

AIR TRANSPORT INTERNATIONAL, LLC

PRINTED 6/8/04

**DC-8 AGEING AIRCRAFT SERVICE ACTION REQUIREMENT SUMMARY - IN ACCORDANCE WITH A.D 90-16-05
BASED ON DACO REPORT NUMBER MDC K1579, REV B, MARCH 15, 1993**

| REGISTRATION - N870BX | | FUS # 445 | S/N - 46036 | MODEL - DC-8-63 | | DELIVERY DATE 27-March-1969 | |
|-----------------------|--|---|--|--|--|---|--|
| S/B | TITLE | EFFECTIVITY | RECOMMENDED ACTION | REPEAT INSP | THRESHOLD | ACCOMPLISHMENT | |
| 27-217 R4 | OUTBOARD FLAP CENTER HINGE SUPPORT FITTING. | SERIES -50 AND PRIOR. | REWORK FITTING PER THE S/B. INITIAL RELEASE THROUGH R4 ACCEPTABLE. | N/A | 63,000 HRS | DOES NOT APPLY TO -60 AND -70 SERIES. | |
| 27-265 R4 | RUDDER PEDAL ARM ASSEMBLY. | ALL | REPLACE RUDDER PEDAL ARM ASSY. MOD BY PREV REV ACCEPTABLE UNTIL 50,000 CYC ACCUMULATED THEN REPLACE WITH NEW ALUMINUM ASSY. | 50,000 LDG | 50,000 LDG | REFERENCE AD 82-04-03. REPLACEMENT CONTROLLED BY PCI 2740. REPLACED 4/15/88, TAT 40,583.3, TAC 19608 BY ROSENBALM R/O 096. <u>ACTIVE</u> . | |
| 27-267 R2 | CONTROL COLUMNS. | ALL | REPLACE CAPTAIN'S AND FIRST OFFICER'S CONTROL COLUMN. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | REFERENCE AD 89-08-01. REPLACED 6/11/92, TAT 48912.8, TAC 23453, AIA R/O 870-45. <u>TERMINATED</u> . | |
| 27-268 R1 | RUDDER DRIVE TORQUE TUBE CRANK ASSEMBLY. | ALL | REPLACE RUDDER DRIVE CRANK. INITIAL RELEASE AND R1 ACCEPTABLE. | 3,600 HRS YEAR | 1 100,000 HRS | REFERENCE AD 89-07-02. MODIFICATION CONTROLLED BY PCI D0021D. INSPECTION CONTROLLED BY PCI D0021B & D0021C. LAST INSPECTION 2/26/00, TAT 58697.2, TAC 28932, AIA R/O 870-258. <u>ACTIVE</u> . | |
| 27-273 R5 | RUDDER PEDAL BRACKET ASSEMBLY. | ALL | REPLACE RUDDER PEDAL BRACKET ASSY. MOD BY PREV REV ACCEPTABLE UNTIL ACCUMILATES 40,000 CYC, THEN REPLACE WITH NEW ALUMINUM FITTINGS. | N/A | 40,000 LDG | REFERENCE AD 89-14-02. REPLACE BY 40,000 TOTAL CYCLES. REPLACEMENT CONTROLLED BY PCI D2732. <u>ACTIVE</u> . | |
| 32-168 R3 | NOSE LANDING GEAR ORIFICE TUBE. | ALL | REPLACE ORIFICE TUBE. INITIAL RELEASE THROUGH R3 ACCEPTABLE. | N/A | 31-Dec-1991 | REFERENCE AD 75-17-31. MODIFIED GEAR INSTALLED 1/23/96 TAT 54,714.0 BY AIA <u>TERMINATED</u> . | |
| 32-171 R1 | MAIN LANDING GEAR DOOR AND ACTUATOR. | ALL | REINFORCE INBD DOOR FRAMES AND REPLACE DOOR ACT CYL ATTACH FIT. INITIAL RELEASE THROUGH R1 ACCEPTABLE. | 3,600 HRS RAY | X- 100,000 HRS | MODIFIED 6/9/92, TAT 48,912.8 PER AIA R/O 870-47. <u>TERMINATED</u> . | |
| 51-6 R2 | HORIZONTAL STABILIZER ATTACH BOLTS. | ALL | TORQUE TEST / REPLACE BOLTS AT HORIZ STAB OUTER PANEL ATTACH. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | 16,000 HRS RE-TORQUE 22,000 HRS REPLACE. | 16,000 HRS RE-TORQUE 22,000 HRS REPLACE. | RE-TORQUE CONTROLLED BY PCI D0516, REPLACEMENT CONTROLLED BY PCI D0516A. REPLACED 5/23/94, TAT 52,297.8 BY AIA R/O 870-98. <u>ACTIVE</u> . | |
| 52-82 R3 | FORWARD UPPER CARGO DOOR LATCH SPOOL FITTING ATTACH BOLTS. | ALL DC-8 WITH FACTORY CARGO DOOR. | REPLACE ATTACH BOLTS. R3 IS ACCEPTABLE. | N/A | 31-Dec-1993 | REFERENCE AD 81-02-05 AND 90-19-13. <u>DOES NOT APPLY MONARCH CARGO DOOR INSTALLED.</u> | |
| 52-83 R1 | UPPER CARGO DOOR LATCH SPOOL BOLTS AND LATCH HOOKS. | ALL DC-8 WITH FACTORY CARGO DOOR. | REPLACE CRACKED SPOOL BOLTS AND LATCHES. INITIAL RELEASE THROUGH R1 ACCEPTABLE. | N/A | 31-Dec-1993 | <u>DOES NOT APPLY MONARCH CARGO DOOR INSTALLED.</u> | |
| 53-41 R2 | DOMED AFT PRESSURE BULKHEAD. | SERIES -50 AND PRIOR WITH DOMED BULKHEAD. | INSTALL DOUBLERS, ANGLES AND CHANNELS ON BULKHEAD CENTER SECTION STRUCTURE. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. | |

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| REGISTRATION - N870BX | | FUS # 445 | S/N - 46036 | MODEL - DC-8-63 | DELIVERY DATE 27-March-1969 | | |
|-----------------------|---|--|---|-----------------|-----------------------------|----------------|--|
| S/B | TITLE | EFFECTIVITY | RECOMMENDED ACTION | REPEAT INSP | THRESHOLD | ACCOMPLISHMENT | |
| 53-46 R2 | AFT PRESSURE BULKHEAD VERTICAL ANGLES. | SERIES -50 WITH FLAT BULKHEADS AND SERIES -60 AND -70. | INSTALL STRAPS PER S/B. ACCEPTABLE. | R2 IS | N/A | 31-Dec-1993 | DOES NOT APPLY TO FUSELAGE NUMBER 445. APPLIES TO FUSELAGE 351 AND PRIOR ONLY. |
| 53-73 R1 | AFT PRESSURE BULKHEAD WEB. | SERIES -50 WITH FLAT BULKHEADS AND SERIES -60 AND -70. | INSTALL DOUBLERS ON BULKHEAD WEB. ADDITIONAL WORK REQUIRED IF MODIFIED BY INITIAL RELEASE. ACCEPTABLE. | R1 IS | 3,600 HRS | 100,000 HRS | MODIFICATION CONTROLLED BY PCI D5308A. INSPECTION CONTROLLED BY PCI D5308. LAST INSPECTED 1/12/98, TAT 56938.7, AIA R/O 870-208. <u>ACTIVE</u> . |
| 54-10 R4 | OUTBOARD PYLON, INBOARD SKIN. | SERIES -50 AND PRIOR. | REPLACE PYLON INBOARD SKIN. INITIAL RELEASE THROUGH R4 ACCEPTABLE. | | N/A | 31-Dec-1992 | REFERENCE AD 67-05-03. DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-17 R2 | STIFFENER TO PYLON JUNCTION BOX. | SERIES -50 AND PRIOR. | INSTALL STIFFENER BETWEEN ENGINE PYLON JUNCTION BOX AND PYLON TUNNEL. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | | N/A | 31-Dec-1992 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-19 R1 | PYLON SLIP STRUT AFT FITTING TO CANTED BULKHEAD ATTACH BOLTS. | FUSELAGE 103 AND PRIOR. | RETORQUE BOLTS THRU OUTBD PYLON SLIP STRUT AFT, ATTACH FITTING TO CANTED BULKHEAD. INITIAL RELEASE AND R1 ACCEPTABLE. | | N/A | 31-Dec-1993 | DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-20 R2 | PYLON DRAIN FITTING SUPPORTS. | FUSELAGE 123 AND PRIOR. | REMOVE AND REPLACE UPPER AFT DRAIN FITTING SUPPORTS. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | | N/A | 31-Dec-1993 | DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-21 R1 | INBOARD AND OUTBOARD PYLON AFT FAIRINGS. | FUSELAGE 68 AND PRIOR. | REPLACE INBD AND OUTBD AFT PYLON FAIRINGS. INITIAL RELEASE AND R1 ACCEPTABLE. | | N/A | 31-Dec-1993 | DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-25 R2 | OUTBOARD PYLON AFT FLEXIBLE RIB. | FUSELAGE 150 AND PRIOR. | REPLACE #1 AND #4 AFT FLEXIBLE RIB INSTALLATION. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | | N/A | 31-Dec-1993 | DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-30 R6 | PYLON - STRUCTURAL IMPROVEMENT. | SERIES -50 AND PRIOR WITH JT3C OR JT4 ENGINES. | INSTALL DOUBLERS. INITIAL RELEASE THROUGH R6 ACCEPTABLE. | | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-31 R5 | PYLON - STRUCTURAL IMPROVEMENT. | SERIES -50 AND PRIOR WITH CONWAY ENGINES. | INSTALL DOUBLERS. INITIAL RELEASE THROUGH R5 ACCEPTABLE. | | N/A | 31-Dec-1993 | REFERENCE AD 67-05-02. DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-32 R5 | PYLON - STRUCTURAL IMPROVEMENT. | SERIES -50 AND PRIOR WITH JT3D ENGINES. | INSTALL DOUBLERS. INITIAL RELEASE THROUGH R5 ACCEPTABLE. | | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-33 R2 | OUTBOARD PYLON - UPPER SPAR. | SERIES -50 AND PRIOR. | INSTALL DOUBLERS AND ANGLES. ACCEPTABLE. | R1 AND R2 | N/A | 31-Dec-1993 | REFERENCE AD 62-27-04 AND 67-05-03. DOES NOT APPLY TO -60 AND -70 SERIES. |

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| S/B | TITLE | EFFECTIVITY | RECOMMENDED ACTION | REPEAT INSP | THRESHOLD | ACCOMPLISHMENT |
| 54-34 R2 | INBOARD PYLON - UPPER SPAR, INBOARD CAP. | FUSELAGE 204 AND PRIOR WITH STD WING. | INSTALL ANGLES AND STRAPS. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | REFERENCE AD 65-05-02. DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-35 R1 | OUTBOARD PYLON - UPPER SPAR CAPS. | SERIES -50 AND PRIOR. | INSTALL ANGLES AND STRAPS. INITIAL RELEASE AND R1 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-38 R4 | PYLON ACCESS DOOR DOUBLER. | SERIES -50 AND PRIOR. | INSTALL DOUBLERS. INITIAL RELEASE THROUGH R4 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-41 R2 | #1 AND #4 PYLON STRUCTURE. | SERIES -50 AND PRIOR. 61, 61F. | INSTALL DOUBLERS. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -63 MODEL. |
| 54-42 R1 | OUTBOARD PYLON STUB WING STRUCTURE. | SERIES -50 AND PRIOR. | INSTALL S/B KIT. INITIAL RELEASE AND R1 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-43 R3 | CANTED BULKHEAD - PYLON MAIN FRAME. | FUSELAGE 319 AND PRIOR. | INSTALL REQUIRED STRAPS AND ANGLES. INITIAL RELEASE THROUGH R3 ACCEPTABLE. | N/A | 31-Dec-1993 | REFERENCE AD 67-05-03. DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-44 R2 | MAIN FRAME - PYLON "D" DUCT SPAR. | SERIES -50 AND PRIOR. | INSTALL SPAR CAP SEGMENT AND SPLICE ANGLES. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | REFERENCE AD 67-05-03. DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-47 R1 | VAPOR SEAL - INBOARD AFT PYLON PIPING TROUGHS. | -62 AND -63 PRIOR TO FUSELAGE 340. | INSTALL VAPOR SEALS PER S/B. INITIAL RELEASE AND R1 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO FUSELAGE NUMBER 445. |
| 54-51 R2 | OUTBOARD PYLON STUB WING STRUCTURE. | SERIES -50 AND PRIOR. | INSTALL DOUBLERS AND ANGLES. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -60 AND -70 SERIES. |
| 54-57 R2 | OUTBOARD PYLON UPPER SPAR STRUCTURE. | SERIES -50 AND PRIOR. -61. | REPLACE #1 AND #4 UPPER SPAR STRUCTURE PER S/B KIT. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | N/A | 31-Dec-1993 | REFERENCE AD 67-05-03. DOES NOT APPLY TO -63 MODEL. |
| 54-58 | WING SKIN PYLON SUPPORT. | -62 AND -63. | INSTALL SHIMS AND REQUIRED FASTENERS PER THE S/B. | N/A | 31-Dec-1993 | INSP 1/13/94, TAT 51,809.0 BY FAUCETT. NO DEFECTS. MOD NOT REQUIRED PER S/B. <u>TERMINATED</u> . |
| 54-62 R1 | OUTBOARD PYLON STUB WING STRUCTURE. | SERIES -50 AND PRIOR. -61 AND 61F PRIOR TO FUSFI AGF 448 | INSTALL REPLACEMENT LEADING EDGE ASSEMBLIES. INITIAL RELEASE AND R1 ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -63 MODEL. |
| 54-73 R5 | OUTBOARD PYLON LOWER SPAR CAPS. | SERIES -50 AND PRIOR. -61 AND 61F. | INSTALL STRAPS, DOUBLERS AND GUSSETS. R5 IS ACCEPTABLE. | N/A | 31-Dec-1993 | DOES NOT APPLY TO -63 MODEL. |
| 54-74 | OUTBOARD PYLON LOWER SPAR CAPS. | SERIES -50 AND PRIOR. -61 AND 61F. | INSTALL DOUBLER PER S/B REWORK. | N/A | 100,000 HRS | DOES NOT APPLY TO -63 MODEL. |
| 54-75 R1 | #1 AND #4 PYLON ATTACH BOLTS. | SERIES -50 AND PRIOR. -61 AND 61F. | REPLACE BOLTS. INITIAL RELEASE AND R1 ACCEPTABLE. | N/A | 31-Dec-1991 | DOES NOT APPLY TO -63 MODEL. |

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| S/B | TITLE | EFFECTIVITY | RECOMMENDED ACTION | REPEAT INSP | THRESHOLD | ACCOMPLISHMENT |
| 54-76 R1 | #2 AND #3 UPPER INBOARD SPAR CAPS. | SERIES -61 AND PRIOR. | INSTALL STRAPS ON SPAR CAP. INITIAL RELEASE AND R1 ACCEPTABLE. | 1,500 HRS | 100,000 HRS | DOES NOT APPLY TO -63 MODEL. |
| 54-92 R1 | PYLON THRUST LINK ASSEMBLY. | -62, -62F, -63 AND 63F. | - MODIFY PER S/B INSTRUCTIONS. INITIAL RELEASE AND R1 ACCEPTABLE. | N/A | 100,000 HRS | MODIFIED 7/6/93, TAT 51,066.1 AIA R/O 870-75. <u>TERMINATED</u> . |
| 54-95 | PYLON ATTACH BOLTS. | SERIES -60 AND PRIOR. | REPLACE PYLON TO WING ATTACH BOLTS. | 16,000 HRS RE-TORQUE 22,000 HRS RFPI ACF. | 16,000 HRS RE- TORQUE 22,000 HRS REPLACE. | DOES NOT APPLY TO -63 MODEL. |
| 55-15 R3 | HORIZONTAL STABILIZER CONSTANT SECTION. | ALL | REPLACE UPPER AFT PANEL AND UPPER AFT SPAR CAP. INITIAL RELEASE THROUGH R3 ACCEPTABLE | 1,800 HRS 6 MO (VIS) 3,600 HRS 12 MO (NDT) | 31-Dec-1995 | REPLACED SPAR CAP AND AFT PANEL 11/21/95, TAT 54,598.2 AIA R/O 870-150. CURRENTLY INSP ONLY. CONTROLLED BY ATI PCI D5515 & D5515A FOR VISUAL INSP OR D5515B & D5515C FOR NDT INSP. LAST NDT INSP C/W, 8/20/99, TAT 58303.9, TAC 28763. LAST VIS INSP C/W LOG PAGE 81839, 8/18/2000, TAT 59240.0, TAC 29206. <u>ACTIVE</u> . |
| 57-30 R3 | WING LOWER FRONT SPAR CAP | ALL | INSTALL DOUBLERS AND ANGLES PER S/B REWORK. | N/A | 31-Dec-1997 | C/W BY AIA RO 868-169, 8/21/97. ALL SPAR CAPS FOUND TO BE T-73 MATERIAL. <u>TERMINATED</u> |
| 57-34 R3 | WING UPPER FRONT SPAR CAP. | ALL | INSTALL DOUBLERS AND ANGLES PER S/B REWORK. | N/A | 31-Dec-1997 | DOES NOT APPLY PER S/B EFFECTIVITY. |
| 57-72 R2 | WING UPPER FRONT SPAR CAP. | ALL | SHOT PEEN SPAR CAP AND REPAIR AS REQUIRED PER THE S/B REWORK. | N/A | 31-Dec-1997 | C/W BY AIA RO 870-170, 8/27/97, ALL SPAR CAPS FOUND TO BE T-73 MATERIAL. <u>TERMINATED</u> |
| 57-82 R1 | FRONT LOWER SPAR CAP | SERIES -50 AND PRIOR. -61, -61F, AND -71F. | STRESS COIN ATTACH HOLES PER S/B. INITIAL RELEASE AND R1 ACCEPTABLE. | 4,200 HRS | 100,000 HRS | DOES NOT APPLY TO -63 MODEL. |
| 57-83 R5 | LOWER WING SKIN AND LOWER FRONT SPAR. | -62 AND -63. | INSPECT FOR CRACKS PER THE S/B AND REPAIR AS REQUIRED. R2 THROUGH R5 ACCEPTABLE. | N/A | 100,000 HRS | MODIFIED 10/21/78 BY AIR CANADA E.O. 8-356A. <u>TERMINATED</u> . |
| 57-84 R4 | LOWER WING SKINS AT PYLONS. | -62 AND -63. | INSTALL DOUBLERS PER THE S/B KIT. R1 THROUGH R4 ACCEPTABLE. | 1,000 LDG | 94,000 HRS | MODIFIED 10/21/78 BY AIR CANADA E.O. 8-356A. <u>TERMINATED</u> . |
| 57-86 R1 | WING UPPER AFT SKIN PANEL. | ALL | INSTALL DOUBLERS. INITIAL RELEASE AND R1 ACCEPTABLE. | 7,200 HRS | 100,000 HRS | CURRENTLY INSPECTION ONLY. MODIFICATION CONTROLLED BY PCI D5786A. INSPECTION CONTROLLED BY JOB CARDS 53813 AND 64013 AND PCI D5786. LAST INSP/C/W BY AIA, RO 870-210, 1/12/98, TAT 56938.7. <u>ACTIVE</u> . |
| 57-87 R2 | FRONT SPAR PYON SUPPORT FITTINGS. | -62, -62F, -63 AND 63F. | - REPLACE SUPPORT FITTINGS WITH NEW MATERIAL FITTINGS. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | 10,800 HRS YEAR | 4 31-Dec-1993 | REFERENCE AD 79-19-10. ALL FITTINGS VERIFIED 7075-T73 MATERIAL 6/15/99, DEE HOWARD, N/R #22808. <u>TERMINATED</u> . |

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| S/B | TITLE | EFFECTIVITY | RECOMMENDED ACTION | REPEAT INSP | THRESHOLD | ACCOMPLISHMENT | |
| 57-88 R3 | LOWER INBOARD AFT WING SKIN PANELS. | ALL | INSTALL DOUBLERS. INITIAL RELEASE THROUGH R3 ACCEPTABLE. | 3,600 HRS | 100,000 HRS | REFERENCE AD 80-22-01. MOD CONTROLLED BY PCI D5702E. INSP CONTROLLED BY PCI 5702A. LAST INSP C/W BY AIA, 1/14/98, RO 870-205, TAT 56938. <u>ACTIVE</u> . | |
| 57-89 R5 | FRONT SPAR LOWER CAP. | SERIES -50 AND PRIOR. -61 AND 61F. | INSPECT FOR CRACKS AND REPAIR AS REQUIRED. INITIAL RELEASE THROUGH R5 ACCEPTABLE. | 3,600 HRS | 100,000 HRS | DOES NOT APPLY TO -63 MODEL. | |
| 57-90 R2 | FRONT SPAR LOWER CAP. | SERIES -50 AND PRIOR. -61, -61F, 71 AND -71F. | INSPECT FOR CRACKS AND REPAIR AS REQUIRED. INITIAL RELEASE THROUGH R2 ACCEPTABLE. | 3,600 HRS YEAR | 1 | 100,000 HRS | DOES NOT APPLY TO -63 MODEL. |
| 57-100 R1 | OUTER WING - LOWER WING SKIN AT STRINGER 64 END FITTING | SERIES -70 AND PRIOR | INSPECT FOR CRACKS AND REPAIR AS REQUIRED. INITIAL RELEASE THROUGH R1 ACCEPTABLE. | N/A | 26-Aug-2000 | VISUAL & EDDY CURRENT INSP OF LH & RH WING SKIN AT STRINGER 64 END FITTING. CONDITION 1 NOTED. NO CRACKS IN SKIN/FASTENER HOLES. ACCOMPLISHMENT OF PREVENTITIVE MOD. OF STRINGER 64 END FITTING HOLES WILL BE ACCOMPLISHED IAW ATI EO 57-DC8-956. <u>ACTIVE</u> . | |