONS FOR COMPLETING A REPETITIVE MONITOR *****

VERIFY THE "TYPE" LISTED IN THE JOB DESCRIPTION ABOVE IS "REP"
REFERENCE THE LOG PAGE TO DETERMINE THE REPETITIVE REQUIREMENTS THEN COMPLETE ONLY THE
APPROPRIATE OPTION BELOW

IF THE REPETITIVE REQUIREMENT IS COMPLETED WITH NO OTHER ACTION REQUIRED AND NO CHANGE
TO THE ORIGINAL LIMITS

INITIALS EMP ID

CLEAR THE REPETITIVE M&E TASK USING
IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL



OR

IF THE REPETITIVE REQUIREMENT IS MET AND RESULTED IN CHANGE TO THE REINSPECT INTERVALS
A REDEFERRAL IS REQUIRED. IN THE CASE OF A REDEFERRAL, A NEW ME-0192 OR ME-0026 MUST BE
FILLED OUT WITH THE ORIGINAL LOG PAGE NUMBER, ENTER IN TRANSACTION IRO/UPDATE DISCREPANCY
WITH THE APPROPRIATE DEFERRAL CODE MON AND REQUIRED INFORMATION. ATTACH ALL SUPPORTING
DOCUMENTS TO THIS WORK CARD

INITIALS EMP ID

CLEAR THE REPETITIVE M&E TASK USING
IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL

OR

IF FOR ANY REASON THE ACCOMPLISHMENT OF THIS REPETITIVE REQUIREMENTS RESULTS IN CLEARING
THE ORIGINAL DISCREPANCY PLEASE FILL OUT A NEW ME-0192 OR ME-0026 WITH THE ORIGINAL LOG
PAGE NUMBER, MAKE AN ENTRY IN IRO/UPDATE DISCREPANCY CLOSING THE DISCREPANCY, AND SIGN
OFF THIS REPETITIVE M&E IN IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN OFF)

INITIALS EMP ID

CLEAR THE REPETITIVE M&E TASK USING
IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL

OR

IF THIS TASK OR ANY OTHER TASK CANNOT BE COMPLETED, PLEASE FOLLOW US PROCEDURES FOR
DEFERRING MAINTENANCE ACTIONS. IF THE DEFERRAL IS APPROVED AND UNLOCKED, DEFER THIS TASK
USING TRANSACTION IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN OFF) AND COMPLETE THE SIGN
OFF BELOW INCLUDING THE NAME AND EMP ID OF THE AUTHORIZING INDIVIDUAL (I.E. SUPERVISOR)

INITIALS EMP ID

THIS ITEM HAS BEEN DEFERRED IAW THE US DEFERRAL PROCEDURES

AUTHORIZED BY


A/C: 0106 CLT SKD: 06NOV08 MOCA GENERATED

SCHEDULED INSPECTION

JOB# 001 26-9505-8-0032 9776 MON, 9776, 4295845, .REP 250 FC

POSITION X 01 NHA POSITION E2 2 ENG

SECTION: 94 WC/JO#: 26108 PRIORITY: MUST DO

COMPLETED BY (STAMP) OR (EMP# & SIGNATURE): 

DATE: 7 Nov 2008

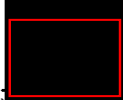
DEFERRED BY (STAMP) OR (EMP# & SIGNATURE): _____

DATE: _____

FLT/CK : RON

COMMENTS:

Accomplished reinspect of #2 engine HPC stage 3 rotor blade. No progression of damage. OK to continue per EA#111554, Repeat Inspection I (250 cycles).

COMPLETED/ENTERED INTO SCEPTRE BY (STAMP) OR (EMP# & SIGNATURE): 

R.I.I ? N INSPECTOR: _____ JOB STATUS ON BACK PAGE 01
GWW084I *** END OF WORK CARD ***

A/C: 0106 PIT SKD: 20DEC08 MOCA GENERATED

SCHEDULED DISCREPANCY DATE 12-21-8

JOB#: 003 4295845 SECTION: 94 WC/JO#: 26107 DEFERRAL CODE: MON

DISCREPANCY: LOG # 4295845 A/C # 0106 FLT/CHK EMP # 14340 ATA 0550

REMARKS: #2 ENGINE S/N 779776 HPC THREE BLADES DAMAGED AREA B
AND 1 HPT BLADE WITH A DENT AND MISSING MATERIAL ON TE

CORRECTION: ATA 05-50 EMP [REDACTED] ENTER Y IF CORRECTED OR CODE IF DEFERRED Y
MEL ITEM#

REMARKS: ACCOMPLISHED EA 111554 REPORT MSCP II AND FINAL RESTORATION PER EA, EA CAN BE CLOSED

***** ENTER ROTABLE CHANGE INFORMATION BELOW *****

1) TRACKING# ON ___ M&E S/N OFF ___ 2) TRACKING# ON ___ M&E S/N OFF ___

3) TRACKING# ON ___ M&E S/N OFF ___ 4) TRACKING# ON ___ M&E S/N OFF ___

WERE ROTABLES CHANGED DUE TO FAILURE: N (Y OR N)

COMPLETED/ENTERED INTO SCEPTRE BY (STAMP) OR (EMP# & SIGNATURE): [REDACTED]

RII ? N INSPECTOR: [REDACTED] JOB STATUS ON BACK

PAGE 01

GWW054I FULL DESCRIPTION FOR DISCREPANCY FOLLOWS ON NEXT CARD

SC1WWGOC 20 DEC 08 17:26
A/C: 0106 PIT SKD: 20DEC08 MOCA GENERATED

XXXXX XXXX XXX X X
X XX X X XX XX
X X XXX X X X
X XXXX X X X X

MONITOR SIGN-OFF SHEET

TERMINATING MONITOR ACTION

JOB DESCRIPTION

JOB M&E NUMBER A/C
001 26-9705-8-0103 0106

CTRL # LOGPAGE TYPE

MON, 9776, 4295845, TERM 400 FC

***** INSTRUCTIONS FOR COMPLETING A TERMINATING MONITOR *****

VERIFY THE "TYPE" LISTED IN THE JOB DESCRIPTION ABOVE IS "TERM"

REFERENCE THE LOG PAGE TO DETERMINE THE TERMINATION REQUIREMENTS THEN COMPLETE THE SIGN-OFF

***IF THE TERMINATING ACTION CANNOT BE COMPLETED AT THIS TIME FOLLOW THE DEFERRAL INSTRUCTIONS LISTED BELOW

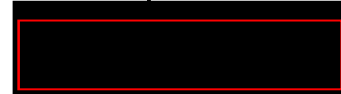
***DO NOT SIGN OFF THIS TASK TO SHOW COMPLETION OF A REPETITIVE ACTION

TERMINATING REQUIREMENT IS COMPLETED-WITH NO OTHER ACTION REQUIRED.

DOCUMENT THE CORRECTIVE ACTION ON A ME-0192 OR ME-0026. USE TRANSACTION IRO/UPDATE DISCREPANCY TO CLOSE THE LOG PAGE

INITIALS EMP ID

SIGN-OFF TERMINATING M&E USING
IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND INITIAL



DEFERRAL INSTRUCTIONS:

IF THIS TASK OR ANY OTHER TASK CANNOT BE COMPLETED PLEASE FOLLOW US PROCEDURES FOR DEFERRING MAINTENANCE ACTIONS. IF THE DEFERRAL IS APPROVED AND UNLOCKED, DEFER THIS TASK USING TRANSACTION IOC/DISPLAY WORK CONTROL PACKAGES (FOR SIGN-OFF) AND COMPLETE THE SIGN OFF BELOW INCLUDING THE NAME AND EMP ID OF THE AUTHORIZING INDIVIDUAL (I.E. SUPERVISOR)

INITIALS EMP ID

THIS ITEM HAS BEEN DEFERRED IAW THE US DEFERRAL PROCEDURES


AUTHORIZED BY



A/C: 0106 PIT SKD: 20DEC08 MOCA GENERATED

SCHEDULED INSPECTION


JOB# 001 26-9705-8-0103 9776 MON, 9776, 4295845, TERM 400 FC
POSITION X 01 NHA POSITION E2 2 ENG
SECTION: 94 WC/JO#: 26107 PRIORITY: MUST DO

COMPLETED BY (STAMP) OR (EMP# & SIGNATURE): 
DATE: 12-21-08

DEFERRED BY (STAMP) OR (EMP# & SIGNATURE): _____
DATE: _____

FLT/CK : RON

COMMENTS:
*ACCOMPLISHED EA 111554 REPEAT INSP II
NO DAMAGE PROGRESSION NOTED THIS RETURNS A/C TO
SERVICE AND RETURNS ENGINE TO NORMAL BOROSCOPE INSPECTION
INTERVALS AND CLOSES THIS EA 111554 ALSO SEE FINAL RESTORATION
E.A. CAN BE CLOSED*

COMPLETED/ENTERED INTO SCEPTRE BY (STAMP) OR (EMP# & SIGNATURE): 

RII ? N INSPECTOR: Y JOB STATUS ON BACK PAGE 01
GWW084I *** END OF WORK CARD ***

3

1 DATE DD/MON/YY	2 FLIGHT	3 CAPTAIN SIGNATURE	4 THRUST BUMP
12/20/08	938	[REDACTED]	Y
12/21/08	1549	[REDACTED]	Y
			Y
			Y
			Y

U.S AIRWAYS

AIRCRAFT CERTIFIED AIRWORTHY		AIRCRAFT NUMBER
TIME	DD/MON/YY	STATION
SIGNATURE	EMPLOYEE NO. OR EQUIVALENT	N 10605

LOG PAGE NO. 8403549

11 DD/MON/YY	12 GMT	13 WT	14 IAS	15 MACH	16 ALT	17 RAT/TAT
18 ENG 1 - EPR	N1	EGT	N2	N3	F/F	VIB F
19 ENG 2 - EPR	N1	EGT	N2	N3	F/F	VIB F
41 EARLY ALERT						Y N

DATE DD/MON/YY	FLIGHT	ENGINE 1 OIL QTY	ENGINE 2 OIL QTY	DATE DD/MON/YY	FLIGHT	ENGINE 1 OIL QTY	ENGINE 2 OIL QTY	DATE DD/MON/YY	FLIGHT	ENGINE 1 OIL QTY	ENGINE 2 OIL QTY	DATE DD/MON/YY	FLIGHT	ENGINE 1 OIL QTY	ENGINE 2 OIL QTY
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43 A/C NO.	44 F.T. OR CHECK	45 REPORTED BY EMPLOYEE NO.	46 TYPE OF DISCREPANCY	47 ATA CODE	48 STATION	49 DAY	50 MONTH 3 ALPHA	51 YEAR
1106	15149	214719158	2	711811	CLT	13	JAN	09

DISCREPANCY REMARKS #2 engine stall low level 17000' engine parameters normal

DISCREPANCY

53 OBSERVED FRM CODE	54 CONTRACT TECH. SIGNATURE	55 CONTRACT TECH. A&P OR EQUIVALENT
----------------------	-----------------------------	-------------------------------------

56 ATA CODE	57 ENTER "Y" FOR CORRECTION OR CODE FOR DEFERRAL	58 STATION	59 DAY	60 MONTH 3 ALPHA	61 YEAR	62 SDR REQUIRED (Y OR N)
711811	Y	CLT	14	JAN	09	N
63 RIIF (Y OR N)	64 INSP/DQC EMP#	65 INSP/DQC SIGNATURE	66 MEL/CDL LOG PAGE #			

67 CORRECTION OR DEFERRAL DETAILS: 1/3 to class 3 fault on T25 temp probe, removed and replaced T25 probe per Amm 73-21-20
 accomplished borescope inspection of boost stage 05 per TSM 23-00-00-810-800 4 CFM 53 72-0391 noted on ME-0192 8403549, no faults noted, A/C OK for service

CORRECTIVE ACTION

68 SIGNATURE	69 ACTION BY EMPLOYEE NO.	70 CONTRACT MTC A&P OR EQUIVALENT
[REDACTED]	[REDACTED]	

ENTER PARTS CHANGED INFORMATION BELOW

72 1 TRACKING NUMBER ON	3	0	2	2	4	0	0	73 M&E S/N OFF	6	1	0	0
2 TRACKING NUMBER ON								M&E S/N OFF				
3 TRACKING NUMBER ON								M&E S/N OFF				
4 TRACKING NUMBER ON								M&E S/N OFF				

ENTER EXCEPTION INFORMATION BELOW (ROBBED PARTS)

74 REMOVE-ONLY M&E P/N									
75 M&E S/N									
76 INSTALL-ONLY TRACKING NUMBER									

77 CHECK HERE IF ROTABLE PARTS CHANGED DUE TO FAILURE

71 EMPLOYEE MAKING ENTRY INTO SCEPTRE 21656715


78 ALL ASSIGNED WORK PACKAGE ITEMS ADDRESSED	Y	STA	DAY	MONTH 3 ALPHA	YEAR	EMPLOYEE NUMBER OR EQUIVALENT
--	---	-----	-----	---------------	------	-------------------------------

79 OIL ADDED (QTS)	80 DAY	81 MON	82 STA	83 FLT	84 1	85 2	86 APU	87 EMPLOYEE NO.

W.O. # _____ A/C # 106 Station CLT
 Date Start 13 JAN 09 Date Complete 14 Jan / 09 A/C Flt/Check 1549

ZONE	NOMENCLATURE		NON-ROUTINE CARDS								AUDIT	
			01	—	—	—	—	—	—	—	—	—
			8403549	—	—	—	—	—	—	—	—	—
			US 265675 AP	US 244954 AP	—	—	—	—	—	—	—	US 244954 AP
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	PAGE	—
—	—	—	—	—	—	—	—	—	—	—	OF	—

LOG PAGE # **8403549**

SCEPTRE ENTERED EMP NO **265675** INITIAL 

A/C NO **1064372880** FLT CK **1549** EMP NO **223440** ATA CODE **7181** STATION **CLT** DAY **13** MO **JAN** YEAR **09**

ENG/MODULE _____ NR GENERATED BY CARD NUMBER _____ SEQUENCE NO **01** SAMPLE _____ SAMPLE COMPLETED BY _____ INITIALS _____

AUDIT BLOCK _____

DISCREPANCY

DISCREPANCY REMARKS: **# 2 ENGINE STALL LOW LEVEL 17,000'. ENGINE PARAMETERS NORMAL**


CORRECTIVE ACTION

ATA CODE **7181** EMP NO **282548** ENTER 'Y' FOR CORRECTION OR DEFERRAL CODE **Y** STATION **CLT** DAY **14** MO **JAN** YEAR **09**

CORRECTION/DEFERRAL REMARKS:

(PARTIAL WORK ACCOMPLISHED) T15 to class 3 fault on T25 temp probe, removed & replaced T-25 probe per Amm 73-21-20. Accomplished borescope inspection of booster stage 05 per Tsm 73-00-00-810-866 & CFM SB 22-0391. NOTED on ME-0192 8403549, NO faults noted, A/C OK for SERVICE.

SDA (ME-0308) INITIATED: YES NO SDR REQUIRED YES NO RII REQUIRED YES NO INSP BY _____ INSP/DOC SIGNATURE _____

MECHANIC SIGNATURE  CONTRACT MECHANIC _____ FAA NO. _____

ENTER ROTABLE PARTS CHANGE INFORMATION BELOW

CHECK HERE IF ROTABLE PARTS CHANGED DUE TO FAILURE

PARTS REQUIRED / PROGRAMMED

TRACKING NUMBER ON	M&E S/N	OFF

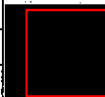
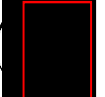
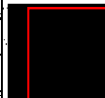
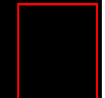
ENTER EXCEPTION INFORMATION BELOW (ROBBED PARTS)

REMOVE-ONLY M&E P/N _____

M&E S/N _____ INSTALL-ONLY TRACKING NUMBER _____

M&E P/N	DESCRIPTION	QTY	ORDERED BY

PARTIAL WORK ACCOMPLISHED:

ITEM #	OPEN ITEMS / WORK TO BE ACCOMPLISHED	SHIFT	ACCOMP BY	ITEM #	REPAIR / CORRECTIVE ACTION TAKEN	SHIFT	ACCOMP BY	CHECKED BY
1	REMOVED FAN AIR DUCT INSIDE PANEL ABOVE THE T25 SENSOR AT 4 O'CLOCK POSITION	2		1	INSTALLED PANEL AT T25 SENSOR @ 4 O'CLOCK POSITION	3		
2	STARTED T15 PER TSM 73-00-00-810-866. FOUND CLASS 3 FAULTS ON THE T25, J11 OR J12, ECU. FURTHER T15 REQUIRED.	2		2	Removed & replaced T-25 probe per Amm 73-21-20. No faults noted.	3		

OVER

A/C # 106 Non-Routine # 8403549

1028018

PARTIAL WORK ACCOMPLISHED:			ACCOMP. BY	DATE	ACCOMPLISHED BY	CHECKED BY
ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	
3	TIS PER TSM 73-0000 -810-866. RUM PLID WITH BOROSCOPE OF BOOSTER STAGE OS	2	3	ACCOMPLISHED BOROSCOPE OF BOOSTER SS PORT. NO DEFECTS NOTED (NO PLUGS REMOVED)	2	

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	
4						

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	

ITEM #	OPEN ITEMS/WORK TO BE ACCOMPLISHED	SHIFT	ITEM #	REPAIR/CORRECTIVE ACTION TAKEN	SHIFT	