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InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Alleged Improper Maintenance of Aircraft Engines and Propellers.

Purpose: This InFO provides information to aircraft owners, operators, air agencies, and maintenance technicians of issues found during routine surveillance of Puerto Rico Industrial Non-destructive Testing (PRINDT) and Arlet Aviation, LLC.

Background: During routine surveillance, the Federal Aviation Administration (FAA) found that PRINDT, FAA Certificate Number RB4R486M, conducted improper non-destructive testing (NDT) of Lycoming engines and maintenance of Hartzell propellers. The FAA also found Arlet Aviation, LLC, Repair Station Certificate No. OZ9R983X, improperly performed overhauls on aluminum propeller blades manufactured by Hartzell Propeller Inc. and McCauley Propeller Systems.

Discussion. PRINDT approved articles for return to service after conducting NDT but could not show that it used either the methods, techniques, and practices prescribed in the manufacturer's maintenance manual, instructions for continued airworthiness or other methods, techniques, and practices acceptable to the Administrator, as required by Title 14 of the Code of Federal Regulations (14 CFR) part 43 § 43.13(a). Further, PRINDT could not provide documentation that its personnel performing the NDT had undergone appropriate training and certification; nor could PRINDT document that its personnel had the appropriate written instructions describing the individual tasks and methods to be employed when performing the NDT.

With respect to the Lycoming engines, PRINDT personnel made maintenance record entries stating that they performed the NDT in accordance with the relevant Lycoming service instructions, but could not produce those instructions. Concerning both the Lycoming engines and Hartzell propellers and their components, the FAA found that PRINDT performed maintenance on these articles when they were not properly included on PRINDT's capability list. PRINDT had not conducted a self-evaluation to determine it had the requisite capabilities to perform the maintenance on the identified articles prior to them being added to its capability list, as required by 14 CFR part 145 § 145.215(c).

It was discovered that Arlet Aviation, LLC located in Ceiba, Puerto Rico, improperly described maintenance in a required maintenance record entry. Specifically, multiple aluminum blade propellers manufactured by Hartzell Propeller Inc. and McCauley Propeller Systems were described as being

overhauled while failing to accomplish certain Non-Destructive Inspections (NDI). Such inspections are required by the manufacturers' maintenance manual, instructions for continued airworthiness or a method acceptable to the Administrator.

Recommended Action: Aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors should inspect their aircraft, aircraft records, and parts inventories for any article approved for return to service following NDT by PRINDT. Any affected article installed on an aircraft should be removed, and an appropriate approval for return to service inspection should be conducted. Any affected article in existing aircraft stock should be isolated to prevent installation until eligibility for installation is determined.

Aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors should inspect their aircraft, aircraft records, and parts inventories for any aluminum blade propellers manufactured by Hartzell Propeller Inc. or McCauley. Determine if any identified propellers were approved for return to service as overhauled or repaired by Arlet Aviation, LLC after December 31, 2016. Any affected propellers installed on an aircraft should be removed and an appropriate return to service inspection/action should be accomplished. Any affected propellers in existing aircraft stock should be quarantined to prevent installation until eligibility for installation is determined.

Contact: Direct questions or comments regarding this InFO to the South Florida Flight Standards District Office via telephone at (954) 641-6015 or email at 7-ASO-SO-FL-FSDO@faa.gov.