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

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August 26, 2010

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. Thomas W. Horton
President
American Airlines, Inc.
DFW Int'l Airport
P.O. Box 619616, MD HDQZNAA
DFW Airport, TX 75261-9616

Enforcement Investigative Report No.: 2008SW210302 [consolidated with 2008SW210209, 2008SW210210 and 2008SW210214]

Dear Mr. Horton:

Based on a report of investigation, it appears that:

1. American Airlines, Inc. (AA) holds Air Carrier Operating Certificate No. AALA025A and Operations Specifications issued under Part 121 of the Federal Aviation Regulations (FAR) authorizing it to engage in scheduled passenger-carrying operations as a domestic air carrier.

2. AA's Operations Specifications require that each aircraft authorized for use be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in the operations specifications.

3. At all times pertinent herein, AA operated the MD80 aircraft listed in paragraphs 14 and 16 in its Part 121 operations.

4 At all times pertinent herein, AA maintenance personnel performed maintenance on aircraft addressed in paragraph 3.

5. Airworthiness Directive (AD) 2006-15-15 required as follows:

    a) for airplanes in Configurations 1 through 4, as defined in Boeing Alert Service Bulletin MD80-29A070, Revision 1, dated July 28, 2005, within 18 months after the effective date of the AD, a one-time general visual inspection for chafing or signs of arcing of the wire bundle for auxiliary hydraulic pump, all applicable corrective and other specified actions, in accordance with the Accomplishment Instructions of the service bulletin;

b) for airplanes in Configuration 4, as defined in Boeing Alert Service Bulletin MD80-29A070, Revision 1, dated July 28, 2005, within 18 months after the effective date of the AD, installation of additional protective sleeving on the upper portion of the auxiliary hydraulic pump wire assembly in accordance with the procedures under Configuration 4 in the Accomplishment Instructions of the service bulletin.

c) actions accomplished before the effective date of this AD in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-29A070, dated August 3, 2004, are acceptable for compliance with paragraph (a) of this AD, except that the additional requirements of paragraph (b) of this AD must be done on airplanes in Configuration 4, as defined in Boeing Alert Service Bulletin MD80-29A070, Revision 1, dated July 28, 2005.

6. AD 2006-15-15 is applicable to the aircraft listed in paragraph 3.

7. The aircraft alleged in paragraph 3 were within Configurations 1-4.

8. AD 2006-15-15 which required compliance by performance of the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-29A070, Revision 1, dated July 28, 2005, [hereinafter referred to as Rev 1] became effective on September 5, 2006, with compliance required by March 5, 2008.

9. However, AD 2006-15-15, as stated in Paragraph 5(c) above, credited compliance with paragraph (a) of the AD if those actions were accomplished before the effective date of the AD in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-29A070, dated August 3, 2004, [hereinafter referred to as Rev 0] thereby only requiring accomplishment of the steps addressed in Paragraph 5(b) above.

10. AA's method of compliance with the requirements of AD 2006-15-15 was by having its maintenance personnel comply with its Engineering Change Order (ECO) K3053, versions K3053AA through K3053AK.

11. AA's attempted compliance with AD 2006-15-15 as addressed in paragraph 9, above, was by performance of ECO K3053 revisions AA-AE.

12. AA's attempted compliance with AD 2006-15-15 [not through previous accomplishment under Rev 0, but rather through accomplishment of Rev 1], was by performance of ECO K3053 revisions AF-AK.

13. AA claimed compliance with the requirement to accomplish the steps addressed in Paragraph 5(b) above [(b) of AD 2006-15-15] by accomplishment of ECO K3229.

14. AA advised the Federal Aviation Administration (FAA), it had complied with the

Accomplishment Instructions of Rev 0 before the effective date of the AD, thereby requiring compliance with the requirements contained in Rev 0 and Paragraph (b) of AD 2006-15-15 on the following aircraft listed:

	N #	ECO K3053 version	signoff date
A-1	N439AA	AD	04-15-05
A-2	N9402W	AD	03-30-05
A-3	N954U	AD	05-12-05
A-4	N413AA	AD	04-12-05
A-5	N223AA	AD	04-22-05
A-6	N479AA	AC	02-04-05
A-7	N7527A	AD	04-01-05
A-8	N963TW	AD	04-14-05
A-9	N931TW	AD	05-30-05
A-10	N298AA	AD	03-11-05
A-11	N405A	AE	08-22-05
A-12	N7539A	AD	03-15-05
A-13	N219AA	AD	04-01-05
A-14	N571AA	AB	12-14-04
A-15	N596AA	AD	05-27-05
A-16	N9628W	AB	01-17-05
A-17	N233AA	AB	01-14-05
A-18	N70524	AE	10-18-05
A-19	N76201	AD	02-23-05
A-20	N218AA	AE	08-05-05
A-21	N227AA	AE	11-09-05
A-22	N76200	AD	04-01-05
A-23	N248AA	AD	06-01-05
A-24	N249AA	AD	05-11-05
A-25	N258AA	AE	07-13-05
A-26	N278AA	AD	02-25-05
A-27	N289AA	AE	08-03-06
A-28	N292AA	AB	12-15-04
A-29	N293AA	AD	03-25-05
A-30	N297AA	AE	06-24-05
A-31	N400AA	AD	06-10-05
A-32	N402A	AB	01-10-05
A-33	N403A	AE	07-18-05
A-34	N70404	AE	08-17-05
A-35	N407AA	AE	10-05-05
A-36	N408AA	AD	05-18-05
A-37	N409AA	AE	10-10-05
A-38	N410AA	AE	10-17-05
A-39	N411AA	AB	01-21-05
A-40	N33414	AD	03-29-05

A-41	N415AA	AB	01-19-05
A-42	N416AA	AB	12-16-04
A-43	N418AA	AC	03-03-05
A-44	N419AA	AD	04-06-05
A-45	N422AA	AD	04-11-05
A-46	N423AA	AD	03-07-05
A-47	N424AA	AD	03-29-05
A-48	N427AA	AD	04-04-05
A-49	N428AA	AE	08-01-05
A-50	N429AA	AD	05-17-05
A-51	N430AA	AD	04-13-05
A-52	N433AA	AD	03-14-05
A-53	N434AA	AB	01-21-05
A-54	N435AA	AD	04-08-05
A-55	N442AA	AD	05-13-05
A-56	N73444	AD	04-05-05
A-57	N449AA	AD	05-10-05
A-58	N453AA	AD	03-08-05
A-59	N454AA	AD	03-10-05
A-60	N461AA	AD	04-13-05
A-61	N465AA	AD	04-15-05
A-62	N467AA	AC	02-08-05
A-63	N471AA	AC	02-10-05
A-64	N477AA	AD	03-30-05
A-65	N478AA	AD	03-17-05
A-66	N481AA	AD	05-17-05
A-67	N482AA	AC	02-01-05
A-68	N483A	AD	05-27-05
A-69	N484AA	AD	05-21-05
A-70	N485AA	AD	04-07-05
A-71	N487AA	AD	06-16-05
A-72	N488AA	AE	06-29-05
A-73	N489AA	AE	07-08-05
A-74	N490AA	AA	05-10-04
A-75	N491AA	AE	08-02-05
A-76	N493AA	AD	05-11-05
A-77	N495AA	AD	06-06-05
A-78	N496AA	AE	09-06-05
A-79	N497AA	AE	07-13-05
A-80	N955U	AD	05-04-05
A-81	N9302B	AD	06-06-05
A-82	N9304C	AD	06-02-05
A-83	N9405T	AD	04-13-05
A-84	N9406W	AD	02-28-05
A-85	N9407R	AD	02-03-05
A-86	N948TW	AB	02-16-05

A-87	N9409F	AD	03-07-05
A-88	N9412W	AC	02-12-05
A-89	N9413T	AD	04-21-05
A-90	N9420D	AB	01-11-05
A-91	N9414W	AD	02-22-05
A-92	N9616G	AD	02-21-05
A-93	N9618A	AE	08-04-05
A-94	N9619V	AD	03-21-05
A-95	N9621A	AD	03-14-05
A-96	N9622A	AD	03-17-05
A-97	N9625W	AD	04-01-05
A-98	N9626F	AD	03-15-05
A-99	N9627R	AD	03-11-05
A-100	N9630A	AD	05-26-05
A-101	N961TW	AD	03-29-05
A-102	N962TW	AD	04-06-05
A-103	N964TW	AC	02-18-05
A-104	N965TW	AD	03-08-05
A-105	N967TW	AD	02-23-05
A-106	N969TW	AD	03-10-05
A-107	N970TW	AC	02-11-05
A-108	N971TW	AC	02-10-05
A-109	N972TW	AD	03-04-05
A-110	N973TW	AC	02-08-05
A-111	N974TW	AD	02-22-05
A-112	N975TW	AD	04-06-05
A-113	N976TW	AD	03-01-05
A-114	N9677W	AC	02-04-05
A-115	N978TW	AD	03-31-05
A-116	N979TW	AC	02-06-05
A-117	N980TW	AD	04-04-05
A-118	N9681B	AD	04-14-05
A-119	N982TW	AD	03-16-05
A-120	N983TW	AC	02-08-05
A-121	N984TW	AD	02-25-05
A-122	N33502	AE	09-29-05
A-123	N44503	AE	08-08-05
A-124	N505AA	AC	02-18-05
A-125	N7508	AE	10-10-05
A-126	N7509	AD	04-07-05
A-127	N513AA	AC	02-15-05
A-128	N7514A	AC	03-09-05
A-129	N516AM	AD	04-04-05
A-130	N7519A	AD	03-24-05
A-131	N7521A	AD	03-28-05
A-132	N7522A	AD	06-14-05

A-133 N59523	AD	04-27-05
A-134 N7526A	AD	05-12-05
A-135 N7528A	AD	02-18-05
A-136 N70529	AD	05-11-05
A-137 N7530	AD	05-13-05
A-138 N7532A	AD	03-01-05
A-139 N7533A	AD	03-10-05
A-140 N7535A	AC	02-04-05
A-141 N7537A	AD	05-13-05
A-142 N7538A	AE	11-15-05
A-143 N7542A	AD	03-16-05
A-144 N16545	AD	03-21-05
A-145 N7547A	AD	05-24-05
A-146 N554AA	AD	05-05-06
A-147 N556AA	AB	01-21-05
A-148 N557AN	AB	01-12-05
A-149 N560AA	AE	11-02-05
A-150 N561AA	AC	02-14-05
A-151 N562AA	AD	04-15-05
A-152 N564AA	AE	08-19-05
A-153 N565AA	AC	02-02-05
A-154 N566AA	AC	02-25-05
A-155 N568AA	AE	07-29-05
A-156 N569AA	AC	02-04-05
A-157 N570AA	AC	02-02-05
A-158 N574AA	AC	01-24-05
A-159 N576AA	AC	01-27-05
A-160 N578AA	AC	01-21-05
A-161 N579AA	AB	01-19-05
A-162 N582AA	AC	02-02-05
A-163 N583AA	AD	03-16-05
A-164 N584AA	AC	01-31-05
A-165 N585AA	AC	01-27-05
A-166 N586AA	AD	03-25-05
A-167 N588AA	AD	05-25-05
A-168 N589AA	AD	04-19-05
A-169 N590AA	AD	03-11-05
A-170 N591AA	AD	04-04-05
A-171 N593AA	AD	05-05-05
A-172 N594AA	AD	03-28-05
A-173 N595AA	AD	05-25-05
A-174 N598AA	AD	03-04-05
A-175 N208AA	AC	03-10-05
A-176 N232AA	AB	01-10-05
A-177 N234AA	AC	02-04-05
A-178 N242AA	AD	03-13-05

A-179 N412AA	AB	12-14-04
A-180 N420AA	AD	04-25-05
A-181 N77421	AE	09-08-05
A-182 N70425	AD	03-28-05
A-183 N426AA	AD	04-01-05
A-184 N432AA	AC	01-28-05
A-185 N436AA	AB	12-14-04
A-186 N437AA	AD	06-14-05
A-187 N438AA	AD	05-02-05
A-188 N441AA	AD	05-06-05
A-189 N472AA	AD	02-28-05
A-190 N473AA	AD	02-22-05
A-191 N592AA	AD	03-08-05
A-192 N492AA	AD	02-28-05
A-193 N9401W	AD	03-21-05
A-194 N9404V	AD	02-28-05
A-195 N110HM	AD	03-28-05
A-196 N951TW	AD	04-21-05
A-197 N9620D	AD	03-01-05
A-198 N9624T	AD	02-24-05
A-199 N9629H	AD	03-09-05
A-200 N966TW	AC	01-26-05
A-201 N968TW	AD	03-23-05
A-202 N3507A	AE	09-21-05
A-203 N7512A	AB	01-06-05
A-204 N7520A	AD	06-16-05
A-205 N7517A	AC	02-18-15
A-206 N7525A	AD	03-04-05
A-207 N7540A	AB	01-24-05
A-208 N7544A	AD	03-17-05
A-209 N7546A	AD	03-22-05
A-210 N7550	AD	02-17-05
A-211 N14551	AD	03-23-05
A-212 N575AM	AD	04-06-05
A-213 N577AA	AB	01-19-05
A-214 N580AA	AC	01-26-05
A-215 N581AA	AD	03-22-05
A-216 N587AA	AB	01-11-05
D-1 N417AA	AE	07-07-05
D-2 N476AA	AD	03-08-05
D-3 N207AA	AE	07-26-05
D-4 N9617R	AD	04-11-05
D-5 N563AA	AE	07-05-05
D-6 N573AA	AC	02-15-05

15. If as AA claimed, it had complied with Rev 0 before the effective date of AD 2006-15-15 on the aircraft identified in paragraph 14 above, the aircraft, regardless of their configuration (1-4), would have had the following steps completed, in order to be in compliance with the AD.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Disconnect	Plug	DC62E-24-10SN	1	From auxiliary hydraulic pump.
2	Remove/De-Pin	Plug	DC62E-24-10SN	1	From wire assembly. Keep plug.
3	Remove and Discard	Backshell Assembly	6000-175-2410 or DC40-24E	1	
4	Remove/Keep	Clamp	S79341 11 -1 OSA or S7934111-12SA or	8	Keep attaching hardware.
	Remove/Discard	Clamp	S7934111-1SA	1	Containing sense wire only
5	Disconnect	Ground Wire		1	GND 548 (2 Wires)
6	Remove Non-Continuous	Sleeving	DMS 2109 or Equivalent		
7	Install (New)	Split Sleeving	DMS 2109	As Req.	Install as follows: Slit DMS 2109, Inner Diameter 1.00 Inch in a longitudinal direction and install on wire assembly or Slide DMS 2109, Inner Diameter .75 Inch over wire assembly. Install one continuous piece starting from approximately 3 Inches below the slant panel feed through to approximately 1 inches past the inboard side of the S7934111-12SA clamp.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
					Note: Do Not Trim Off Excess DMS 2109 split sleeving at this time. Final wire assembly length will be determined in **Step 27.** Do not install DMS 2109 on Ground leads from breakout to GND 548.
		Tie Tape	DMS 2089		Install as shown.
8	Layout/Trim	Hydraulic Panel	9962172	1	Apply Alodine to protect the reworked area per standard shop practices. Apply FR Primer to the alodine protected area per standard practices.
9	Locate/Install	Bracket	TA127DC40	1	
		Rivets	MS20470AD4-5D or	2	
			MS20470AD4-5	2	Alternative Rivet.
10	Install	Clamp	S7934111-12SA	1	Push excess wire slack towards P1-32 connector.
		Clamp	S7934111-16SA	2	
		Clamp	S7934111-20SA	1	
		Bracket	TA4012F21	2	
		Nutclip	3D0039-6	2	
		Washer	NAS1252-8L	4	
		Screw	NAS1096-2-9	2	Use kept screws.
		Snap Tube	DMS 2393	1	
		Screw	NAS1096-2-8	2	
11	Install	Clamp	S7934111-1 OSA	2	Use kept clamp. Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-10	1	Use kept screw.
		Washer	NAS1149DN816H	3	Use kept washers.
		Locknut	MS21042L08	1	
12	Route	Wire Assembly	7939619	1	Hydraulic pump handle is to be in the full aft position during routing/ clamping.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
13	Install	Clamp	S7934111-10SA	1	Use kept clamp.
		Nutclip	3D0039-6	1	
		Washer	NAS1252-8L	2	Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-8	1	
14	Install	Clamp	S7913536-5	1	Push excess wire slack towards P1-32 connector.
		Clamp	S7934111-10SA	1	
		Screw	NAS1096-2-10	1	
		Washer	NAS1149DN816H	3	
		Locknut	MS21042L08	1	
15	Install	Clamp	S7913536-12	1	New clamp
		Clamp	S7934111-10SA	1	Use kept clamp. Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-10	1	
		Washer	NAS1149DN816H	3	
		Locknut	MS21042L08	1	
16	Install (Kept)	Clamp	S7934111-10SA	1	Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	
17	Install (Kept)	Clamp	S7934111-10SA	1	Position clamp to prevent riding condition against ADF coupler if installed. Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut(New)	MS21042L08	1	
18	Connect	Ground Wire		1	GND 548 (2 Wires) Electrical Bond. Refer to SWPM 20-50-00. Route long ground wires over the main wire harness to prevent a structural riding condition.
19	Install (Kept)	Clamp	S7934111-1 OSA	1	Position clamp to prevent riding condition against ADF coupler if installed. Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
20	Install	Caterpillar Grommet	MS21266-1 N	2 Inches	Only necessary if Part Number 7936937-57 (Support) is installed.
21	Install (Kept)	Clamp	S7934111-12SA	1	
		Screw	NAS1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
22	Trim	Wire Assembly	7939619	1	Wire assembly should be trimmed, if required, to allow for a smooth transition from the first clamp to the P1-32 connector, after the backshell is installed. Refer to Note 22.
23	Remove	Textile Black Overbraid		As Req.	Textile black overbraid should be trimmed to approximately 3 inches from the 90 degree backshell assembly point of entry.
24	Install	Contact	DC658S	7	If wiring was trimmed, replace existing connector contacts to wire bundle. Term Code 1122. Refer to SWPM 20. Each wire will require adjustment of length at the new 90 degree backshell point of entry. Allow enough wire to accommodate the bend. This is to prevent excess stress on the pins and contacts which can cause damage.
25	Install	90Degree Backshell Assembly	DC40-24L	1	Assemble and install the 90 degree backshell to plug assembly. Do a continuity test. Refer to SWPM 20-10-00. The final wire run must point in a downward direction to allow a smooth transition of wiring from backshell to first clamp.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
26	Connect/Lockwire	Plug	DC62E-24-10SN	1	Connect the new 90 degree plug connector assembly to the auxiliary hydraulic pump. Secure with Lockwire (.032) Inconel Annealed
27	Install/Finish	Tape	DMS 2186 Type 2	As Req.	Start installing DMS 2186, Type 2 Tape at the P1-32 backshell connector assembly and stop approximately 2 inches from the inboard side of the S7934111 12SA clamp. Refer to SWPM 20. Finish DMS 2109 Split Sleeving installation from Step 7. Stop installing approximately (1) Inch before backshell point of entry.
28	Install	Clamp	S7934111-14SA	1	New clamp.
		Screw	NAS1096-2-8	1	Use kept attaching hardware.
		Spacer	NAS43DD3-32	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	

Rev 1 Requirements

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Remove	Clamp	S7934111-16A	1	
2	Install (New)	Split Sleeving	DMS 2109	Approximately 11 inches	Install as follows: Slit DMS 2109, Inner Diameter 1.00 Inch in a longitudinal direction and install on the upper portion of the wire assembly, starting from the top of the snap tube assembly to approximately 3 Inches below the slant panel feed through. <u>NOTE:</u> During installation of the DMS 2109 sleeving, allow for a minimum of 33 percent overlap of the cut edges.
		Tie Tape	DMS 2089	As Required	Install as shown
3	Install	Clamp	S7934111-16A	1	

16. In the following aircraft, AA claimed compliance with the AD by performance of Rev 1:

	N #	ECO K3053 version	signoff date
B-1	N271AA	AF	09-27-06
B-2	N463AA	AF	07-04-06
B-3	N76202	AG	11-10-06
B-4	N236AA	AF	09-18-06
B-5	N241AA	AF	10-06-06
B-6	N244AA	AF	07-07-06
B-7	N245AA	AF	07-27-05
B-8	N253AA	AF	03-13-06
B-9	N259AA	AF	06-02-06
B-10	N266AA	AF	06-09-06
B-11	N279AA	AF	09-28-06
B-12	N290AA	AF	02-06-06
B-13	N440AA	AF	12-07-05
B-14	N445AA	AF	09-26-06
B-15	N447AA	AF	05-17-06
B-16	N448AA	AF	07-17-06
B-17	N450AA	AF	05-30-06
B-18	N457AA	AF	06-28-06
B-19	N458AA	AF	06-04-06
B-20	N459AA	AF	06-01-06
B-21	N460AA	AF	06-27-06
B-22	N462AA	AF	06-08-06
B-23	N464AA	AF	05-13-06
B-24	N466AA	AF	05-19-06
B-25	N469AA	AF	06-06-06
B-26	N474AA	AF	06-30-06
B-27	N498AA	AF	03-16-06
B-28	N499AA	AF	02-01-06
B-29	N70504	AF	02-28-06
B-30	N7506	AF	03-27-06
B-31	N7531A	AF	04-25-06
B-32	N7534A	AF	03-09-06
B-33	N7536A	AF	03-10-06
B-34	N7543A	AF	05-24-06
B-35	N7548A	AF	08-01-06
B-36	N7549A	AF	08-01-06
B-37	N553AA	AF	09-27-06
B-38	N555AN	AF	06-28-06
B-39	N558AA	AF	07-24-06
B-40	N559AA	AF	09-07-06
B-41	N599AA	AF	06-07-06

B-42	N214AA	AF	04-11-06
B-43	N246AA	AF	02-06-06
B-44	N262AA	AF	08-29-06
B-45	N274AA	AF	06-13-06
B-46	N283AA	AF	09-11-06
B-47	N287AA	AF	08-21-06
B-48	N406A	AF	02-02-06
B-49	N431AA	AF	04-18-06
B-50	N446AA	AF	07-24-06
B-51	N451AA	AF	05-24-06
B-52	N452AA	AF	08-15-06
B-53	N455AA	AF	08-17-06
B-54	N456AA	AF	05-28-06
B-55	N597AA	AF	05-31-06
B-56	N480AA	AF	07-28-06
B-57	N501AA	AF	03-29-06
B-58	N510AM	AF	02-07-06
B-59	N567AM	AF	06-29-06
B-60	N572AA	AF	03-17-06
C-1	N251AA	AF	06-05-06
C-2	N255AA	AF	05-22-06
D-7	N475AA	AF	06-22-06
D-8	N443AA	AF	09-19-06

17. To be in compliance with the AD through performance of Rev 1, regardless of the configuration (1-4), the aircraft identified in paragraph 16 above, were required to have had the following steps completed, in accordance with the requirements of the Accomplishment Instructions of Rev 1.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Disconnect	Plug	DC62E-24-10SN	1	From auxiliary hydraulic pump.
2	Remove/De-Pin	Plug	DC62E-24-10SN	1	From wire assembly. Keep plug.
3	Remove and Discard	Backshell Assembly	6000-175-2410 or DC40-24E	1	
4	Remove/Keep	Clamp	S7934111-10SA or S7934111-12SA or	8	Keep attaching hardware.
	Remove/Discard	Clamp	S7934111-1 SA	1	Containing sense wire only.
5	Disconnect	Ground Wire		1	GND 548 (2 Wires)

6	Remove Non-Continuous	Sleeving	DMS 2109 or Equivalent		
7	Install (New)	Split Sleeving	DMS 2109	As Req.	Install as follows: Slit DMS 2109, Inner Diameter 1.00 Inch in a longitudinal direction and install on wire assembly or Slide DMS 2109, Inner Diameter.75 Inch over wire assembly. Install one continuous piece starting from approximately 3 Inches below the slant panel feed through to approximately 1 inches past the inboard side of the S7934111-12SA clamp. **Note:** During installation of the DMS 2109 sleeving, allow for a minimum of 33 percent overlap of the cut edges. **Note:** Do Not Trim Off Excess DMS 2109 split sleeving at this time. Final wire assembly length will be determined in Step 27. Do not install DMS 2109 on Ground leads from breakout to GND 548
		Tie Tape	DMS 2089		Install as shown.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
8	Layout/Trim	Hydraulic Panel	9962172	1	Apply Alodine to protect the reworked area per standard shop practices. Apply FR Primer to the alodine protected area per standard practices.
9	Locate/Install	Bracket	TA127DC40	1	
		Rivets	MS20470AD4-5D	2	
			or MS20470AD4-5	2	Alternative Rivet.
10	Install	Clamp	S7934111-12SA	1	Push excess wire slack towards P1-32 connector.
		Clamp	S7934111-16SA	2	
		Clamp	S7934111-20SA	1	
		Bracket	TA4012F21	2	
		Nutclip	3D0039-6	2	
		Washer	NAS1252-8L	4	
		Screw	NAS1096-2-9	2	Use kept screws.
		Snap Tube	DMS 2393	1	
		Screw	NAS1096-2-8	2	
11	Install	Clamp	S7934111-10SA	2	Use kept clamp. Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-10	1	Use kept screw.
		Washer	NAS1149DN816H	3	Use kept washers.
		Locknut	MS21042L08	1	
12	Route	Wire Assembly	7939619	1	Hydraulic pump handle is to be in the full aft position during routing/ clamping. **Note:** Airfoil Ice Protection System overheat sensor connector wires, P1-665 are to be routed with the auxiliary hydraulic pump motor connector P1-32 wires.
13	Install	Clamp	S7934111-10SA	1	Use kept clamp.
		Nutclip	3D0039-6	1	
		Washer	NAS1252-8L	2	Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-8	1	

'STEP	TASK	NAME	PART NUMBER	QTY	NOTES
14	Install	Clamp	S7913536-5	1	Position/orientate clamps to prevent a riding condition with the surrounding structure and/or sump jar installed in the outboard position of the wheel well frame on some airplanes. Push excess wire slack towards P1-32 connector.
		Clamp	S793411 1 -10SA	1	
		Screw	NAS1 096-2-10	1	
		Washer	NAS1149DN816H	3	
		Locknut	MS21042L08	1	
15	Install	Clamp	S7913536-12	1	New clamp
		Clamp	S7934111-10SA	1	Use kept clamp. Position/orientate clamps to prevent a riding condition with the surrounding structure and/or sump jar installed in the outboard position of the wheel well frame on some airplanes. Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-10	1	
		Washer	NAS1149DN816H	3	
		Locknut	MS21042L08	1	
16	Install (Kept)	Clamp	S7934111-10SA	1	Push excess wire slack towards P1-32 connector.
		Screw	NAS1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	
17	Install (Kept)	Clamp	S7934111-10SA	1	Position clamp to prevent riding condition against ADF coupler if installed. Push excess wire slack towards P1-32 connector.
		Screw	NAS 1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	
18	Connect	Ground Wire		1	GND 548 (2 Wires) Electrical Bond. Refer to SWPM 20-50-00. Route long ground wires over the main wire harness to prevent a structural riding condition.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
19	Install (Kept)	Clamp	S7934111-10SA	1	Position clamp to prevent riding condition against ADF coupler if installed. Push excess wire slack towards P1-32 connector.
		Screw	NAS 1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	
20	Install	Caterpillar Grommet	MS21266-1 N	2 Inches	Only necessary if Part Number 7936937-57 (Support) is installed.
21	Install (Kept)	Clamp	S7934111-12SA	1	
		Screw	NAS1096-2-8	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	
22	Trim	Wire Assembly	7939619	1	Wire assembly should be trimmed, if required, to allow for a smooth transition from the first clamp to the P1-32 connector, after the backshell is installed. Refer to Note 22.
23	Remove	Textile Black Overbraid		As Req.	Textile black overbraid should be trimmed to approximately 3 inches from the 90 degree backshell assembly point of entry.
24	Install	Contact	DC658S	7	If wiring was trimmed, replace existing connector contacts to wire bundle. Term Code 1122. Refer to SWPM 20. Each wire will require adjustment of length at the new 90 degree backshell point of entry. Allow enough wire to accommodate the bend. This is to prevent excess stress on the pins and contacts which can cause damage.
25	Install	90 Degree Backshell Assembly	DC40-24L	1	Assemble and install the 90 degree backshell to plug assembly. Do a continuity test. Refer to SWPM 20-10-00. The final wire run must point in a downward direction to allow a smooth transition of wiring from backshell to first clamp.
26	Connect/Lockwire	Plug	DC62E-24-10SN	1	Connect the new 90 degree plug connector assembly to the auxiliary hydraulic pump. Secure with Lockwire (.032) Inconel Annealed

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
27	Install/Finish	Tape	DMS 2186 Type 2	As Req.	Start installing DMS 2186, Type 2 Tape at the P1-32 backshell connector assembly and stop approximately 2 inches from the inboard side of the S79341 11 - 12SA clamp. Refer to SWPM 20. Finish DMS 2109 Split Sleeving installation from **Step 7**. Stop installing approximately (1) Inch before backshell point of entry.
28	Install	Clamp	S7934111-14SA	1	New clamp.
		Screw	NAS1096-2-8	1	Use kept attaching hardware.
		Spacer	NAS43DD3-32	1	
		Washer	NAS1252-8L	2	
		Locknut (New)	MS21042L08	1	

18. On or about December 12, 2006, AA released ECO K3064AA to re-verify the work accomplished by ECOs K3053 and K3229 to ensure compliance with AD 2006-15-15. [This ECO encompassed requirements contained in ECO K3053 and K3229 and referenced Rev 1]

19. AA records show ECO K3064AA was accomplished on the aircraft listed in paragraphs 14 and 16 above.

20. On or about March 13, 2008, the Director of Flight Standards Service issued Notice 8900.36, Special Emphasis Validation of Airworthiness Directive Oversight requiring completion of a two phase special emphasis inspection to validate the FAA's system for overseeing air carrier management of ADs.

21. Phase 1 of Notice 8900.36 instructed aviation safety inspectors (ASIs) to sample 10 ADs for each of the air carrier's fleets.

22. Phase 2 of Notice 8900.36 required the sampling of additional ADs to total 10 percent of the ADs applicable to each of the air carrier's fleets.

23. On or about March 25, 2008, in an effort of comply with Notice 8900.36, FAA ASIs identified AD 2006-15-15 for review at AA.

24. An inspection of two MD 80 aircraft being worked on at American's maintenance base in Tulsa, Oklahoma, was accomplished in order to ensure compliance with AD 2006-15-15.

25. The inspection revealed that the two aircraft, N9403W and N7518A, were not compliant with AD 2006-15-15. AA management was notified of the finding.

26. On or about March 25, 2008, and March 26, 2008, AA had its maintenance personnel re-accomplish ECO K3064AB on each operational MD 80 aircraft in order to re-inspect and re-work, if necessary, to ensure compliance with AD2006-15-15. [There were no procedural changes from ECO K3064AA. The manner in which accomplishment of this ECO was to be reported was the change made from K3064AA to K3064AB.]

27. On March 26, 2008, after performance of ECO K3064AB on the MD 80 fleet, FAA accomplished an inspection of ten MD 80 aircraft at the AA maintenance base in Tulsa, Oklahoma.

28. Two of the aircraft addressed in paragraph 27 above were in work and, as such, could not be checked for AD compliance.

29. Of the remaining eight aircraft addressed in paragraph 27 above, only one was found to be in compliance with the requirements of AD 2006-15-15. [Each aircraft will be addressed separately later in this Letter]

30. On or about April 7, 2008, FAA accomplished an inspection of nine AA MD 80 aircraft at the AA hangar complex at DFW Airport. One aircraft inspected complied with AD 2006-15-15 while the other eight were not in compliance. Also, AA personnel inspected a 10^{th} aircraft. Of these ten aircraft one complied with AD 2006-15-15 while the other nine were not in compliance.

31. On or about April 8, 2008, AA started grounding its MD 80 fleet.

32. From April 8, 2008 until April 11, 2008, AA personnel accomplished ECO K3053AK, in an effort to ensure AD 2006-15-15 was properly accomplished.

33. Page 2 of ECO-K3053AK, required the following:

    ON EACH STEP, IF THE AIRCRAFT IS IN THE CORRECT CONFIGURATION PER THE ECO STEP, SIGN THE STEP OFF AS P/A. IF THE AIRCRAFT IS NOT IN THE CORRECT CONFIGURATION PER THE ECO STEP, CORRECT THE CONFIGURATION OF THE AIRCRAFT PER THE ECO AND SIGN THE STEP OFF.

34. For aircraft addressed in paragraphs 14 and 16, review of the AA's accomplishment of ECO-K3053AK revealed findings of non-compliance in steps 7 through step 29 of the ECO where a signature existed without an accompanying P/A [steps marked N/A were treated as P/A].

35. The signoff's addressed in paragraph 34 above, demonstrate that work had not been properly performed at the time the AD work was first re-verified using ECO K3064AA released on December 12, 2006, nor was it properly done on about March 25, 2008 and March 26, 2008, when AA had its maintenance personnel re-accomplish ECO K3064AB

on each operational MD 80 aircraft in order to re-inspect and re-work, if necessary, to ensure compliance with AD 2006-15-15.

36. If AD 2006-15-15 had been properly accomplished through 1) Rev 0 or Rev 1 at the time of sign off of the AD, or 2) at the re-verification of compliance using ECO K3064AA released on December 12, 2006, or 3) on about March 25, 2008 and March 26, 2008, when AA had its maintenance personnel re-accomplish ECO K3064AB, the entries for accomplishing ECO K3053AK should have resulted in it being PA'd (previously accomplished) in its entirety.

37. The steps listed below as not being complied with on the following aircraft were signed off by AA as having been accomplished in accordance with the requirements of ECO K-3053AK from April 8, 2008 through April 11, 2008. The failure to comply with these steps resulted in the aircraft being in non-compliance with the AD.

A-1. N430AA showed non-compliance with Steps10A, 10B, 10C, 11, 12, 13, 14, 15, 16, 17, and 19. From March 28, 2008 until April 9, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-2. N9402W showed non-compliance with steps 7A, 7B, 7C, 10C, 11, 12 and 29. This aircraft was operated on three (3) passenger revenue flights on April 8, 2008, contrary to the requirements of AD 2006-15-15.

A-3. N954U showed non-compliance with steps 7 (A-C), 7D, 10C and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-4. N413AA showed non-compliance with steps 10 (except A, B, and C), 11, 13, 14, 15, 16, 17, 19, 21, 22 and 29. From April 3, 2008 until April 8, 2008, this aircraft was operated on twenty-two (22) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-5. N223AA showed non-compliance with steps 10B, 12, 16, 18, 19, 20, 21 and 22. This aircraft was not operated from March 24, 2008 until April 13, 2008.

A-6. N479AA showed non-compliance with steps 7, 10 (excludes A and B), and 10C. This aircraft was not operated From March 24, 2008 until April 13, 2008.

A-7. N7527A showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 4, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-8. N963TW showed non-compliance with steps 10 (except A and B), 10C, 11, 12, 13, 14, 15, 19, 21 and 22. From March 26, 2008 until April 16, 2008, this aircraft was operated on sixty-three (63) passenger revenue flights contrary to the requirements of

AD 2006-15-15. This aircraft continued operation in non-compliance after FAA was advised by AA the aircraft had been grounded.

A-9. N931TW showed non-compliance with step 15. From March 26, 2008 until April 5, 2008, this aircraft was operated on thirty-one (31) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-10. N298AA showed non-compliance with steps 10, 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26 and 29. From March 26, 2008 until April 14, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15. This aircraft continued operation in non-compliance after FAA was advised by AA the aircraft had been grounded.

A-11. N405A showed non-compliance with steps 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 25, 26 and 29. From March 26, 2008 until April 5, 2008, this aircraft was operated on thirty-nine (39) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-12. N7539A showed non-compliance with steps 10 (except A and B), 10C, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 29. From March 26, 2008 until April 4, 2008, this aircraft was operated on thirty-four (34) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-13. N219AA showed non-compliance with steps 10, 13, 14, 15, 16 and 17. From March 26, 2008 until April 15, 2008, this aircraft was operated on sixty-three (63) passenger revenue flights contrary to the requirements of AD 2006-15-15. This aircraft continued operation in non-compliance after FAA was advised by AA the aircraft had been grounded.

A-14. N571AA showed non-compliance with steps 7D, 10C, 16, 17 and 29. From March 27, 2008 until April 7, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-15. N596AA showed non-compliance with steps 8, 9, 10, 11, 12, 13, 14, 15, 18, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-16. N9628W showed non-compliance with steps 7, 8, 9, 10A, and 10B. From March 27, 2008 until April 9, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-17. N233AA showed non-compliance with steps 7, 10C, and 20. From March 26, 2008 until April 7, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-18. N70524 showed non-compliance with steps 14, 15, 20, and 22. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-19. N76201 showed non-compliance with steps 7D, 8, 9, 10,11,12, 13, 14, 15, 16, 17, 18,19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-20. N218AA showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 19, 21, and 22. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-21. N227AA showed non-compliance with steps 7 and 10C. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-22. N76200 showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 26, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-23. N248AA showed non-compliance with steps 7, 17, 18, 19, and 21. From March 27, 2008 until April 7, 2008, this aircraft was operated on thirty-four (34) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-24. N249AA showed non-compliance with steps 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From April 6, 2008 until April 8, 2008, this aircraft was operated on ten (10) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-25. N258AA showed non-compliance with steps 7, 10C, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-26. N278AA showed non-compliance with steps 7, 8, 9, 10A, 10B, and 20. From March 26, 2008 until April 9, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-27. N289AA showed non-compliance with steps 10C, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-28. N292AA showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated

on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-29. N293AA showed non-compliance with steps 7D, 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, and 26. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-30. N297AA showed non-compliance with steps 10 (except A, B, and C), 16, 17, 20, and 21. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-31. N400AA showed non-compliance with steps 11, 13, 14, 15, 16, 17, 18, 21, 22 and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-32. N402A showed non-compliance with step 7. From March 26, 2008 until April 7, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-33. N403A showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-one (41) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-34. N70404 showed non-compliance with steps 11, 13, 14, 15, 16, 17, 19, 21, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-35. N407AA showed non-compliance with steps 14, 15, 17, 18, and 21. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-36. N408AA showed non-compliance with steps 10 (except A, B, and C), 13, 26B, and 28. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-37. N409AA showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 19, 21, 22, 27, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-38. N410AA showed non-compliance with steps 7 and 9. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-39. N411AA showed non-compliance with steps 7D, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-40. N33414 showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-41. N415AA showed non-compliance with steps 7, 10A, 10B, and 20. From March 28, 2008 until April 8, 2008, this aircraft was operated on forty (40) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-42. N416AA showed non-compliance with steps 10 (except A, B, and C), 11, 12, 13, 14, 15, 16, 17, 19, 21, 22, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-43. N418AA showed non-compliance with steps 7, 10C, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-44. N419AA showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 26, 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-45. N422AA showed non-compliance with steps 13, 14, 15, 16, and 17. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-46. N423AA showed non-compliance with steps 10 (except A, B, and C), 16, 17, 19, 21, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-47. N424AA showed non-compliance with steps 7, 10C, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-48. N427AA showed non-compliance with steps 16, 17, 18, 19, 20, 21, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-49. N428AA showed non-compliance with steps 10C, 12, 18, 20, 22, 26, and 27. From March 26, 2008 until April 9, 2008, this aircraft was operated on sixty-five (65) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-50. N429AA showed non-compliance with steps 15, 21, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-51. N430AA showed non-compliance with step 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-52. N433AA showed non-compliance with steps 10 (except A, B, and C) and 26. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-53. N434AA showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 10, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-54. N435AA showed non-compliance with steps 11, 13, and 29. From March 26, 2008 until April 10, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-55. N442AA showed non-compliance with steps 10A and 10B, 14, 16, 17, 18, 19, and 21. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-56. N73444 showed non-compliance with steps 10 (except A and B), 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-57. N449AA showed non-compliance with steps 7, 11, 12, 13, 14, 15, 16, 17, 19, 21, 22, and 29. From March 26, 2008 until April 10, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-58. N453AA showed non-compliance with steps 7D, 10C, 14, 16, 17, 19, 21, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-59. N454AA showed non-compliance with step 7. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-60. N461AA showed non-compliance with step 7. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-61. N465AA showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-62. N467AA showed non-compliance with steps 10C, 11, 20, 21, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-63. N471AA showed non-compliance with steps 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-64. N477AA showed non-compliance with steps 7D, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 7, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-65. N478AA showed non-compliance with steps 14, 15, 16, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-66. N481AA showed non-compliance with steps 13, 14, 15, 17, 19, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-67. N482AA showed non-compliance with steps 7, 10 (exclude A and B), 10C, and 20. From March 26, 2008 until March 30, 2008, this aircraft was operated on twenty-one (21) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-68. N483A showed non-compliance with steps 11, 14, 16, 17, 18, 19, 20, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-69. N484AA showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-70. N485AA showed non-compliance with steps 8, 9, 10, 12, and 16. From March 26, 2008 until April 1, 2008, this aircraft was operated on twenty-eight (28) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-71. N487AA showed non-compliance with step 16, 17, and 26. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-72. N488AA showed non-compliance with steps 20 and 29. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-73. N489AA showed non-compliance with steps 10, 10A, 10B, 13, 14, 20, 22, and 29. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-74. N490AA showed non-compliance with steps 7, 8, 9, 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-75. N491AA showed non-compliance with steps 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-76. N493AA showed non-compliance with steps 7 and 20. From March 26, 2008 until April 7, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-77. N495AA showed non-compliance with steps 7, 8, 9, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-78. N496AA showed non-compliance with steps 13, 14, 15, 16, 17, 19, 21, 22, and 29. From March 30, 2008 until April 7, 2008, this aircraft was operated on thirty-seven (37) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-79. N497AA showed non-compliance with steps 26D and 27. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-80. N955U showed non-compliance with steps 7D, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty (60) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-81. N9302B showed non-compliance with steps 7B, 7C, 7D, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-82. N9304C showed non-compliance with steps 10, 12, 14, and 26. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-83. N9405T showed non-compliance with steps 7, 15, and 20. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-84. N9406W showed non-compliance with steps 7, 8, 10A, 10B, and 20. From March 27, 2008, until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-85. N9407R showed non-compliance with steps 7, 10Cand 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-86. N948TW showed non-compliance with steps 10, 11, 13, 14, 15, 16, 17, 19, 20, 21, 22, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-87. N9409F showed non-compliance with steps 11, 14, 15, 16, 17, 19, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-88. N9412W showed non-compliance with steps 10 and 29. From March 30, 2008 until April 8, 2008, this aircraft was operated on thirty-one (31) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-89. N9413T showed non-compliance with steps 10A, 10B, 11, 13, 14, 15, 16, 17, 19, 20, 21, 22, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-90. N9420D showed non-compliance with steps 10 (except A, B, and C) and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-91. N9414W showed non-compliance with steps 11, 13, 14, 15, 16, 17, 19, and 21. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty (40) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-92. N9616G showed non-compliance with steps 10C, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-93. N9618A showed non-compliance with step 7. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-one (41) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-94. N9619V showed non-compliance with steps 7D, 10, 10A, 10B, 11, 12, 13, 14, 17, 18, 19, 21, 22, 26 and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on thirty-seven (37) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-95. N9621A showed non-compliance with steps 10 (except A and B), 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-96. N9622A showed non-compliance with steps 10, 11, 13, 14, 15, 16, 17, 19, 20, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-97. N9625W showed non-compliance with steps 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on thirty-five (35) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-98. N9626F showed non-compliance with steps 10 (except C), 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-99. N9627R showed non-compliance with steps 10C, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-100. N9630A showed non-compliance with steps 7, 20, and, 22. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-101. N961TW showed non-compliance with steps 11, 13, 14, 15, 16, 17, 18, 19, 21, and 26. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-102. N962TW showed non-compliance with steps 7, 8, 10A, 10B, 22, 25, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-103. N964TW showed non-compliance with steps 12, 13, 14, 15, 16, 17, 18, 19, and 21. From March 26, 2008 until April 10, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-104. N965TW showed non-compliance with steps 7, 10 (except 10A), 22, and 25. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-105. N967TW showed non-compliance with steps 7, 10 (except A, B, and C), 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 27, and 29. From March 27, 2008 until April 9, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-106. N969TW showed non-compliance with steps 7D, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-107. N970TW showed non-compliance with steps 7D, 10A, 10B, 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, and 26. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-108. N971TW showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 6, 2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-109. N972TW showed non-compliance with steps 7, 10A, and 10B. From March 27, 2008 until April 8, 2008, this aircraft was operated on thirty-seven (37) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-110. N973TW showed non-compliance with steps 7D, 10A, 10B, 18, 22 and 28. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-111. N974TW showed non-compliance with steps 10 (except A, B, and C), 11, 13, 16, 17, 19, and 21. From March 26, 2008 until April 10, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-112. N975TW showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-113. N976TW showed non-compliance with steps 7D, 10C, 11, 13, 14, 15, 16, 17, 19, 20, 21, 22, 26C, 26D, and 29. From March 26, 2008 until April 8, 2008, this

aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-114. N9677W showed non-compliance with steps 7 and 10C,. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-115. N978TW showed non-compliance with steps 7, 15, 16, 22, and 25. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-116. N979TW showed non-compliance with steps 7 and 10C. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-117. N980TW showed non-compliance with steps 7, 10 (except A, B, and C), and 18,. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-118. N9681B showed non-compliance with steps 11, 13, 14, 15, 16, 17, 19, and 21. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-one (41) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-119. N982TW showed non-compliance with steps 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 25, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-120. N983TW showed non-compliance with step 10 (except A, B, and C). From March 26, 2008 until April 9, 2008, this aircraft was operated on thirty-three (33) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-121. N984TW showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-122. N33502 showed non-compliance with steps 7, 10A, 10B, 14, 20, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-123. N44503 showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-six (66) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-124. N505AA showed non-compliance with steps 7, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-125. N7508 showed non-compliance with steps 7 and 20. From March 26, 2008 until April 9, 2008, this aircraft was operated on sixty-four (64) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-126. N7509 showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-127. N513AA showed non-compliance with steps 7, 8, 9, 10A, and 10B. From March 28, 2008 until April 11, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-128. N7514A showed non-compliance with steps 7D, 10, 10C, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-129. N516AM showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-130. N7519A showed non-compliance with steps 7, 10A, 10B, 18, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-131. N7521A showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 7, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-132. N7522A showed non-compliance with steps 10 and 29. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-133. N59523 showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 3, 2008, this aircraft was operated on thirty-seven (37) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-134. N7526A showed non-compliance with steps 10 (except A and B), 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-135. N7528A showed non-compliance with steps 7, 10 (except A and B), 10C, 11, 12, 13, 14, 15, 17, 18, 19, 21, 22, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-136. N70529 showed non-compliance with steps 7, 8, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-137. N7530 showed non-compliance with steps 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-138. N7532A showed non-compliance with steps 10A, 10B, 10C, 11, 12, 13, 14, 15, 16, 17, 19, 21, 22, and 29. From March 26, 2008 until April 10, 2008, this aircraft was operated on sixty-three (63) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-139. N7533A showed non-compliance with steps 10, 26, and 27. From March 26, 2008 until April 9, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-140. N7535A showed non-compliance with steps 7, 9, 10A, 10B, and 20. From March 26, 2008 until April 10, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-141. N7537A showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 26, 27, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-142. N7538A showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-143. N7542A showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-144. N16545 showed non-compliance with steps 7, 10A, 10B, and 20. From March 27, 2008 until April 10, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-145. N7547A showed non-compliance with steps 20, 26C, and 29. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-146. N554AA showed non-compliance with step 7. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-147. N556AA showed non-compliance with steps 14, 15, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on thirty-six (36) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-148. N557AN showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-149. N560AA showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-150. N561AA showed non-compliance with steps 7A (Note 2), 10 (exclude A and B), 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 25. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-151. N562AA showed non-compliance with step 10 (exclude A, B, and C). From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-152. N564AA showed non-compliance with steps 10 (exclude A, B, and C), 11, 13, 14, 15, 16, 17, 19, 21, and 27. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-153. N565AA showed non-compliance with steps 7D, 10 (except A and B), 14, 15, 16, 17, 18, 19, 21, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-154. N566AA showed non-compliance with steps 11, 13, 15, 16, 17, 19, and 21. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-three (43) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-155. N568AA showed non-compliance with steps 7, 8, 10A, 10B and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-156. N569AA showed non-compliance with steps 7, 10, 11, 12, 13, 14, 16, 17, 18, 19, 21, 22, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-157. N570AA showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty (40) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-158. N574AA showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-159. N576AA showed non-compliance with steps 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on sixty (60) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-160. N578AA showed non-compliance with steps 7A (Note 2), 7D, 10 (except A, B, and C), 16, 17, 18, 19, 20, 21, 22, 28, and 29. From March 27, 2008 until April 11, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-161. N579AA showed non-compliance with steps 7, 10A, 10B, and 18. From March 27, 2008 until April 11, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-162. N582AA showed non-compliance with steps 7, 9, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-163. N583AA showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-164. N584AA showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-165. N585AA showed non-compliance with steps 7, 8, 9, 10 (exclude A, B, and C), 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-three (43) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-166. N586AA showed non-compliance with steps 7D, 10, 11, 12, 13, 14, 15, 17, 18, 19, 21, 22, 25, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-167. N588AA showed non-compliance with steps 7, 10 (except A and B), 19, and 21. From March 26, 2008 until April 2, 2008, this aircraft was operated on twenty-eight (28) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-168. N589AA showed non-compliance with steps 11, 15, and 16. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-169. N590AA showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-170. N591AA showed non-compliance with steps 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-171. N593AA showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-172. N594AA showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-173. N595AA showed non-compliance with steps 8, 10 (except A and B), 10C, 11, 14, 15, 16, 18, 19, 21, 28, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-one (41) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-174. N598AA showed non-compliance with steps 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-three (43) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-175. N208AA showed non-compliance with steps 7, 8, 9, 10A, 10B, 20, and 25. From March 27, 2008 until April 8, 2008, this aircraft was operated on thirty-five (35) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-176. N232AA showed non-compliance with steps 7, 8, 9, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty (60) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-177. N234AA showed non-compliance with steps 7D, 10C, and 15. From March 27, 2008 until April 8, 2008, this aircraft was operated on thirty-five (35) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-178. N242AA showed non-compliance with steps 10 (except A, B, and C), 11, 12, 13, 14, 15, 21, 22, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-179. N412AA showed non-compliance with steps 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-180. N420AA showed non-compliance with steps 7, 10 (except A and B), 20, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-181. N77421 showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-182. N70425 showed non-compliance with step 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-183. N426AA showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-three (43) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-184. N432AA showed non-compliance with steps 7 and 10C. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-185. N436AA showed non-compliance with steps 7, 10A, 10B, and 20. From March 27, 2008 until April 9, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-186. N437AA showed non-compliance with steps 14, 15, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-three (43) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-187. N438AA showed non-compliance with steps 13, 19, 20, and 21. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-three (43) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-188. N441AA showed non-compliance with steps 7D, 10C, 14, 15, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-189. N472AA showed non-compliance with steps 14, 15, 16, 17, 19, 21, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-190. N473AA showed non-compliance with steps 7, 8, 10A, 10B, and 20. From March 26, 2008 until April 7, 2008, this aircraft was operated on fifty (50) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-191. N592AA showed non-compliance with steps 7, 10 (except A and B), 10C, and 20. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty (40) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-192. N492AA showed non-compliance with steps 10A, 10B, 14, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-193. N9401W showed non-compliance with steps 7, 8, 9, 10A, 10B, and 20. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-194. N9404V showed non-compliance with steps 7D, 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-195. N110HM showed non-compliance with steps 7 and 10C. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-196. N951TW showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-197. N9620D showed non-compliance with steps 7, 10 (except A and B), 10C, and 20. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-198. N9624T showed non-compliance with steps 7 and 10C. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-199. N9629H showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-200. N966TW showed non-compliance with steps 10A, 10B, 14, 15, 17, 19, 21, and 27A. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-201. N968TW showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-202. N3507A showed non-compliance with steps 7 and 9. From March 26, 2008 until April 10, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-203. N7512A showed non-compliance with steps 7D, 10A, 10B, 10C, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-204. N7520A showed non-compliance with steps 7D, 10A, 10B, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-205. N7517A showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 7, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-206. N7525A showed non-compliance with steps 10 (except A, B, and C), 13, 14, 15, 17, 19, 20, 21, and 29 From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-207. N7540A showed non-compliance with steps 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on sixty-three (63) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-208. N7544A showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-209. N7546A showed non-compliance with steps 7D, 10A, 10B, 12, 14, 15, 16, 17, 20, 21, and 22. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-210. N7550 showed non-compliance with steps 7, 10 (except A and B), and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-211. N14551 showed non-compliance with steps 7, 10 (except A, B, and C), 11, 12, 13, 14, 15, 16, 17, 19, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-212. N575AM showed non-compliance with steps 7, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-213. N577AA showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-five (65) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-214. N580AA showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-215. N581AA showed non-compliance with steps 7 and 10 (except A, B, and C). From March 26, 2008 until April 7, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

A-216. N587AA showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-1. N271AA showed non-compliance with steps 7, 10C, and 20. From March 30, 2008 until April 8, 2008, this aircraft was operated on twenty-nine (29) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-2. N463AA showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-3. N76202 showed non-compliance with steps 7D,10, 11,12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 26, 2008 until April 10, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-4. N236AA showed non-compliance with steps 7, 10 (except A and B), 10C, 20, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-5. N241AA showed non-compliance with steps 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 27, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-6. N244AA showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008, until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-7. N245AA showed non-compliance with steps 8, 9, 20, 21, 22, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-8. N253AA showed non-compliance with steps 10 (except A, B, and C), 11, 14, 15, 16, 17, 19, 20, 21, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-9. N259AA showed non-compliance with steps 9, 10 (except A, B, and C), 11, 12, 13, 14, 15, 16, 17, 19, 21, 22, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-10. N266AA showed non-compliance with steps 7D, 10 (except A and B), 10C, 11, 13, 14, 15, 16, 17, 18, 19, 21, 22, and 29. From March 26, 2008, until April 9, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-11. N279AA showed non-compliance with steps 7D, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 26, 2008, until April 9, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-12. N290AA showed non-compliance with steps 7, 10C, and 20. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-13. N440AA showed non-compliance with steps 20 and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-14. N445AA showed non-compliance with steps 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on thirty-nine (39) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-15. N447AA showed non-compliance with steps 11, 13, 14, 15, 16, 17, 19, 21, 22, 25, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-three (63) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-16. N448AA showed non-compliance with steps 8, 9, 13, 16, 17, 18, 19, 20, 21, 22, 25, 26 and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-17. N450AA showed non-compliance with steps 7, 10 (except A and B), and 10C. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-18. N457AA showed non-compliance with steps 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 19, 21 and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-19. N458AA showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-20. N459AA showed non-compliance with steps 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 26 and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-21. N460AA showed non-compliance with steps 7, 10C, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-22. N462AA showed non-compliance with steps 13, 14, 15, 16, 17, 19, 21, 22 and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-23. N464AA showed non-compliance with steps 7, 8, 9, 10A, 10B, and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-24. N466AA showed non-compliance with steps 7, 8, 9, 10 (exclude A, B and C), 11, 12, 13, 14, 15, 16, 17, 18, 19, 21 and 29. From March 26, 2008 until April 8, 2008,

this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-25. N469AA showed non-compliance with step 7. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-26. N474AA showed non-compliance with steps 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22 and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-27. N498AA showed non-compliance with step 7. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-28. N499AA showed non-compliance with steps 7, 8, 10a, 10B, 13, 14, 15, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-29. N70504 showed non-compliance with step 20. From March 26, 2008 until April 10, 2008, this aircraft was operated on sixty-two (62) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-30. N7506 showed non-compliance with steps 7 and 10C. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty (60) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-31. N7531A showed non-compliance with steps 9, 10C, and 18. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-32. N7534A showed non-compliance with steps 7D, 10C, 12, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, 27, and 29. From March 27, 2008 until April 8, 2008, this aircraft was operated on sixty-one (61) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-33. N7536A showed non-compliance with steps 7, 10 (except A, B, and C), 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-34. N7543A showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-two (52) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-35. N7548A showed non-compliance with steps 7, 8, 9, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-seven (57) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-36. N7549A showed non-compliance with steps 7, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-37. N553AA showed non-compliance with steps 7D, 9, 10C, 12, 16, 17, 19, 21, 22, 26, and 29. From March 27, 2008 until April 5, 2008, this aircraft was operated on forty-one (41) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-38. N555AN showed non-compliance with steps 7, 10A, 10B, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-39. N558AA showed non-compliance with steps 7, 10A, and 10B. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-40. N559AA showed non-compliance with steps 10 (except A, B, and C), 17, 19, 20, and 21. From March 28, 2008 until April 7, 2008, this aircraft was operated on forty (40) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-41. N599AA showed non-compliance with steps 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 26, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-nine (49) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-42. N214AA showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-43. N246AA showed non-compliance with steps 7D, 10A, 10B, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-six (56) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-44. N262AA showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-45. N274AA showed non-compliance with step 7. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-eight (68) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-46. N283AA showed non-compliance with step 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on sixty-five (65) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-47. N287AA showed non-compliance with steps 7, 10A, 10B, 20, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-48. N406A showed non-compliance with steps 9 and 18. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-49. N431AA showed non-compliance with steps 7, 26, and 27. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-50. N446AA showed non-compliance with steps 10 (except A, B, and C), 14, 15, 16, 17, 18, 19, 20, 21, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-three (53) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-51. N451AA showed non-compliance with steps 10 (except A, B, and C), 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, and 29. From March 26, 2008 until April 12, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-52. N452AA showed non-compliance with steps 7 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-four (54) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-53. N455AA showed non-compliance with steps 8, 10C, 20, 21, 22, 27, and 29. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-54. N456AA showed non-compliance with steps 10 (except 10C), 14, 15, and 22. From March 26, 2008 until April 9, 2008, this aircraft was operated on fifty-nine (59) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-55. N597AA showed non-compliance with steps 7D, 10 (except A and B), 10C, 14, 19, 21, 22, 25, and 29. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-six (46) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-56. N480AA showed non-compliance with steps 10 (except A, B, and C), and 14. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-57. N501AA showed non-compliance with steps 13, 14, and 20. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-five (55) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-58. N510AM showed non-compliance with steps 8, 10C, 11, 13, 14, 15, 17, and 18. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-59. N567AM showed non-compliance with steps 7, 10 (except C), 11, 13, 14, 15, 16, 17, 19, 21, 26, and 27. From March 26, 2008 until April 10, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

B-60. N572AA showed non-compliance with steps 8 and 20. From March 26, 2008 until April 8, 2008, this aircraft was operated on forty-four (44) passenger revenue flights contrary to the requirements of AD 2006-15-15.

38. The following aircraft had discrepancies showing non-compliance with the AD 2006-15-15 noted in the maintenance records on or about March 25-27, 2008.

C-1. N251AA maintenan ce records indicated 1) top half has blue wire in sleeving, 2) red tape at connector over sleeving, 3) string tie spacing not within 1".

C-2 N255AA maintenance records indicated lower end of sleeving improperly installed and taped wrong.

39. The following aircraft, while showing steps 7-29 [excluding step 28] as being PA'd in their entirety, were subsequently found to have the documented discrepancies contained in each numbered item:

D-1. N417AA maintenance records dated April 8-11, 2008. showed 1) clamp 19 and 21 need to be repositioned, 2) snap tube not properly positioned, 3) clamp #29 missing from bracket, 4) clamps 16, 17, 21 installed incorrectly, 5) butterfly clamps #11 and #15 installed incorrectly, 6) hydraulic pump harness is routed fwd of the heater blanket harness ref: Fig. 1, sheet 5, 7) ground wires need ty-wrap to bundle installed. From March 26, 2008 until April 9, 2008, this aircraft was operated on forty-one (41) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-2. N476AA maintenance records dated April 8-10, 2008, showed 1) clamp pt. 29 has nut clip, requires lock nut, 2) clamp pt. 21 requires lock nut, currently has nut clip, 3) clamp pt. 19 has nut clip, requires lock nut, 4) clamp pt. 17 has nut clip, requires lock nut, 5) airfoil ice sensor wire needs to break-out at approx 12 " from backshell, 6) bolt fro ground wires need head facing aft, 7) rotate hose clam outboard to remove interference from ground stud. From March 26, 2008 until April 8, 2008, this aircraft

was operated on forty-seven (47) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-3. N207AA maintenance record dated April 10, 2008, showed that clamp 14 on hydraulic pump harness required to be butterflied. From March 26, 2008 until April 10, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-4. N9617R maintenance record dated April 9, 2008, showed the clamp above hydraulic pump wire bundle snap tube torn. From March 26, 2008 until April 7, 2008, this aircraft was operated on forty-two (42) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-5. N563AA maintenance records dated April 8, 2008, showed 1) install two string ties on DMS 2109 sleeve at sump jar, 2) install two string ties on DMS 2109 sleeve at 90 degree backshell, 3) remove string ties from snap tube, 4) clamp with spacer is missing below 90 degree back shell inboard of caterpillar grommet. From March 27, 2008 until April 8, 2008, this aircraft was operated on forty-eight (48) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-6. N573AA maintenance records dated April 9-10, 2008, showed 1) auxiliary pump backshell coming through, need tape, 2) clamp aft of overflow bottle has rubber rolled and oil soaked and 2 clamps backwards, 3) ref ECO K3053 Fig 1, sheet 8, clamp #13 not properly installed, 4) lacing tie cord on snap tube, 5) excess wiring from slant wall feed thru panel not installed properly, 6) check snap tube foil .5 inches exposure per Fig 1, sheet 7, 7) three clamps on auxiliary pump wiring harness near bottom have torn rubber, 8) need to adjust auxiliary pump harness lacing spacing in several areas, 9) need locknuts installed on four aux pump harness clamps instead of clip nuts, 10) aux pump harness 4th clamp installed in reverse, 11) aux pump harness rubbing caterpillar grommet just o/b of aux pump. From March 27, 2008 until April 8, 2008, this aircraft was operated on fifty-one (51) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-7. N475AA maintenance records dated April 9, 2008, showed 1) clamp 17 installed with clip nut, should be installed with nut and washer, 2) clamp 19 installed with incorrect hardware, 3) auxiliary hydraulic pump connector cross threaded, plug P1-132, 4) Caterpillar strip needs to be repositioned under harness, 5) clamps (16 and 17) need to be repositioned to face fwd, 6) reposition ground wires chafing against drain hose, 7) clamps (13 and 14) need to be moved to proper position, 8) clamp 16 installed with clip nut, instead of nut and washer, and 9) spacing on several string ties in whale bone fairing too far apart. From March 26, 2008 until April 8, 2008, this aircraft was operated on fifty-eight (58) passenger revenue flights contrary to the requirements of AD 2006-15-15.

D-8. N443AA maintenance record dated April 8, 2008, showed reposition clamps on hydraulic pump wire bundle per ECO 3053AJ. From March 30, 2008 until April 8,

2008, this aircraft was operated on forty-five (45) passenger revenue flights contrary to the requirements of AD 2006-15-15.

40. The aircraft addressed in paragraphs 14 and 16 above were operated on fourteen thousand two hundred seventy-eight (14,278) scheduled passenger revenue flights contrary to the requirements of AD 2006-15-15.

41. By reason of the foregoing, AA violated the following sections of the Federal Aviation Regulations (Title 14, Code of Federal Regulations):

a. Section 39.7 in that AA operated two hundred eighty-six (286) aircraft on fourteen thousand two hundred seventy-eight (14,278) scheduled passenger revenue flights at a time when the aircraft did not meet the requirements of an applicable airworthiness directive.

b. Section 121.153(a)(2), in that AA operated two hundred eighty-six (286) aircraft on fourteen thousand two hundred seventy-eight (14,278) scheduled passenger revenue flights when the aircraft were not in an airworthy condition.

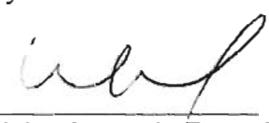
c. Section 43.13(a), in that AA maintained, altered or performed preventive maintenance, on an aircraft, engine, propeller, or appliance and failed to use the methods, techniques, and practices prescribed in the current manufacturers maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques and practices acceptable to the Administrator

Under 49 U.S.C. §46301, AA is subject to a civil penalty not to exceed $25,000 for each of the violations noted. After careful consideration of all available information, the FAA is willing to accept $24,201,000.00 in settlement of this matter. An explanation of the settlement procedures is enclosed.

We will take no further action for a period of 30 days after your receipt of this letter to afford you an opportunity to submit a reply in accordance with the attached information sheet.

LYNETTE WORD
Regional Counsel
Southwest Region

By:



Yolanda Ayala Bernal
Attorney
817-222-5070

Enclosures
Information Sheet
Reply Form
List of Regional Office Locations
Request for Visit to DOT/FAA Facility

cc via email:

Gary F. Kennedy
Senior Vice President, General Counsel and
Chief Compliance Officer

and

Francis C. Heil
Senior Attorney

U.S. Department
of Transportation
Federal Aviation Administration

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma
Texas

Office of Regional Counsel
2601 Meacham Boulevard
Fort Worth, TX 76137
(817) 222-5099
(817) 222-5945/5092 FAX

INFORMATION REGARDING CIVIL PENALTIES UNDER TITLE 49 U.S.C. SECTION 46301

Title 49 U. S. C. §46301 authorizes the Administrator to compromise civil penalties. The attached letter states the sum that the FAA would accept in full settlement of the alleged violation or violations described therein. Your acceptance of the settlement proposed in the attached letter will not constitute an admission of the alleged violation(s).

You are not required to accept the offer of settlement in the attached letter or to make a counter-offer of settlement. If you do not wish to settle the case, the matter will be presented to a U.S. attorney, who may bring a civil action for the full amount of the civil penalty authorized by law. A U.S. district court will decide all issues of fact and law, following a trial at which you will have the right to present evidence on your behalf and cross-examine the Administrator's witnesses.

WITHIN 30 DAYS FROM THE RECEIPT OF THIS LETTER, you may proceed in one of the following ways by marking the appropriate box(es) on the attached reply form and returning it by mail or personal delivery to the attorney who signed the letter.

1. You may submit the amount of the civil penalty specified in the attached letter by check or money order payable to the **"Federal Aviation Administration"** addressed to **Sonny Rogers, FAA/MMAC/AR, AMZ-350-SW, P.O. Box 25770, Oklahoma City, OK 73125. Please be sure to indicate the Case Number on the front of your check.** We also accept payment by VISA or MasterCard. If you choose to make payment using the charge card method, check the appropriate box on the attached reply form and include the cardholder's name and credit card number. In the alternative, you may pay your civil penalty with a credit card over the Internet. To pay electronically, visit the web site at https://www.pay.gov and click on "**Agency List**" under "What Federal Agencies Can I Pay;" select the letter "**F**" for "**Federal Aviation Administration**" in the "A to Z Index of U.S. Government Departments and Agencies," then scroll to the second page to get to the "**FAA Civil Penalty Payments – FAA Southwest Region**" page. You must then complete the requested information and click "Continue" to pay by credit card.

2. You may wish to have the issues of fact and law in this matter decided by the U.S. District Court. If so, please advise us immediately.

3. You may submit, in writing, information and evidence demonstrating that a violation of the regulations was not committed or that, if it were, the facts and circumstances do not warrant the amount proposed for settlement. The FAA will consider the information you provide in determining whether or not to pursue a civil penalty action by forwarding the matter to the Department of Justice for prosecution as well as the amount of any civil penalty sought. You may submit this information in conjunction with a request for an informal conference under paragraph 4.

4. You may request an opportunity to discuss the matter with an FAA attorney by a telephonic informal conference, or at an in-person informal conference at one of the offices listed on the "Informal Conference Location List" attached to the enclosed reply form.

A request for an in-person informal conference at any of the offices on the Informal Conference Location List will normally be granted, regardless of whether the office you choose is the office that issued the letter to which this information sheet is attached. **If you choose this option and request an informal conference at an FAA facility, you must complete the attached form entitled "Request for Visit to Department of Transportation, Federal Aviation Facility" and attach it to the reply form.**

To elect a telephone informal conference, choose option 4.a. on the reply form. To elect an in-person informal conference at one of the locations on the Informal Conference Location List, choose option 4.b.

IMPORTANT: The informal conference is intended to provide you with an opportunity to present your reasons why the FAA should not proceed. It also is intended to provide you with an opportunity to present any supporting documentation or information you wish the FAA to consider before the agency decides whether to proceed.

Please address or deliver all communications in this matter to the FAA attorney who signed the letter

[If the letter is directed to an individual include the following Privacy Act Notice:

PRIVACY ACT NOTICE

This notice is provided in accordance with Section (e)(3) of the Privacy Act, 5 U.S.C. §552a(e)(3), and concerns the information requested in the letter or form with which this Notice is enclosed.

A. Authority. This information is solicited pursuant to 49 U.S.C. §§40101, et seq., and regulations issued thereunder, codified in Part 13 of Title 14 of the Code of Federal Regulations. Submitting the telephone number is voluntary. The request for information is intended to provide you with an opportunity to participate in the investigation.

B. Principal purpose. The requested information is intended to assist us in contacting you regarding this enforcement case.

C. Routine uses. Records from this system of records may be disclosed in accordance with the routine uses set forth in System of Records No. DOT/FAA 847, as published from time to time in the Federal Register.

D. Effect of failure to respond: If you do not provide the requested information, there may be delay in contacting you regarding this enforcement case.

REPLY TO CIVIL PENALTY LETTER

Date: _____ _____
FAA Attorney

TO:

Federal Aviation Administration
Office of the Regional Counsel
Southwest Region
2601 Meacham Blvd., Room 663
Fort Worth, TX 76137

Subject: Civil Penalty Letter, Case No. _____

In reply to your letter proposing to settle this matter, I elect to proceed as indicated below:

1.a. [ ] I submit the amount proposed in settlement of this matter.

[ ] Check or money order enclosed
[ ] Charge to VISA credit card (Cardholder Name) _____
[ ] Charge to MasterCard credit card (Cardholder Name _____

Card No. _____ Expiration date _____

1.b. [ ] I have paid the amount proposed in settlement of this matter with a credit card over the Internet at the following website: https://pay.gov

2. [ ] I wish to have this matter decided by a U.S. district court.

3. [ ] I submit my response to your letter and request that my response, and any information attached to it, be considered in connection with the allegations set forth in your letter.

4.a. [ ] I request a telephonic informal conference to discuss this matter with an FAA attorney. An attorney will call you at the telephone number you provide here: ( )_____. You will be provided at least 2 weeks advance notice of the date and time of this conference. NOTE: If you choose to discuss this matter informally by telephone, you should provide any documents or other information you wish to have considered on your behalf before the date of the informal conference.

4. b. [ ] I request an in-person informal conference with an FAA attorney to discuss this matter at _____ (choose an FAA office from the attached list).
If you choose this option and request an informal conference at an FAA facility, you must complete the attached form entitled "Request for Visit to Department of Transportation, Federal Aviation Administration Facility" and attach it to the reply form.

Signature: _____

Name: _____

Address: _____

_____

Telephone: _____

Case No.: _____

[ ] I request that future documents in this case be sent to my representative:

Name: _____

Address: _____

_____

Telephone: _____

FAA LEGAL COUNSEL OFFICE LOCATIONS FOR INFORMAL CONFERENCES

AERONAUTICAL CENTER

Federal Aviation Administration
Office of the Center Counsel (AMC-7)
Mike Monroney Aeronautical Center
6500 South MacArthur Blvd., Room 251
Oklahoma City, OK 73169

ALASKAN REGION

Federal Aviation Administration
Office of Regional Counsel (AAL-7)
Alaskan Region Headquarters
222 West 7th Avenue, #14
Anchorage, AK 99513-7587

CENTRAL REGION

Federal Aviation Administration
Office of Regional Counsel (ACE-7)
Central Region Headquarters
DOT Building, Room 506
901 Locust
Kansas City, MO 64106-2641

EASTERN REGION

Federal Aviation Administration
Office of Regional Counsel (AEA-7)
Eastern Region Headquarters
159-30 Rockaway Blvd., Room 561
Jamaica, NY 11434-4848

EUROPE, AFRICA & MIDDLE EAST AREA OFFICE

(Address for use when mailing from the US or an APO Address)
Federal Aviation Administration
Office of the Assistant Chief Counsel for Europe, Africa, & Middle East Area (AEU-7)
c/o American Embassy
PSC 82, Box 002
APO AE 09710

(Address for use when mailing from outside the US, except when mailing from an APO address

Federal Aviation Administration
Office of the Assistant Chief Counsel for Europe, Africa & Middle East Area (AEU-7)
c/o American Embassy
27 Blvd. Du Regent
B-1000 Brussels
BELGIUM

GREAT LAKES REGION

Federal Aviation Administration
Office of Regional Counsel (AGL-7)
Great Lakes Region Headquarters
O'Hare Lake Office Center, Room 419
2300 East Devon Avenue
Des Plaines, IL 60018

GREAT LAKES REGION BRANCH OFFICE

Federal Aviation Administration
Office of the Regional Counsel
Cincinnati Branch Office (AGL-7-CIN)
4240 Airport Road
Cincinnati, OH 45226

NEW ENGLAND REGION

Federal Aviation Administration
Office of Regional Counsel (ANE-7)
New England Region Headquarters
12 New England Executive Park, Room 311
Burlington, MA 01803

NORTHWEST MOUNTAIN REGION

Federal Aviation Administration
Office of Regional Counsel (ANM-7)
Northwest Mountain Region Headquarters
1601 Lind Avenue, SW.
Renton, WA 98055

SOUTHERN REGION

Federal Aviation Administration
Office of Regional Counsel (ASO-7)
Southern Region Headquarters
1701 Columbia Avenue
College Park, GA 30337

SOUTHWEST REGION

Federal Aviation Administration
Office of Regional Counsel (ASW-7)
Southwest Region Headquarters
2601 Meacham Boulevard, Room 663
Ft. Worth, TX 76137-4298

WESTERN-PACIFIC REGION

Federal Aviation Administration
Office of Regional Counsel (AWP-7)
Western-Pacific Region Headquarters
15000 Aviation Boulevard
Hawthorne, CA 90250

FAA HEADQUARTERS

Federal Aviation Administration
Office of the Chief Counsel
Enforcement Division, AGC-300
800 Independence Avenue, SW.
Washington, DC 20591

REQUEST FOR VISIT TO DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION FACILITY

For security reasons, it is necessary that you provide the following information not less than thirty (30) days before the scheduled informal conference. Individuals not cleared in advance will not be allowed in the building. Each individual attending the conference must bring picture identification issued by a Federal or state government agency, or valid passport.

Please list the name and nationality of each person, including any representative, who will be attending the informal conference.

Name	U.S. Citizen	Non-U.S. Citizen*

*ATTENTION FOREIGN NATIONAL VISITORS: Each foreign national with a need to visit a Department of Transportation, Federal Aviation Administration Facility (FAA) must fill out the following form and return it to our office not less than thirty (30) before the scheduled visit.

Name:	
Nationality:	Place of Birth:
Passport Number:	Country of Issuance:
Occupation:	
Sponsoring Agency or Organization:	
Purpose of Visit:	
Facility To Be Visited:	
Date and Time of Proposed Visit:	