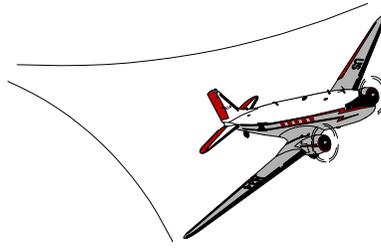


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



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

AIRCRAFT CERTIFICATION SERVICE
800 INDEPENDENCE AVENUE, S.W.
WASHINGTON, DC 20591

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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

INTRODUCTION:

The purpose of this Special Airworthiness Information Bulletin is to alert repair stations, owners/operators, and Principal Maintenance Inspectors in Federal Aviation Administration (FAA) Flight Standards District Offices (FSDO's) to the potential for unairworthy parts.

AFFECTED PRODUCTS:

All Pratt & Whitney JT3D, JT8D, and JT9D series engines.

BACKGROUND:

The FAA has received numerous reports of suspected unapproved parts that had been maintained as having been "overhauled" by certain repair stations. Those reports included a wide variety of part numbers and types of parts originating from seven repair stations and a variety of parts brokers. An investigation revealed that certain parts exhibited conditions that exceeded the inspection requirements in the type certificate holder's Instructions for Continued Airworthiness (ICA). However, the FAA Engine Certification Office's (ECO's) assessment of those parts, and of other reports received by the FAA for which parts were not provided to corroborate the reported conditions, concluded that Airworthiness Directive (AD) action was not warranted at this time to mandate reinspection of all parts maintained by the involved repair stations.

Operators are reminded that showing compliance to ADs is the responsibility of the owner/operator as required by Federal Aviation Regulations (FAR's) §§ 91.417(a)(2)(v) and 121.380(a)(2)(v) or 135.439(a)(2)(v), as applicable. The operator must document compliance with the AD by AD number AND the date and method of compliance. Many ADs are operational or installation specific; or may have repetitive requirements, and therefore only the operator may have the ability to determine whether an AD is applicable. Also, operators need to assure that the method of compliance applied by repair stations on their behalf is in accordance with the applicable AD. If the method of compliance is not the same as explicitly required by the AD, then an Alternative Method of Compliance (AMOC) approval is required before the product (aircraft, engine, or propeller) can be returned to service. In such cases, the approval of the AMOC must be documented in the record of compliance. This documentation is also necessary because some AMOCs may require certain other mandatory compensating operational or maintenance actions that are specified in the AMOC approval.

RECOMMENDATIONS:

By issuing this Special Airworthiness Information Bulletin the FAA ECO is recommending that all repair stations, owners/operators, and principal maintenance inspectors place added emphasis on incoming inspection practices for parts and their associated records. It is further recommended that:

- Parts received by repair stations for the performance of maintenance are thoroughly inspected to identify all appropriate work required to be accomplished and that the work is properly completed before release of the part in accordance with FAR requirements whether it be for repair, alteration, or complete overhaul.
- Records accurately reflect the work performed AND the actual condition of the part.
- When AD compliance is applicable, a specific record of the AD compliance including documentation of the method of compliance should be evident in the record. In the absence of a specific record of AD compliance, operators should not assume that applicable ADs have been complied with simply because a part has been “overhauled.”

FOR FURTHER INFORMATION CONTACT:

Mark C. Fulmer, Manager, Engine Certification Office, ANE-140, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone (617) 238-7140, Facsimile (617) 238-7199.