AIRCRAFT MAINTENANCE
AND
ENGINEERING DIVISION

FLEET RELIABILITY REPORT

Second Quarter (CY) 2004

Prepared By:

Program Standards Section

RELIABILITY

AVN-328

FLEET RELIABILITY REPORT

Second Quarter 2004

PAGE

TABLE OF CONTENTS ---------- 1

PURPOSE ---------- 2

PERFORMANCE MEASURES ---------- 3

DISPATCH RELIABILITY ---------- 4

MECHANICAL INTERRUPTION SUMMARY ---------- 5

FLEET PILOT REPORTS ---------- (6-15)

Bae-125---------- 6

BE-300 ---------- 7-9

CL-601 ---------- 10

LR-60---------- 11-14

ALERT TRENDS ---------- 15-16

NON-ROUTINE REPORT ---------- 17

FLEET ENGINE REPORTS ---------- (18-24)

Bae-125---------- 18-19

BE-300 ---------- 20-22

CL-601 ---------- 23

LR-60---------- 24

MAINTENANCE ANALYSIS BULLETINS ---------- 25

ATA LIST (ABBREVIATED)---------- 26-28

FLEET RELIABILITY REPORT

PURPOSE

Aviation System Standards (AVN) Maintenance Reliability Manual is a Federal Aviation Administration (FAA) approved document that describes and identifies the methods for implementing adjustments to maintenance intervals, and changing primary maintenance processes.

The program has five objectives:

1. To ensure realization of the inherent safety and reliability levels of the FAA aircraft and its equipment.

2. To restore safety and reliability levels to their inherent levels when an instance of deterioration has been detected or occurred.

3. To obtain the information necessary and recommend changes for improvement of those parts and appliances where reliability potential is not realized.

4. To allow the aircraft systems and component/parts to dictate the appropriate maintenance processes and/or tasks, rather than arbitrarily assigning overhaul or hard-time limits.

5. To provide economic criteria to reduce maintenance costs and increase aircraft availability.

The Maintenance Reliability Program serves to play a significant role in administering the Continuing Analysis and Surveillance System (CASS) required by Federal Aviation Regulation, Part 135.431. Other elements concerning the administration of CASS are provided in the General Maintenance Manual (TI 4100.24), Continuing Analysis and Surveillance Program (CASP). The requirements for CASP reporting are inclusive in the Fleet Reliability Report. The T.I. 4100.24, GMM, is available for reference at website http://avn.faa.gov/index.asp?xml=fimo/eml

The Fleet Reliability Report is prepared quarterly by the Program Standards Section, AVN-328, utilizing data and procedures approved in the Maintenance Reliability Program Document (TI 4100.25).

All fleet aircraft listed in the Maintenance Reliability Program are monitored and tracked continuously. This report will directly address the Beech-300, BAe 125-800A, Lear-60, and Challenger-601-3R. Presently, Challenger systems do not provide a sufficient amount of data to compute acceptable alert trends, however, specific problem areas will be evaluated and discussed.

The Program Standards Section, AVN-328, appreciates your interest in this publication and the opportunity to serve you. Please offer any comments, questions, or suggestions you may have to improve this publication.

AVN-300 PERFORMANCE MEASURES
AIRCRAFT AVAILABILITY
DISPATCH RELIABILITY
SCHEDULED COMPLETION RATE
(Standard Criteria)

Aircraft Availability, Dispatch Reliability and Scheduled Completion Rate are three methods used by AVN-300 to measure or gauge how reliable it is in providing aircraft in support of scheduled AVN aircraft missions. The following criteria and definitions will be used to determine these performance figures.

Dispatch Reliability – The percentage of scheduled flights that depart on time (within departure window of 30 minutes). Dispatch reliability takes into consideration both delays and cancellation (initially only). Dispatch Reliability counts both the delays and cancellations, but does not take into account how many consequential cancellations occur. AVN-300 has established a goal of 95% dispatch reliability for all scheduled domestic flights/missions (includes ANC) and a goal of 90% for all scheduled international mission/flights.

a. Delay – The threshold for determination of a delay from an estimated scheduled departure time due to an aircraft maintenance problem is 30 minutes. Delays are not counted if the delay actually results in a scheduled flight/mission cancellation.

b. Cancellation-This occurs under variable conditions with a time variance of two to three hours.

c. Scheduled Departure – Aircraft flights or missions identified and scheduled on AVN Flight Schedule. This schedule is developed and maintained by Flight Inspection Central Operations (FICO). Initial flight schedules are prepared each week prior to the planned mission or flight. This schedule may also be revised at any time as determined by the FICO. Only those aircraft identified on this flight schedule are used in formulation of performance measures. This can include any flight scheduled by the FICO to support mission needs (FAA, USAF, USAF Reserve, domestic, international, training). Flights conducted in conjunction with flight test, research and development projects, STC projects, and flight checks requested for maintenance evaluation are not included or considered a scheduled flight/mission.

EXAMPLE: (500 scheduled departures – (20 delays + 10 cancellations)) / 500 departures = *94%*

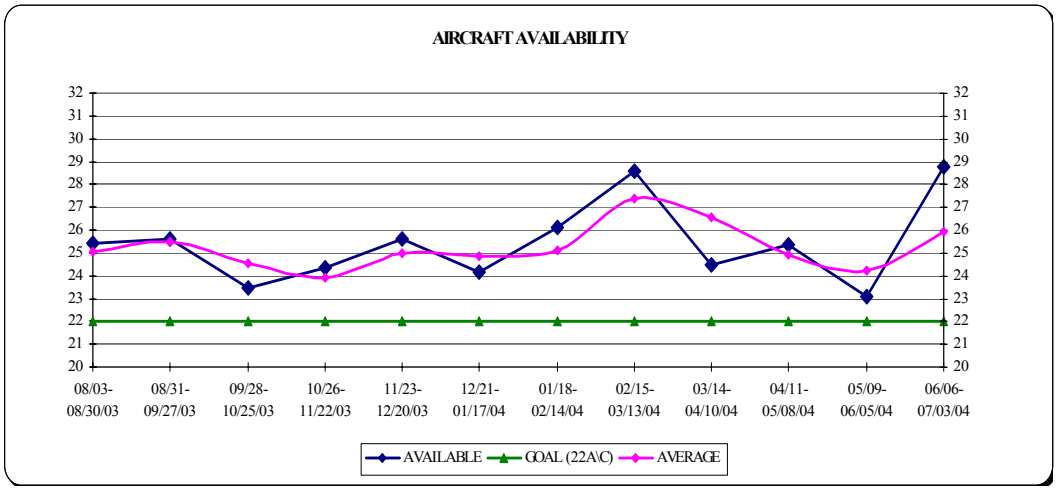
Scheduled Completion Rate – The percentage of scheduled flights completed without a mechanical cancellation. Scheduled completion rate takes into account all cancellations (but no delays), to show an accurate description of how many flights actually departed as scheduled. AVN-300 has established a goal of 95% scheduled completion rate for all domestic flights/missions (includes ANC) and a goal of 90% for all international missions/flights.

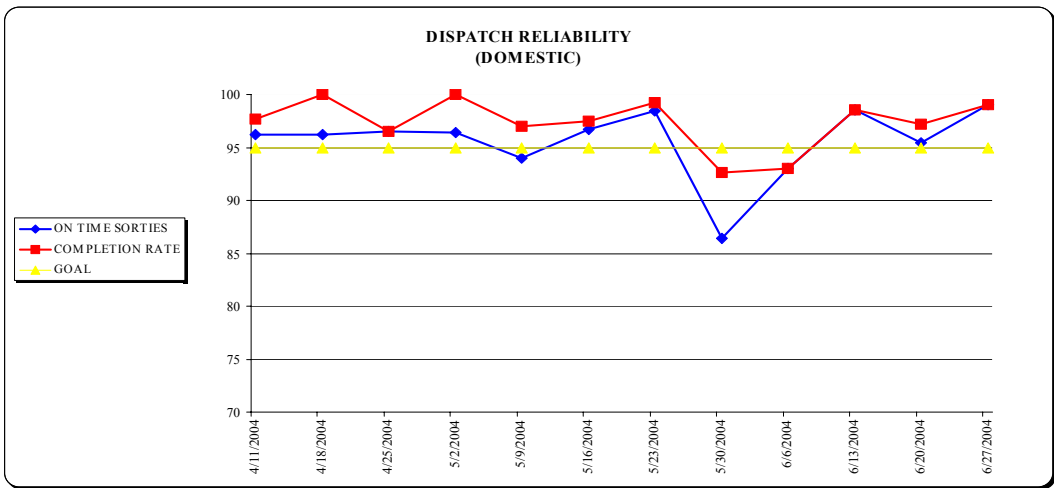
EXAMPLE: (500 scheduled departures – 16 total cancellations) / 500 departures = *96.8%*

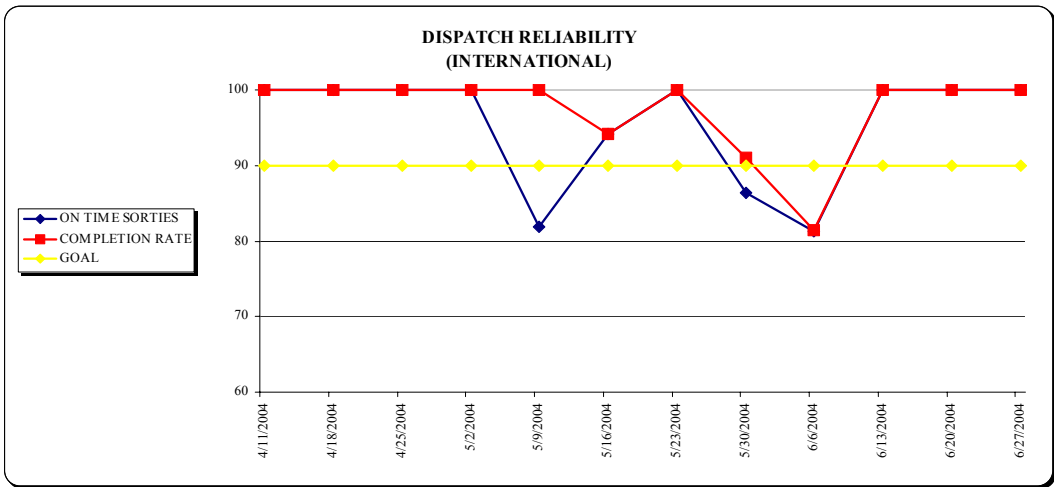
Aircraft Availability – The total number of aircraft that are currently available for schedule and use to support scheduled flights/missions. The AVN fleet is comprised of a total of 33 aircraft that can be used to support AVN flight program. A number of aircraft are always out of service and not available for dispatch due to scheduled, unscheduled maintenance, or modification. AVN-300 has established a goal of 22 aircraft to have available for dispatch at any time.

DISPATCH RELIABILITY (DR)

This parameter shows how efficiently our fleet is meeting scheduled commitments. The rate is expressed as a percentage. The raw data is obtained from the Flight Inspection Central Office (FICO). A delay is a flight that departs thirty or more minutes later than scheduled. A cancellation is a flight that does not depart for 3 or more hours. This criteria is generally accepted by most major air carriers.







Mechanical Interruption Summary (MIS) Report

The Mechanical Interruption Summary (MIS) discrepancies, for the Second Quarter of 2004, are listed by month and day.

APRIL

DAY	MODEL	N#	DISCREPANCY
06	Beech 300	70	Main air conditioner has no air flow
07	Beech 300	68	No pressurization, main air conditioner inoperative.
27	Beech 300	78	Control Display Unit (CDU) failed after take off.
28	Beech 300	67	Landing gear circuit breaker tripped in flight
AVN-300 had zero engine in-flight shutdowns, and zero propeller in-flight featherings during this reporting period.			

MAY

DAY	MODEL	N#	DISCREPANCY
11	Beech 300	80	Aux air conditioner not cooling. (Aft blower inop)
11	Challenger	87	Loud noise from flight inspection main equipment rack.
11	Challenger	87	#2 pitch trim channel will not test.
19	Lear 60	54	Lost electrical power from left and right generator after take off.
AVN-300 had zero engine in-flight shutdowns, and zero propeller in-flight featherings during this reporting period.			

JUNE

DAY	MODEL	N#	DISCREPANCY
01	Beech 300	74	Main cabin air conditioning inoperative.
03	Challenger	85	Altitude Alert inoperative.
08	Lear 60	56	All Glide Slope indications erratic.
09	Beech 300	71	Pilots Altimeter/Vertical speed indicator inoperative.
22	Lear 60	58	Radio Altimeter failed in-flight.
23	Lear 60	58	Radio Altimeter failed after takeoff.
24	Beech 300	66	AFIS platform continues to fault requiring clearing of bit flags.
AVN-300 had zero engine in-flight shutdowns, and zero propeller in-flight featherings during this reporting period.			

FLEET PILOT REPORTS (BAe-125)

SECOND QUARTER 2004

2Q 2004 PILOT REPORTS	BAe-125			ATA TOTAL	Elevated ATA Subsystem	Alert Status	Elevated Subsystem Total
ATA SYSTEMS	APR	MAY	JUN				
21 AIR CONDITIONING	0	0	0	0			
22 AUTOPILOT	0	0	0	0			
23 COMMUNICATIONS	0	1	1	2			
24 ELECTRICAL	1	1	0	2			
25 EQUIP&FURN	0	1	0	1			
26 FIRE PROTECTION	0	0	0	0			
27 FLIGHT CONTROLS	0	0	0	0			
28 FUEL	0	0	1	1			
29 HYDRAULIC	0	0	0	0			
30 ICE/RAIN	0	0	0	0			
31 IND/RECORDING	0	0	1	1			
32 LANDING GEAR	8	0	1	9			
33 LIGHTS	1	0	0	1			
34 NAVIGATION	3	0	3	6			
35 OXYGEN	0	0	0	0			
36 PNEUMATIC	0	0	0	0			
37 VACUUM	0	0	0	0			
38 WATER/WASTE	0	0	0	0			
43 FI EQUIPMENT	5	3	1	9			
45 CENTRAL MAINT SYS	0	0	0	0			
49 AUX POWER	0	0	0	0			
51 STD PRACTICE	0	0	0	0			
52 DOORS	0	0	0	0			
53 FUSELAGE	0	0	0	0			
54 NACELLES/PYLONS	0	0	0	0			
55 STABILIZERS	0	0	0	0			
56 WINDOWS	0	0	0	0			
57 WINGS	0	0	0	0			
71 PWR PLANT	0	0	0	0			
72 ENG (TURBINE)	0	0	1	1			
73 ENG FUEL/CONTROL	0	0	1	1			
74 ENG IGNITION	0	0	0	0			
75 ENG AIR	0	0	0	0			
76 ENG CONTROLS	0	0	0	0			
77 ENG INDICATING	0	0	0	0			
78 ENG EXHAUST	0	0	0	0			
79 ENG OIL	0	0	0	0			
80 ENG STARTING	0	0	0	0			
	Apr-04	May-04	Jun-04				
TIS FLIGHT HOURS	149.8	59.1	125.1				
3 MO RATE-FLT HRS	7.69	9.88	10.18				
ALERT LEVEL-FLT HRS	22.05	22.05	22.05				

Elevated = Discrepancies approaching alert level.
Alert = Pilot reports have reached or exceeded established performance standards.
Alert Status = ATA sub system has elevated or alerted.

Pilot Reports

A **primary** ATA system is defined as *ALERTED* when the three-month cumulative performance rate exceeds the established Performance Standard.

FLEET PILOT REPORTS (BE-300)

SECOND QUARTER 2004

2Q 2004 PILOT REPORTS	BEECH-300			ATA TOTAL	Elevated ATA Subsystem	Alert Status	Elevated Subsystem Total
ATA SYSTEMS	APR	MAY	JUN				
21 AIR CONDITIONING	15	6	6	27			
22 AUTOPILOT	4	2	7	13			
23 COMMUNICATIONS	21	6	6	33			
24 ELECTRICAL	2	8	2	12			
25 EQUIP&FURN	7	6	3	16			
26 FIRE PROTECTION	1	0	0	1			
27 FLIGHT CONTROLS	3	4	1	8			
28 FUEL	5	3	3	11			
29 HYDRAULIC	1	1	0	2			
30 ICE/RAIN	3	2	4	9			
31 IND/RECORDING	3	0	1	4			
32 LANDING GEAR	15	3	21	39	3240	Elevated	6
33 LIGHTS	15	10	7	32			
34 NAVIGATION	23	22	32	77			
35 OXYGEN	0	1	0	1			
36 PNEUMATIC	0	1	0	1			
37 VACUUM	0	0	0	0			
38 WATER/WASTE	0	0	0	0			
43 FI EQUIPMENT	14	13	11	38			
45 CENTRAL MAINT SYS	0	0	0	0			
51 STD PRACTICE	0	0	0	0			
52 DOORS	3	1	3	7			
53 FUSELAGE	0	0	0	0			
54 NACELLES/PYLONS	0	0	0	0			
55 STABILIZERS	0	0	0	0			
56 WINDOWS	0	2	0	2			
57 WINGS	0	1	0	1			
71 PWR PLANT	7	8	3	18			
72 ENG (TURBO-PROP)	1	2	2	5			
73 ENG FUEL/CTRL	0	0	2	2			
74 ENG IGNITION	1	1	3	5			
75 ENG AIR	0	2	3	5			
76 ENG CONTROLS	1	0	2	3			
77 ENG INDICATING	5	6	4	15			
78 ENG EXHAUST	3	0	4	7			
79 ENG OIL	0	0	0	0			
80 ENG STARTING	0	0	1	1			
	Apr-04	May-04	Jun-04				
TIS FLIGHT HOURS	794.1	619.8	750.7				
3 MO RATE-FLT HRS	16.31	17.04	18.29				
ALERT LEVEL-FLT HRS	**25.52**	**25.52**	**25.52**				

Elevated = Discrepancies approaching alert level.
Alert = Pilot reports have reached or exceeded established performance standards.
Alert Status = ATA sub system has elevated or alerted.

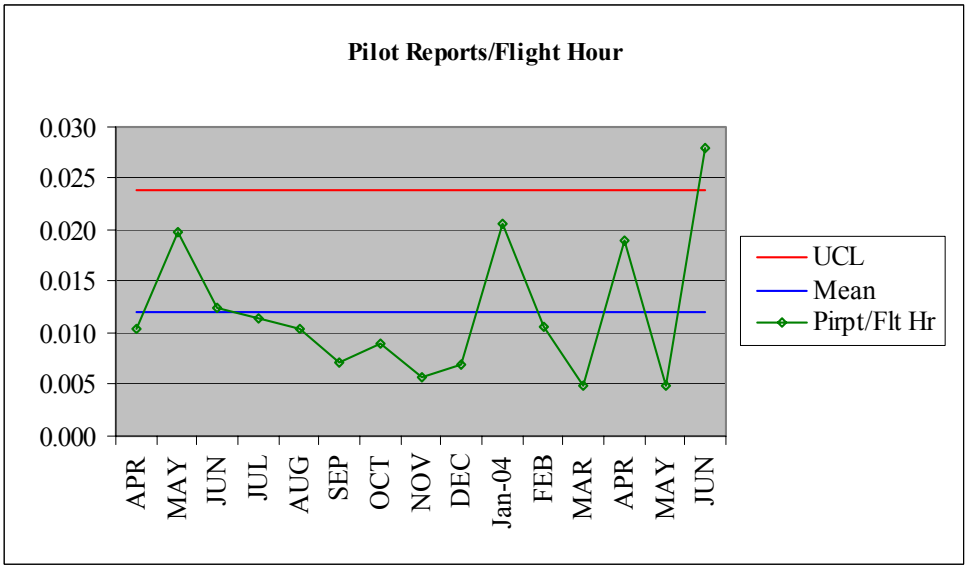
Pilot Reports
A **Primary** ATA system is defined as *ALERTED* when the three-month cumulative performance rate exceeds the established Performance Standard.

Note: There was an increase in an 3240 ATA subsystem this quarter.

BEECH-300

PILOT REPORT/FLIGHT HOUR
ELEVATED ATA SYSTEM DISCREPANCIES
(ATA 3200)

Months	Pirpt/Mo	Flt Hr/Mo	Pirpt/Flt Hr	Mean	UCL
APR	8	773.7	0.0103	0.0121	0.0239
MAY	14	704.9	0.0199	0.0121	0.0239
JUN	11	886.4	0.0124	0.0121	0.0239
JUL	8	702.0	0.0114	0.0121	0.0239
AUG	7	675.1	0.0104	0.0121	0.0239
SEP	4	553.7	0.0072	0.0121	0.0239
OCT	7	781.7	0.0090	0.0121	0.0239
NOV	4	702.4	0.0057	0.0121	0.0239
DEC	4	568.5	0.0070	0.0121	0.0239
Jan-04	13	628.3	0.0207	0.0121	0.0239
FEB	7	663.7	0.0105	0.0121	0.0239
MAR	4	816.6	0.0049	0.0121	0.0239
APR	15	794.1	0.0189	0.0121	0.0239
MAY	3	619.8	0.0048	0.0121	0.0239
JUN	21	750.7	0.0280	0.0121	0.0239



BEECH-300

ELEVATED ATA SUB SYSTEM DISCREPANCIES

3240 - Landing Gear – Brake Systems

Date: 04/30/04
ATA: 3240
N 74: Parking brake hard to release.
Corrective action: Lubed parking brake handle.

Date: 06/10/04
ATA: 3240
N 77: LT OTBD brake assy locks intermittently.
Corrective action: Performed Taxi check. Performed brake fluid reservoir pressure equalization and orfice cleaning. Removed and replaced lt ob brake assy.

Date: 06/15/04
ATA: 3240
N 66: Lt wheel brake failed.
Corrective action: Inspected LT brake assy's for wear and found within limits. found brake reservoir low (below add mark). Bled brakes.

Date: 06/18/04
ATA: 3240
N 66: Brake reservoir damaged**.**
Corrective action: R & R brake fluid reservoir.

Date: 06/26/04
ATA: 3240
N66: Hydraulic leak in brake reservoir. Noticed fluid trailing along fuselage.
Corrective action: Checked reservoir and found full. Cleaned and leak checked.

Date: 06/28/04
ATA: 3240
N66: Brake reservoir appears to be leaking fluid trailing along fuselage.
Corrective action: Cleaned pressure equalization orifice for brake reservoir.

FLEET PILOT REPORTS (CL-601)

SECOND QUARTER 2004

2Q 2004 PILOT REPORTS	CHAL-601			ATA TOTAL	Elevated ATA Subsystem	Alert Status	Elevated Subsystem Total
ATA SYSTEMS	APR	MAY	JUN				
21 AIR CONDITIONING	0	1	4	5			
22 AUTOPILOT	0	0	0	0			
23 COMMUNICATIONS	2	0	0	2			
24 ELECTRICAL	0	0	1	1			
25 EQUIP&FURN	0	3	0	3			
26 FIRE PROTECTION	0	0	0	0			
27 FLIGHT CONTROLS	1	2	0	3			
28 FUEL	0	0	0	0			
29 HYDRAULIC	0	1	0	1			
30 ICE/RAIN	0	0	0	0			
31 IND/RECORDING	0	0	0	0			
32 LANDING GEAR	2	1	4	7			
33 LIGHTS	1	4	0	5			
34 NAVIGATION	2	2	0	4			
35 OXYGEN	0	0	0	0			
36 PNEUMATIC	0	0	0	0			
37 VACUUM	0	0	0	0			
38 WATER/WASTE	0	0	0	0			
43 FI EQUIPMENT	4	3	2	9			
45 CENTRAL MAINT SYS	0	0	0	0			
49 AUX POWER	0	0	0	0			
51 STD PRACTICE	0	0	0	0			
52 DOORS	0	0	0	0			
53 FUSELAGE	0	0	0	0			
54 NACELLES/PYLONS	0	0	0	0			
55 STABILIZERS	0	0	0	0			
56 WINDOWS	0	0	0	0			
57 WINGS	0	0	0	0			
71 PWR PLANT	0	0	0	0			
72 ENG (TURBINE)	0	2	0	2			
73 ENG FUEL/CONTROL	0	0	0	0			
74 ENG IGNITION	0	0	0	0			
75 ENG AIR	0	1	0	1			
76 ENG CONTROLS	0	0	0	0			
77 ENG INDICATING	0	0	0	0			
78 ENG EXHAUST	0	0	0	0			
79 ENG OIL	0	1	0	1			
80 ENG STARTING	0	0	0	0			
	Apr-04	May-04	Jun-04				
TIS FLIGHT HOURS	149.8	59.1	125.1				
3 MO RATE-FLT HRS	9.87	11.87	13.17				
ALERT LEVEL-FLT HRS	**24.58**	**24.58**	**24.58**				

Elevated = Discrepancies approaching alert level.
Alert = Pilot reports have reached or exceeded established performance standards.
Alert Status = ATA sub system has elevated or alerted.

Pilot Reports

A **primary** ATA system is defined as *ALERTED* when the three-month cumulative performance rate exceeds the established Performance Standard.

FLEET PILOT REPORTS (LR-60)

SECOND QUARTER 2004

2Q 2004 PILOT REPORTS	LEAR-60			ATA TOTAL	Elevated ATA Subsystem	Alert Status	Elevated Subsystem Total
ATA SYSTEMS	APR	MAY	JUN				
21 AIR CONDITIONING	2	6	3	11			
22 AUTOPILOT	0	0	0	0			
23 COMMUNICATIONS	3	6	8	17	2312	Elevated	9
24 ELECTRICAL	2	4	6	12			
25 EQUIP&FURN	2	2	1	5			
26 FIRE PROTECTION	0	0	1	1			
27 FLIGHT CONTROLS	3	0	1	4			
28 FUEL	1	0	1	2			
29 HYDRAULIC	0	1	2	3			
30 ICE/RAIN	0	0	1	1			
31 IND/RECORDING	0	2	0	2			
32 LANDING GEAR	6	8	14	28			
33 LIGHTS	5	2	4	11			
34 NAVIGATION	5	11	7	23			
35 OXYGEN	1	1	0	2			
36 PNEUMATIC	0	0	0	0			
37 VACUUM	0	0	0	0			
38 WATER/WASTE	1	0	0	1			
43 FI EQUIPMENT	7	3	4	14			
45 CENTRAL MAINT SYS	0	0	0	0			
49 AUX POWER	1	0	0	1			
51 STD PRACTICE	0	0	0	0			
52 DOORS	0	3	1	4			
53 FUSELAGE	0	0	0	0			
54 NACELLES/PYLONS	0	0	0	0			
55 STABILIZERS	0	0	0	0			
56 WINDOWS	0	0	0	0			
57 WINGS	0	1	1	2			
71 POWER PLANT	1	0	0	1			
72 ENG (TURBINE)	0	0	0	0			
73 ENG FUEL/CONTROL	3	3	1	7			
74 ENG IGNITION	0	0	0	0			
75 ENG AIR	0	0	0	0			
76 ENG CONTROLS	1	2	0	3			
77 ENG INDICATING	0	1	0	1			
78 ENG EXHAUST	0	0	4	4			
79 ENG OIL	0	0	0	0			
80 ENG STARTING	0	0	0	0			
	Apr-04	May-04	Jun-04				
TIS FLIGHT HOURS	153	302.7	192.6				
3 MO RATE-FLT HRS	19.63	18.75	24.68				
ALERT LEVEL-FLT HRS	**29.85**	**29.85**	**29.85**				

Elevated = Discrepancies approaching alert level.
Alert = Pilot reports have reached or exceeded established performance standards.
Alert Status = ATA sub system has elevated or alerted.

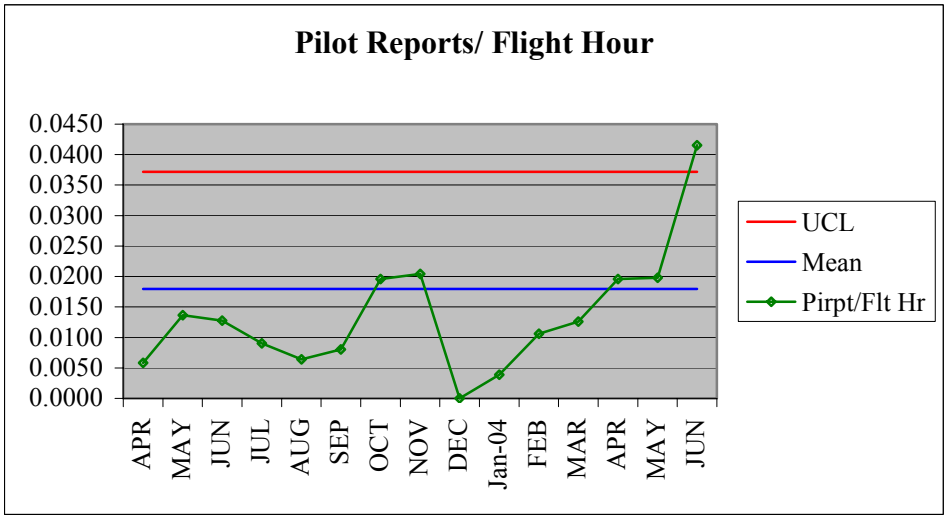
Pilot Reports
A **primary** ATA system is defined as *ALERTED* when the three-month cumulative performance rate exceeds the established Performance Standard.

NOTE: ATA subsystem 2312 had an increase in discrepancies this quarter.

LEARJET-60

PILOT REPORT/FLIGHT HOUR
ELEVATED ATA SUB SYSTEM DISCREPANCIES
(ATA 2300)

Months	Pirpt/Mo	Flt Hr/Mo	Pirpt/Flt Hr
APR	2	342.1	0.0058
MAY	4	293.1	0.0136
JUN	2	156.5	0.0128
JUL	2	221.9	0.0090
AUG	2	312.5	0.0064
SEP	2	249.0	0.0080
OCT	7	357.1	0.0196
NOV	4	195.8	0.0204
DEC	0	270.2	0.0000
Jan-04	1	257.8	0.0039
FEB	3	283.2	0.0106
MAR	4	317.8	0.0126
APR	3	153.0	0.0196
MAY	6	302.7	0.0198
JUN	8	192.6	0.0415



LEAR-60

ELEVATED ATA SUB SYSTEM DISCREPANCIES

2312-VHF Communication System

Date: 05/07/04
ATA: 2312
N 57: Button missing on #1 COMM control panel.
Corrective action: Replaced #1 VHF COMM control panel.

Date: 05/17/04
ATA: 2312
N57: VHF COMM 3 INOP (Tech Pos).
Corrective action: Replaced COMM #3.

Date: 05/28/04
ATA: 2312
N56: Number 2 VHF transmits except for low volume screech, side tone gargles during transmission.
Corrective action: Replaced No. 2 VHF Radio.

Date: 06/01/04
ATA: 2312
N 55: Co-pilot transmission on #2 radio intermittent.
Corrective action: Cleaned the RF connector. Ground checks normal.

Date: 06/10/04
ATA: 2312
N 56: AFIS comm 3 preset digits will not illuminate.
Corrective action: Replaced #3 comm control head.

Date: 06/10/04
ATA: 2312
N 57: VHF transmissions are unreadable. Receivers fine.
Corrective action: Replaced #3 VHF.

Date: 06/17/04
ATA: 2312
N 56: Comm #3 no side tone, transmitter also weak with test switch depressed.
Corrective action: Replaced #3 VHF R/T.

LEAR-60

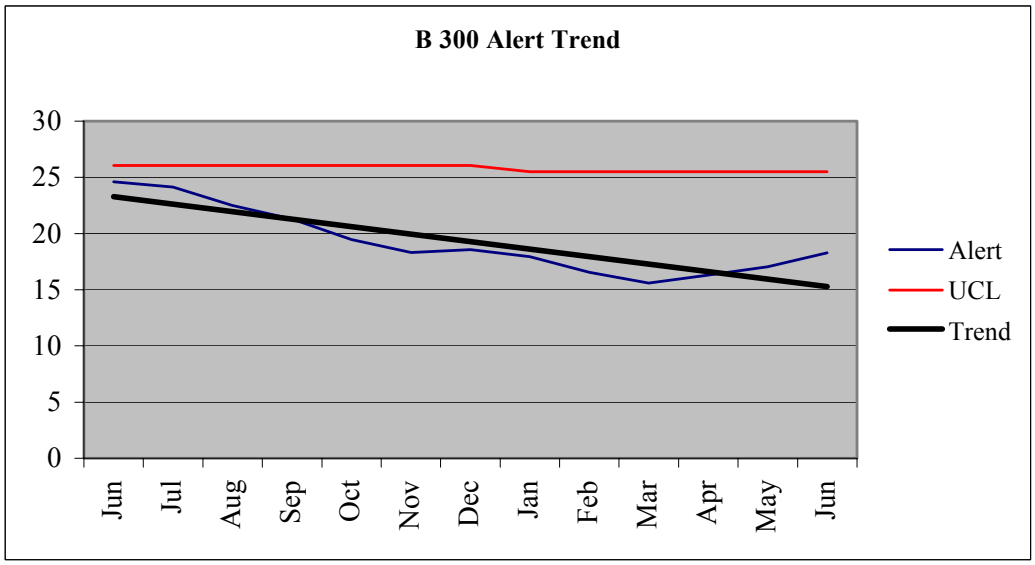
ELEVATED ATA SUB SYSTEM DISCREPANCIES

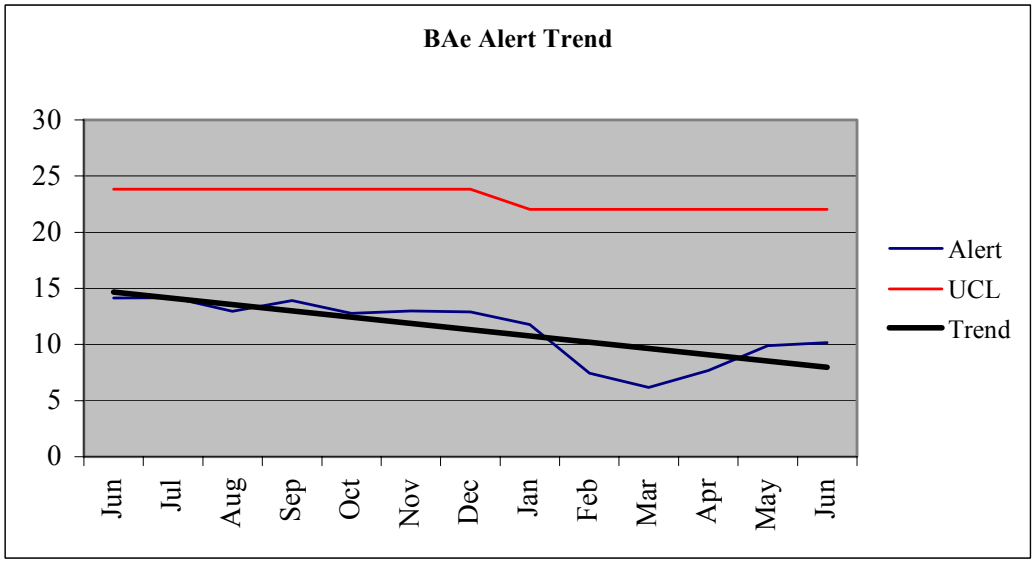
(ATA 2312 continued)

Date: 06/22/04
ATA: 2312
N 55: TX button co-pilot radio inoperative 10% of the time. When inoperative, no tx light on radio. Same #1 & #2 VHF.
Corrective action: R & R Copilots TX button.

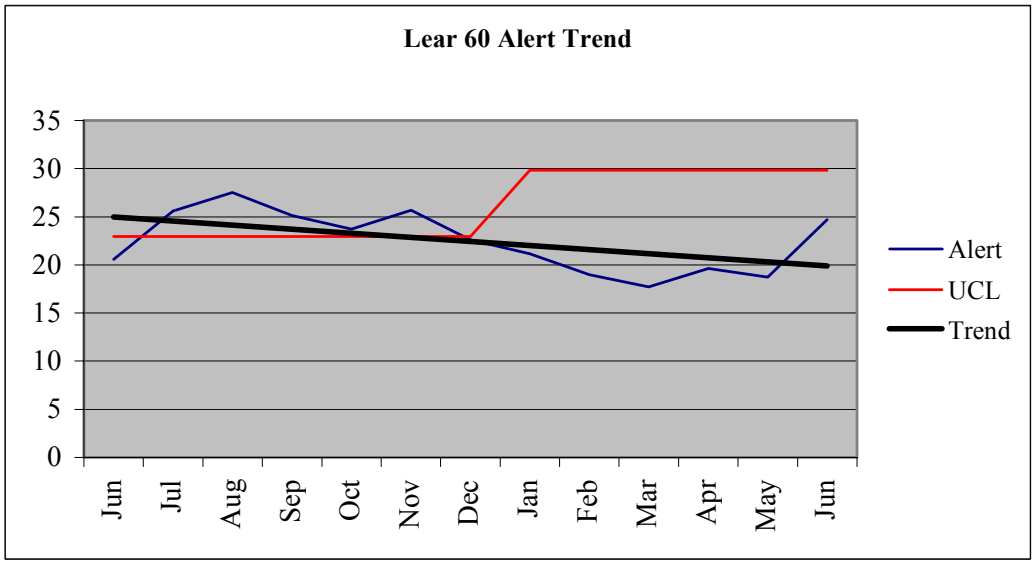
Date: 06/24/04
ATA: 2312
N 56: #3 VHF COMM. transmit side tone absent at tech's position, Ok at observer's station. Suspect tech's comm box, not radio.
Corrective action: Adjusted side tone.

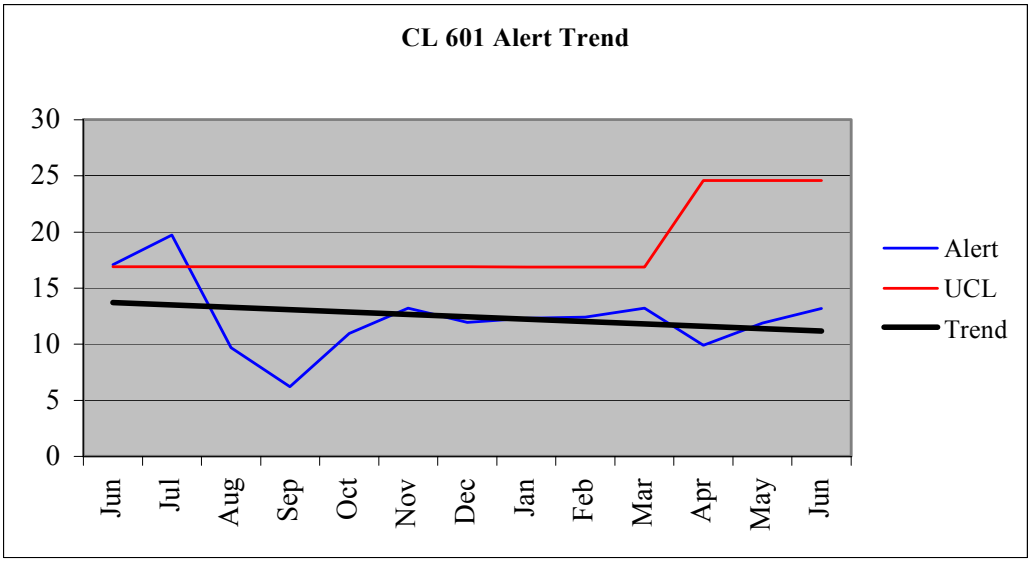
ALERT TRENDS





ALERT TRENDS





NON-ROUTINE REPORT

Beech 300

Non-routines generated, during inspections this quarter, have not indicated any adverse trends.

BAe 125-800

Non-routines generated, during inspections this quarter, have not indicated any adverse trends.

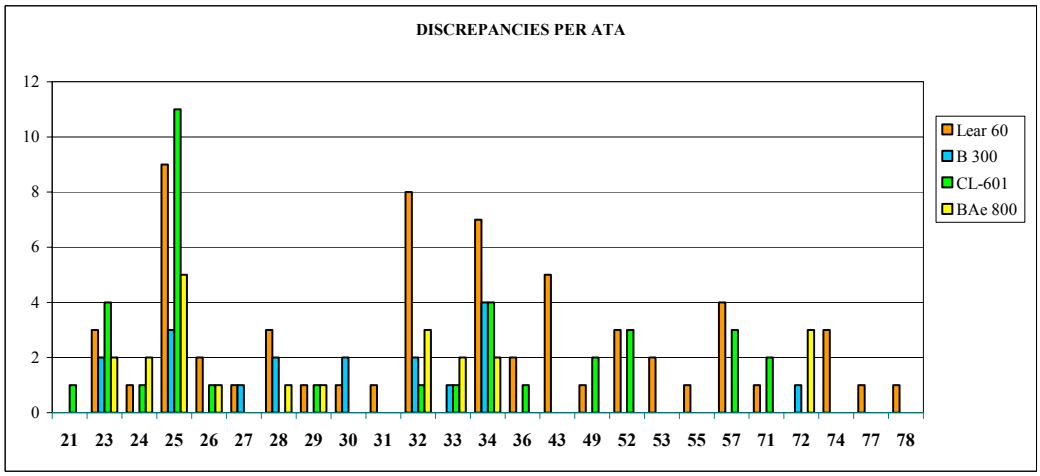
Challenger 601

Non-routines generated, during inspections this quarter, have not indicated any adverse trends.

Lear 60

Non-routines generated, during inspections this quarter, have not indicated any adverse trends.

TYPE OF INSPECTION	S/C	A	B	C	D
AIRCRAFT TYPE					
BE-300		9	3		
LEAR-60	4	3	2	1	
CHAL-601	2	2			
BAe-800	2				



Note: Analysis of available data indicates no premature failures. There were no adverse trends noted.

BAe 125-800A

ENGINE ANALYSIS REPORT

There were 436.7 aircraft hours flown in this reporting period.

ENGINE REPORT:

There was one engine removed for repair this quarter.

06/02/04 – N97 #1 engine removed due to a broken third stage LPT blade. Engine SN # P91436, TSN 5641.8, Engine has 49.1 hours to go to scheduled MPI, and CZI.

There have been three LPT3 Blade Failures this year.
Service Bulletin's TFE731-72-3689 or TFE731-72-3697 incorporating blade P/N 3060788-1 should correct this problem.
Ser. No. P91426 had the new blades P/N 3060788-1 installed after the failure.
Ser. No. P91436 is currently at the repair facility and will have the new blades.
Ser. No. P91381 was beyond repair and was scrapped.

7/8/2004 N97 RH Engine, SN P91470, oil analysis shows carbon steel chunks. Replaced bad pinion gear; replaced oil pump assy.; service oil system and perform engine run; leak and ops check sat.

TFE-731 OIL SAMPLE REPORT

07/01/2004							
ACFT	**POS**	**ENGINE SERIAL NUMBER**	**ENGINE TSN**	**SAMPLE DATE**	**LAB DATE**	**FILTER HOURS**	**OIL SAMPLE**
N98	L/H	P91399	6278.3	04/04/04	04/05/04	487.3	Normal
N98	R/H	P91438	7425.4	04/04/04	04/05/04	270.4	Normal
N96	R/H	P91410	7795.0	04/27/04	05/03/04	257.0	Normal
N97	R/H	P91470	6274.0	06/16/04	07/02/04	114.0	Inspect
NORMAL SAMPLES: 3				INSPECT: 1			

ENGINE STATUS REPORT

TFE 731-R1H

7/1/2004					NEXT MAINT. DUE		
ACFT	ACFT HOURS	POS	SERIAL NUMBER	TSN	Type	A/C Hr.	Eng. Hr.
N96	7962.2	L/H	*P91403	4819.8	MPI	9332.0	6189.6
					CZI	11432.0	8289.6
		R/H	P91410	7925.3	MPI	8504.2	8467.3
					CZI	8614.4	8577.5
N97	8156.8	L/H	P91426	7170.4	MPI	10351.7	9365.3
					CZI	12551.7	11565.3
		R/H	P91470	6274.0	MPI	9428.5	7545.7
					CZI	9536.6	7653.8
N98	7761.4	L/H	P91399	6455.1	MPI	8792.3	7486.0
					CZI	8935.7	7629.4
		R/H	P91438	7602.2	MPI	9396.2	9237.0
					CZI	11596.2	11437.0
* Serial Number P91403 is a RENTAL ENGINE							

BEECH 300

ENGINE AND PROPELLER ANALYSIS REPORT

There were 2164.6 aircraft hours flown in this reporting period.

ENGINE REPORT:

N-83: The following engines were removed for overhaul.

PCE95373	**TSN:**	9087.0	**TSO:**	5641.8	**TSHSI:**	4172.3	**CSN:**	5052.0	**CSO:** 2911.0
PCE95377	**TSN:**	9087.0	**TSO:**	5641.8	**TSHSI:**	4172.3	**CSN:**	5052.0	**CSO:** 2911.0

PROPELLER REPORT:

No propeller removals reported in this quarter.

Engine Condition Trend Monitoring:

There are no engines currently requiring hard time HSI.

ENGINE STATUS REPORT

PT6A-60A

7/1/2004					NEXT MAINT.	
ACFT	ACFT HOURS	POS	SERIAL NUMBER	TSO	Type	ACFT HOURS
N66	9088.9	L/H	PCE95333	3529.4	O/H	11059.5
		R/H	PCE95342	5269.5	O/H	9319.4
N67	8298.7	L/H	PCE95334	5165.1	O/H	8633.6
		R/H	PCE95362	614.2	O/H	13184.5
N68	9751.6	L/H	PCE95361	1189.6	O/H	14062.0
		R/H	PCE95347	5337.2	O/H	9914.4
N69	6475.0	L/H	PCE95337	3647.7	O/H	8327.3
		R/H	PCE95649	247.5	O/H	11727.5
N70	8776.7	L/H	PCE95379	2931.8	O/H	11344.9
		R/H	PCE95323	2247.4	O/H	12029.3
N71	10311.8	L/H	PCE95330	133.6	O/H	15678.2
		R/H	PCE95360	4056.2	O/H	11755.6
N72	8785.7	L/H	PCE95331	489.9	O/H	13795.8
		R/H	PCE95478	344.2	O/H	13941.5
N73	8431.9	L/H	PCE95380	4556.9	O/H	9375.0
		R/H	PCE95322	1566.4	O/H	12365.5
N74	8885.4	L/H	PCE95358	5036.8	O/H	9348.6
		R/H	PCE95314	3532.8	O/H	10852.6
N75	9081.1	L/H	PCE95345	4815.3	O/H	9765.8
		R/H	PCE95363	2997.1	O/H	11584.0
N76	9268.4	L/H	PCE95349	2936.9	O/H	11831.5
		R/H	PCE95326	4882.3	O/H	9886.1
N77	9964.1	L/H	PCE95346	962.9	O/H	14501.2
		R/H	PCE95352	5030.8	O/H	10433.3
N78	9806.2	L/H	PCE95339	2926.7	O/H	12379.5
		R/H	PCE95354	3586.1	O/H	11720.1
N79	9266.2	L/H	PCE95261	202.9	O/H	14563.3
		R/H	PCE95299	789.0	O/H	13977.2
N80	8973.6	L/H	PCE95329	4856.9	O/H	9616.7
		R/H	PCE95340	691.6	O/H	13782.0
N81	9795.8	L/H	PCE95278	1109.8	O/H	14186.0
		R/H	PCE95336	4019.3	O/H	11276.5
N83	9087.0	L/H	PCE95318	00.0	O/H	14587.0
		R/H	PCE95650	3063.3	O/H	11523.7
N84	8978.7	L/H	PCE95300	255.5	O/H	14223.2
		R/H	PCE95319	5336.6	O/H	9142.1
OVERHAUL DUE AT 5500 HOURS						
SPARE ENGINES: (R) Repairable (S) Serviceable						
R			PCE95377	5641.8	O/H	
S			PCE95407	00.0	O/H	
R			PCE95373	5641.8	O/H	
R			PCE95277	3250.0	O/H	

PROP STATUS REPORT

BE-300

7/1/2004						NEXT MAINT.	
ACFT	A/C HOURS	POS	SERIAL NUMBER	PROP TSO	TSN	Type	A/C Hr.
N66	9088.9	L/H	FWA3418	1400.2	9165.3	O/H	10688.7
		R/H	FWA3374	1429.7	7626.1	O/H	10659.2
N67	8298.7	L/H	FWA3274	1631.1	8588.9	O/H	9667.6
		R/H	FWA2215	614.2	8021.7	O/H	10684.5
N68	9751.6	L/H	FWA2116	618.0	8401.0	O/H	12133.6
		R/H	FWA2186	520.0	8768.7	O/H	12231.6
N69	6475.0	L/H	FWA2155	709.9	8386.9	O/H	8765.1
		R/H	FWA2158	709.9	8637.2	O/H	8765.1
N70	8776.7	L/H	FWA2156	978.8	9385.8	O/H	10797.9
		R/H	FWA2137	1037.6	9139.4	O/H	10739.1
N71	10311.8	L/H	FWA2167	700.0	8387.5	O/H	12611.8
		R/H	FWA3173	1982.0	8912.7	O/H	11329.8
N72	8785.7	L/H	FWA2217	231.9	7415.1	O/H	11553.8
		R/H	FWA2150	682.2	8491.8	O/H	11103.5
N73	8431.9	L/H	FWA3493	1085.4	8459.2	O/H	10346.5
		R/H	FWA2216	865.0	7328.5	O/H	10566.9
N74	8885.4	L/H	FWA2157	786.0	8599.7	O/H	11099.4
		R/H	FWA2569	1985.9	7745.1	O/H	9899.5
N75	9081.1	L/H	FWA3479	1321.9	9254.2	O/H	10759.2
		R/H	FWA3122	1568.1	9014.1	O/H	10513.0
N76	9268.4	L/H	FWA2139	883.4	8207.4	O/H	11385.0
		R/H	FWA3488	1262.7	9113.2	O/H	11005.7
N77	9964.1	L/H	FWA2195	355.7	8402.0	O/H	12608.4
		R/H	FWA3247	1755.3	8785.7	O/H	11208.8
N78	9806.2	L/H	FWA2664	1753.3	7149.6	O/H	11052.9
		R/H	FWA2362	1753.3	5651.0	O/H	11052.9
N79	9266.2	L/H	FWA3108	1107.4	6273.4	O/H	11158.8
		R/H	FWA3176	2001.6	9459.9	O/H	10264.6
N80	8973.6	L/H	FWA2196	375.5	8022.3	O/H	11598.1
		R/H	FWA2830	2070.1	6655.3	O/H	9903.5
N81	9795.8	L/H	FWA2136	444.3	8056.1	O/H	12351.5
		R/H	FWA3815	541.3	5576.8	O/H	12254.5
N83	9087.0	L/H	FWA3375	1763.9	7550.4	O/H	10323.1
		R/H	FWA2164	920.6	8674.7	O/H	11166.4
N84	8978.7	L/H	FWA2185	533.7	8661.3	O/H	11445.0
		R/H	FWA2193	2211.4	7984.4	O/H	9767.3
Prop Overhaul at 3000 Hrs (Storage Cal Time- NTE Two Years)							
SPARE PROPS							
(R) Repairable (S) Servicable							
S			FWA2524	0.0	7975.9	O/H	
S	Installed	2/2/2002	FWA3358	489.9	8035.6	O/H	
S			FWA2211	0.0	8237.5	O/H	
S			FWA2438	0.0	8338.4	O/H	

CHAL 601

ENGINE ANALYSIS REPORT

There were 476.9 aircraft hours flown in this reporting period.

ENGINE REPORT:

There were no engines removed for unscheduled repair this quarter.

ENGINE STATUS REPORT MODEL:CF34-3A1

07/01/04					NEXT MAINT.	
AIRCRAFT	ACFT HOURS	POS	SERIAL NUMBER	TSN	Type	ON CONDITION
N-85	3239.4	L/H	GEE807079	3239.4	HSI	O/C
					OH	O/C
		R/H	GEE807078	3239.4	HSI	O/C
					OH	O/C
N-86	2746.6	L/H	GEE807189	2746.6	HSI	O/C
					OH	O/C
		R/H	GEE807190	2746.6	HSI	O/C
					OH	O/C
N-87	2833.3	L/H	GEE807344	2833.3	HSI	O/C
					OH	O/C
		R/H	GEE807340	2833.3	HSI	O/C
					OH	O/C

LEAR 60

ENGINE ANALYSIS REPORT

There were 648.3 aircraft hours flown in this reporting period.

ENGINE REPORT:

There were no engines removed for unscheduled repair this quarter.

No Hot Section Inspections were complied with this quarter.

ENGINE STATUS REPORT: PW305

7/22/2004					NEXT MAINT.		
A/C	A/C HOURS	POS	SERIAL NUMBER	TSO	Type	A/C Hr.	Eng. Hr.
N54	2808.3	*L/H	PCE305133	3734.1	O/H	4074.2	5000.0
		*R/H	PCE305203	3753.5	HSI	4054.5	4999.7
N55	4357.0	*L/H	PCE305112	2947.9	HSI	6299.6	4890.5
		*R/H	PCE305004	3056.6	HSI	6152.0	4962.4
N56	4640.9	*L/H	PCE305196	3670.2	O/H	5912.9	4942.2
		#R/H	PCE305233	3632.8	O/H	6017.2	5000.0
N57	3788.9	*L/H	PCE305204	3152.1	HSI	5810.9	5174.1
		*R/H	PCE305198	2464.7	HSI	6496.4	5172.2
N58	4150.0	*L/H	PCE305232	4150.0	HSI	4965.5	4965.5
		*R/H	PCE305132	3441.5	O/H	5708.5	5000.0
N59	2171.4	L/H	PCE305281	2171.4	HSI	2250.0	2250.0
		R/H	PCE305283	2171.4	HSI	2250.0	2250.0
SPARE ENGINES: (R) Repairable (S) Serviceable							
S		#	PCE305105	2631.5	HSI		5631.5
S		*	PCE305003	2893.9	HSI		5987.6

* Engine HSI frequency based on service bulletin compliance.
** Based on cycle limit: 3,100 cycles.
*** Based on A/C monthly utilization rate of 40 Hrs.
\# Engines return to 2500 Hrs. after first HSI and S/B compliance.

LR-60 MAINTENANCE ANALYSIS BULLETIN 04-05

SYSTEM: 2400

SUBSYSTEM: 2432

SUBJECT: # 1 Battery

DATE: 04/29/04

SOURCE: AVN-328 Reliability Program

PROBLEM: Reliability issues pertaining to recent increase in discrepancies on N 56 # 1 battery.
RESPONSE: It was determined that a short in the lavatory flushing motor caused the # 1 battery to drain. No discrepancies noted since replacement of lavatory bowl assembly.

STATUS: Closed

LR-60 MAINTENANCE ANALYSIS BULLETIN 04-06

SYSTEM: 2400

SUBSYSTEM: 2497

SUBJECT: Lear 60 total electrical system failure.

DATE: 06/01/04

SOURCE: AVN-328 Reliability Program

PROBLEM: Total loss of electrical power on N-54.

RESPONSE: Issued MAD 04-02 to accomplish a load shedding system check per maintenance procedures. Revised task card 8212 to emphasize the importance of index pin alignment during assembly. Issued MAD 04-03 to check condition of power distribution panel at next access, not to exceed next scheduled check. As of the end of the second quarter, MAD 04-02 has been complied with on all Lear 60 aircraft. MAD 04-03 has not been complied with on any aircraft.

STATUS: Closed

AIR TRANSPORT ASSOCIATION (ATA) CODES

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 AUX AIR COOLING SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM, MAIN
2160 CABIN TEMP CONTROL SYSTEM
2161 CABIN TEMP CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM
2197 AIR CONDITIONING SYSTEM WIRING

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYS Yaw Damper, Servo, Etc.
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER (A/P Controller)
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING
2297 AUTO FLIGHT SYSTEM WIRING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION, ACARS, SELCAL
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2369 CORR OF STATIC DISCHARGE COMPONENTS
2370 AUDIO/VIDEO MONITORING (CVR)
2397 COMMUNICATION SYSTEM WIRING

24 ELECTRICAL POWER

2400 ELECT POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER
2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM

24 ELECTRICAL POWER CONT

2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER DISTRIBUTION SYSTEM
2497 ELECTRICAL POWER SYSTEM WIRING

25 EOUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON (ELT)
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION
2597 EQUIPMENT / FURNISHINGS WIRING

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE
2697 FIRE PROTECTION SYSTEM WIRING

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM

27 FLIGHT CONTROLS CONT

2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK-DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR
2797 FLIGHT CONTROL SYSTEM WIRING

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 FUEL DISTRIB. SYSTEM
2821 FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 FUEL INDICATING SYSTEM
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR
2897 FUEL SYSTEM WIRING

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP ELECT-ENG-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VALVE-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR
2397 HYDRAULIC POWER SYSTEM WIRING

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM

30 ICE AND RAIN PROTECTION CONT

3060 PROPELLER ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION
3097 ICE / RAIN PROTECTION SYSTEM WIRING

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING (ANN PANEL, WARNING LIGHTS)
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA
3197 INSTRUMENT SYSTEM WIRING

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3212 EMERGENCY FLOTATION SECTION
3243 MASTER CYL/BRAKE VALVE
3244 TIRE (DEFECTS)
3245 TIRE (NORMAL WEAR)
3246 WHEELS (DEFECTS)
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)
3297 LANDING GEAR SYSTEM WIRING

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING, MSTR WARNING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING
3397 LIGHTING SYSTEM WIRING

SEE NEXT PAGE FOR MORE ATA CODES

ALL COMPONENTS IN EACH SUB-SYSTEM ARE NOT LISTED IN THIS ABBREVIATED TABLE

AIR TRANSPORT ASSOCIATION (ATA) CODES

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND/SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER, ALT ALERT
3417 AIR DATA COMPUTER, ADC, AIR DATA PANEL
3418 STALL WARN SYS, LIFT COMP, SSU STICK SHAKER
3420 ATTITUDE & DIRECTION DATA SYS, IRS, AHRS
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT DIRECTOR SYSTEM
3426 EFIS TUBE (EADI, EHSI)
3427 SYMBOL GENERATOR
3430 LANDING & TAXI AIDS
3431 LOCALIZER SYSTEM (ILS) #1and #2
3432 GLIDE SLOPE SYSTEM #1 and #2
3433 MICROWAVE LANDING SYSTEM (MLS)
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYS (IRU, INU, MODE SEL)
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM (GPWS & RAD ALT)
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3450 DEPENDENT POSITION DETERMINING SYS, RNAV
3451 DME/TACAN SYS
3452 ATC TRANSPONDER SYSTEM, IFF(HAWKER)
3453 LORAN SYSTEM, KLN 88
3454 VOR SYSTEM, RMI, BDI
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYS, TRIMBLE CDU, GNSSU
3460 FLT MANAGEMENT COMPUTING SYS, CDU, NCU
3461 FLIGHT MANAGEMENT COMPUTING SOFTWARE
3497 NAVIGATION SYSTEM WIRING
3499 RELOAD/UPDATE SOFTWARE

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM
3597 OXYGEN SYSTEM WIRING

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEU. DISTRIBUTION SYS, FLOW PACK,BIT BALL
3620 PNEU. INDICATING SYS, PYLON THERMOSTAT
3697 PNEUMATIC SYSTEM WIRING

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM
3797 VACUUM SYSTEM WIRING

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)
3897 WATER & WASTE SYSTEM WIRING

43 FLIGHT INSPECTION EQUIPMENT

4310 DATA PROCESSING
4311 NAVIGATION COMPUTER SYSTEM (ADADS ETC.)
4312 MILTOPE DISPLAY
4313 DATA CONVERTER / CONCENTRATOR (LOADER)
4321 OSCILLOSCOPE
4322 SPECTRUM ANALYZER
4323 INSTRUMENTS AND DISPLAYS (RMI, CDI)
4324 PRINTERS / PLOTTERS (EVENT MARKER)
4325 MAGNETIC / SOLID STATE RECORDING DEVICES
4331 LOCALIZER SYSTEM (ILS) #3 & #4
4332 GLIDESLOPE SYSTEM #3 & #4
4333 MICROWAVE LANDING SYSTEM
4334 MARKER BEACON SYSTEM
4335 MICROWAVE SCANNING BEAM LANDING SYSTEM
4341 INERTIAL GUIDANCE SYSTEM
4342 TELEVISION POSITIONING SYSTEM (TVPS)
4343 LASER RANGE FINDER SYS. (LASER ALTIMETER)
4351 DME / TACAN SYSTEM
4352 RADIO TELEMETERING THEODOLITE SYSTEM (RTT)
4353 LORAN SYSTEM
4354 VISUAL OMNIRANGE SYSTEM (VOR) #3 & #4
4355 AUTOMATIC DIRECTION FINDER (ADF, DF, AGC)
4356 RFI / NASE DIRECTION FINDER SYSTEM
4357 GLOBAL POSITIONING SYSTEM (GPS)
4362 VHF COMMUNICATIONS SYSTEM
4363 SATELLITE COMMUNICATIONS SYSTEM (SATCOM)
4364 AIRBORNE COMM AND RECORDING SYS (ACARS)
4365 DIFFERENTIAL GPS DATA LINK SYSTEM
4366 DATA LINK SYSTEMS
4367 AUDIO INTEGRATION AND INTERPHONE SYSTEM
4371 AC POWER SYSTEM (Flt Insp)
4372 DC POWER SYSTEM (Flt Insp)
4373 POWER CONTROL SYSTEM (Flt Insp)
4397 FLIGHT INSPECTION SYSTEM WIRING
4399 RELOAD/UPDATE SOFTWARE, AND RAMP CAL'S

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINTENANCE COMPUTER
4597 CENTRAL MAINTENANCE COMP SYS WIRING

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL

49 AIRBORNE AUX POWER CONT

4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS, ECU, ESU, INTERFACE BOX
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM
4997 APU SYSTEM WIRING

51 STD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 ACFT STRUCTURE, HARD LANDING, LIGHTENING

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS
5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM, RAMP GUARD SYS
5280 LANDING GEAR DOORS, HINGE, SEAL, STRUCTURE
5297 DOOR SYSTEM WIRING

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS, BATT RACK
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIP ATTACH FITTINGS, ANT DBLRS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS, SEAT TRACK
5350 AERODYNAMIC FAIRINGS, RADOME/TAILCONE
5397 FUSELAGE WIRING

54 NACELLE/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB (NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLON)
5415 ATTACH FITTINGS (NAC/PYLON)
5420 NACELLE/PYLON MISC STRUCTURE
5497 NACELLE/PYLON WIRING

55 STABILIZERS

5500 EMPENNAGE STRUCTURE, DELTA FIN
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5514 HORIZ STAB MISC STRUCTURE
5520 ELEVATOR STRUCTURE, BALANCE WEIGHTS
5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5524 ELEVATOR MISC STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB.)
5534 VERTICAL STABILIZER MISC STRUCTURE
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5544 RUDDER MISC STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS
5597 STABILIZER SYSTEM WIRING

57 WINGS

5700 STRUCTURE
5710 MAIN FRAME STRUCTURE
5711 SPAR STRUCTURE
5712 RIB STRUCTURE
5713 LONGERON/STRINGERS
5714 CENTER BOX
5720 MISCELLANEOUS STRUCTURE, WING TIP
5730 PLATES/SKIN, SEALS, FAIRINGS, FUEL PANEL
5740 ATTACH FITTINGS, FLAP CARRIAGE FAIRING
5741 WING TO FUSELAGE ATTACH, BOLTS, LINKS
5742 WING, NAC/PYLON ATTACH FITTINGS

SEE NEXT PAGE FOR MORE ATA CODES

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AIR TRANSPORT ASSOCIATION (ATA) CODES

57 WINGS CONT

5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 FLIGHT SURFACE VORTEC GENERATORS
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TRAILING EDGE FLAPS, HINGES, FLAP WELL
5754 LEADING EDGE DEVICES, SLAT ROLLERS
5755 SPOILER STRUCTURE
5797 WING SYSTEM WIRING

61 PROPELLER

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION, SLIP RING
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROP CONTROL SYSTEM, GND IDLE SOLENOID
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROP FEATHERING/REVERSING, AUTO FEATHER
6130 PROPELLER BRAKING
6140 PROP INDICATING SYS, PROX SWITCH, RPM IND
6197 PROPELLER SYSTEM WIRING

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM, ENGINE INLET
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS, EPA CANISTER
7197 POWERPLANT SYSTEM WIRING

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7201 TURBINE ENGINE CHANGE
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COBUSTION SECTION
7241 TURBINE ENGINE HOT SECTION INSPECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION
7297 TURBINE ENGINE SYSTEM WIRING

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC (DEEC, FADEC)
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING

73 ENG FUEL & CONTROL CONT

7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR
7397 ENGINE FUEL SYSTEM WIRING

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7412 EXCITER
7413 INDUCTION VIBRATOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 IGNITER
7497 IGNITION SYSTEM WIRING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM
7597 ENGINE BLEED AIR SYSTEM WIRING

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM
7697 ENGINE CONTROL SYSTEM WIRING

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATION (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP INDICATING SYSTEM
7722 ENG. EGT/TIT INDICATING SYSTEM
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYS
7797 ENGINE INDICATING SYSTEM WIRING

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 COLLECTOR/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 ENGINE EXHAUST THRUST REVERSER
7897 ENGINE EXHAUST SYSTEM WIRING

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE
7997 ENGINE OIL SYSTEM WIRING

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVE/CONTROLS
8097 ENGINE STARTING SYSTEM WIRING

ALL COMPONENTS IN EACH SUB-SYSTEM ARE NOT LISTED IN THIS ABBREVIATED TABLE

The ATA Systems Codes noted hereon have been modified specifically for AVN Flight Inspection Aircraft.
The following changes are noted:

a) Omission of those systems not utilized.
b) Addition of new system codes covering special flight inspection equipment (4300 Series)
c) Greater subdivision of ATA system 34