

ATTACHMENT 14

MAINTENANCE GROUP CHAIRMAN'S FACTUAL REPORT

DCA-07-MA-310

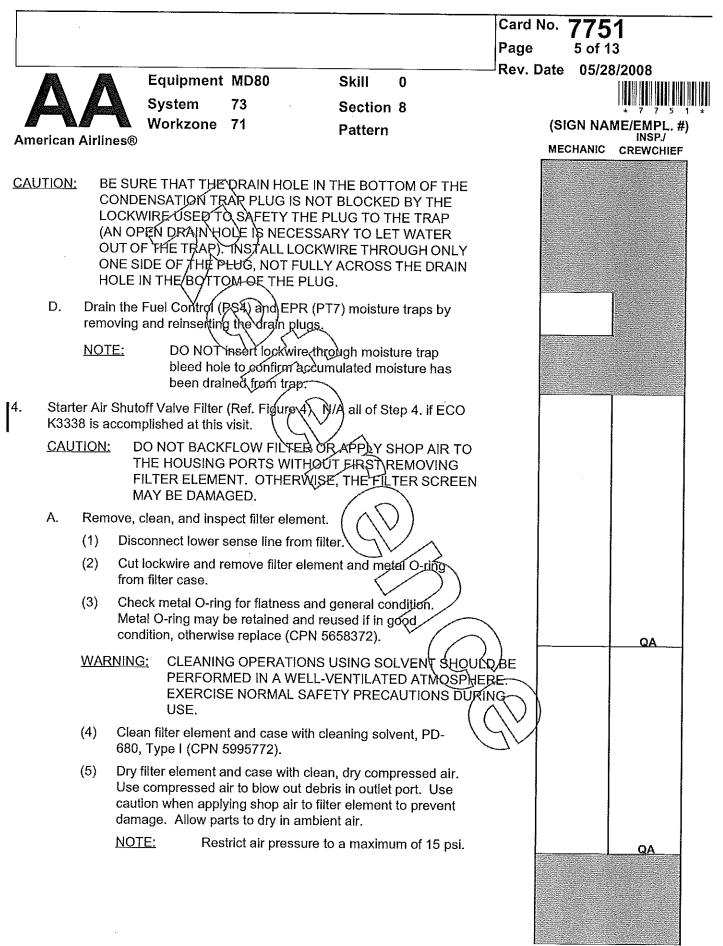
Left Engine Fuel & Filter – Clean/Replace Work Card 7751, dated 5/28/2008

	EFT ENGINE FUEL & AIR FILTERS -	CLEAN / REPLACE	Card Page	No. 7751 1 of 13
				Date 05/28/2008
	Equipment MD80	Skill 0	1/64.1	
	System 73	Section 8		
	Workzone 71	Pattern		(SIGN NAME/EMPL. #) INSP./
American A				MECHANIC CREWCHIEF
SPECIAL SO	CHEDULE ENTER CARD NUMBER O	N RUNUP CARD 0008.		
MATERIAL	S & PARTS			
CPN	Description	MPN	Qty/Unit	
5933314	Packing	69490D127	1	
5933313	Packing /	69490D128	1	
5933109	Packing	69890-27	1	
5862098	Packing	MS29513-01	3 1	
5862000	Packing	MS29513-24		
5932184	Cartridge	6667621	1	
5824484	Packing	M83248/1-	3	
		011		
5845404	Packing) M83248-1- 908	3	
5694330	Packing	M83248-1-	3	
5790850	Packing	MS29561-11	0 1	
5670940	Packing	M83248-1-	1	
5694328	Packing	M83248-1- 906	1	
4080459	Packing	AS3578-016	1	
5471676	Element	21-10930	/ A/R	
5658372	Metal O-Ring	52-10614-8	AVR	
<u>.</u>	E			
OOLS & E	QUIPMENT	(($\neg \lor$	
CPN	Description	MPN	-Oty/Unit_	
WRE9160	Torque Wrench		$1 \wedge 3$	
5671239	2-Gallon drain can		$1 \langle \gamma \rangle$	
GAU9308	Source of clean dry compressed air v	/ith	1	
0,100000	gauge and regulator			
5996205	Petrolatum	VVP236	A/R	
4157162	Solvent, Crystal Clean 100		A/R	
· · ·	Nozzle PWA 33682 (or equivalent)			
5994075	Safety Wire, .020			
			A/R	
5995772	Solvent, PD-680, Type I	PD-680	A/R	

	·		Page	² 7751 2 of 13
American Airlines	Equipment MD80 System 73 Workzone 71	Skill 0 Section 8 Pattern		te 05/28/2008
Repair, installed du Card is applicable: No other signature	$\langle \langle \rangle \rangle$	Deplicable: able. STRAKES WHEN WORKING DOORS OPEN OR INJURY T LT. DAMAGE, USE HOLD-OPEN PR. EAKERS ARE OPEN BEFOR EAKERS ARE OPEN BEFOR EAKERS ARE OPEN BEFOR EAKERS ARE OPEN BEFOR	TO N RE RTENT	
CIRCUIT BREAK PANEL DC TRANSFER BUS DC TRANSFER	ottle/thrust reverser lever, and & ER SERVICE ENGINE START PUMP ENGINE IGNITION or ENGINE VALVE	LOCA	ATION r EPC	
AC BUS B. Place t safety p WARNING: C. Pull fire	CONT IGNITION or ENGINE IG	ump position and install ROL HANDLE BEYOND FUEL ERTENT DISCHARGE OF FR OCCUR IF HANDLE IS TO AGENT 1 OR AGENT 2 PC er instrument panel.	DEL	
	e filter (Ref. Figure 1). Dotain suitable container to catcl	h fuel from filter housing.		

								Card N Page	lo.	775 3 of 1	
		Equip	ment	MD80	Skill	0		Rev. D	ate	05/28	B/2008
\mathbf{M}		Syster		73	Section	•	•				
		Workz		71	Pattern	0			(SIC	GN NA	* 7 7 5 1 • ME/EMPL.#)
American	Airlin	es®			i attern				MEC	HANIC	INSP./ CREWCHIEF
	CAL	RIN CA	IGS A	EMOVING FILTE RE MISSING OF INTO FUEL CO ES RESULTING	R CUT. O-R ONTROL CO	ING FR	AGMEN LOG				
	(2)	Remove cap remove reta		and washer see	curing filter r	etaining	rings, th	en			
	(3)			bolt into bolt ho	e in center	of valve	cap and	3			
	(4)	Remove pre	forme	လှာရငန်ing from v	alve cap an	d filter.		:			
	(5)	Pull out filte	r, inspe	et and clean-fill	èr.						
В.	Insta	all cleaned filte	er (Ref.	Figure 1),	U U						
·	(1)	(VV-P-236)	and ins	ormed packing(s stall on valve ca PN 59333/13) (C	p and filter		atum				
	(2)	and secure	with fla	r into fuel contro it washer and ca pscrew with .02	ipscrew. To						
. Mair	n Fuel	Pump filter Ca	artridge	Replacement a	and Delta Pr	essure S	Switch Cl	neck			
Α.	Rem	ove filter cart									
	(1)	(1) Pull fire handle out and install restraining fixture, P/N-DTE1945.									
	(2)	(2) Remove drain plug from center rear of fuel bridle. Discard O-ring.									
		NOTE:	appi	prepared to catcl roximate capacit l6 Imperial gallo	ty of 5 US ga	allons	ith				
	(3)	B) Remove filter cover valve from valve body and allow residual fuel to drain from filter.									
	(4)	Remove filte	er cove	r, pull out filter c	artridge and	discard	1/	$\left(\cap \right)$			
B.	Test	fuel filter diffe	rential	pressure switch	(Ref. Figure	ə 3).		YE			
	(1)	Prepare test equipment; source of clean dry compressed air or nitrogen, pressure regulator, and 0 to 25 psig pressure gage. Gage should have ±1 percent accuracy with dial marked in 1/4 psi increments.									
	(2)	Connect to p	pressur	ferential pressur e source test lin with petrolatum	e and lightly	lubricat					

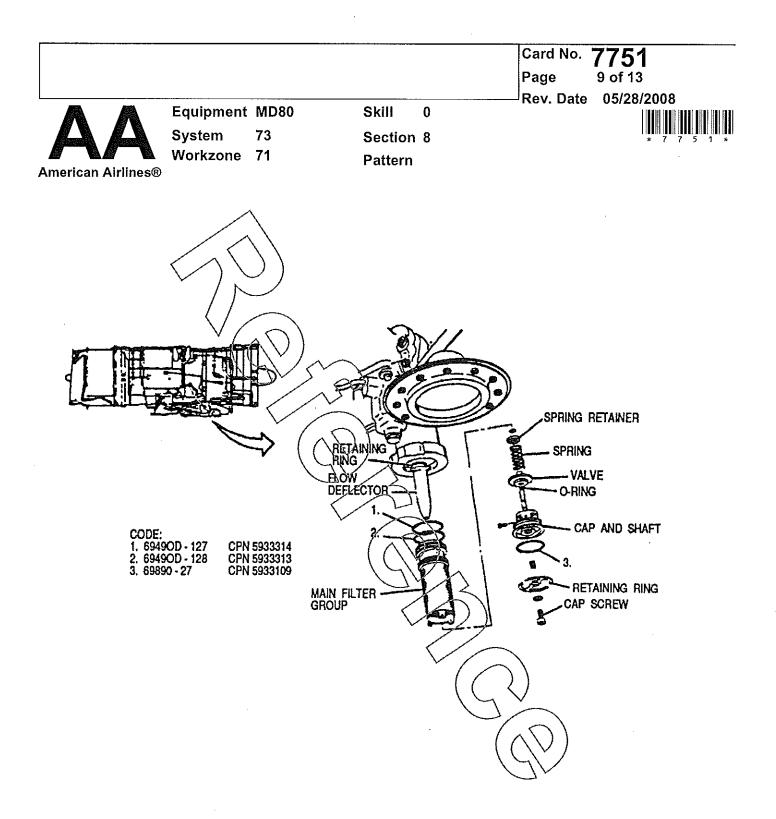
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						Page		of 13
		Equipmen		Skill	0	— ^I Rev. D)ate (05/28/2008
Δ		System	73	Section				
		Workzone	70	Pattern	0		(SIGN	* 7 7 5 1 • NAME/EMPL.#)
nerican	Airlin	es®		Fallein			MECH	INSP./
	(3)	Insert nozzle insi in high pressure nozzle firmly in p	port for differen lace.	tial pressure s	witch. Hold			
	CAU		EXQEED 20 F	PSIG GAGE PI	RESSURE.			
	(4)	Assure FUEL FIL breaker is closed	JER PRESSU	RE DROP CAU	JTION circuit			
	(5)	Slowly apply pres PRESSURE DR annunciator pane	ϿʹϷ ÇAŬŢION L	IGHT on engi	ne caution	TER		
	(6)	Slowly decrease PRESSURE DRO 2.0 psig.	line pressure a JP CAUTION L	nd check that i IGHT goes ou	FUEL FILTER t between 6.0	and		
	(7)	Shut off air press	ure and remove	$\widehat{\mathbf{P}}$ nozzle from f	uel filter housi	ng.		
C.	Insta	ll filter cartridge.	5	\mathbb{N}				
	(1)	Lubricate new O- and install on filte	atum					
	(2)	Position new filter insert into filter he pounds torque.	cartridge (CPN busing. Tighter	i cover assemi	over assembl by to 75 to 100	y and) inch-	_	
		CO	equires approx ver assembly ja e cover inside tl	am nut to ensu	re proper seati	the ng of		
	(3)	Lubricate O-ring (install on cover va tighten. Insert an	alve. Install cov	/er valve into v	of petrolatum alve body and	and		
	(4)	Safety cover asse	mbly with lock	wire.	$\langle \zeta \rangle$	\checkmark		
	(5)	Lubricate new O- drain plug. Instal)	
	(6)	Remove fire hand	lle restraining to	ool and push fi	re handle in. \setminus	Sľ		
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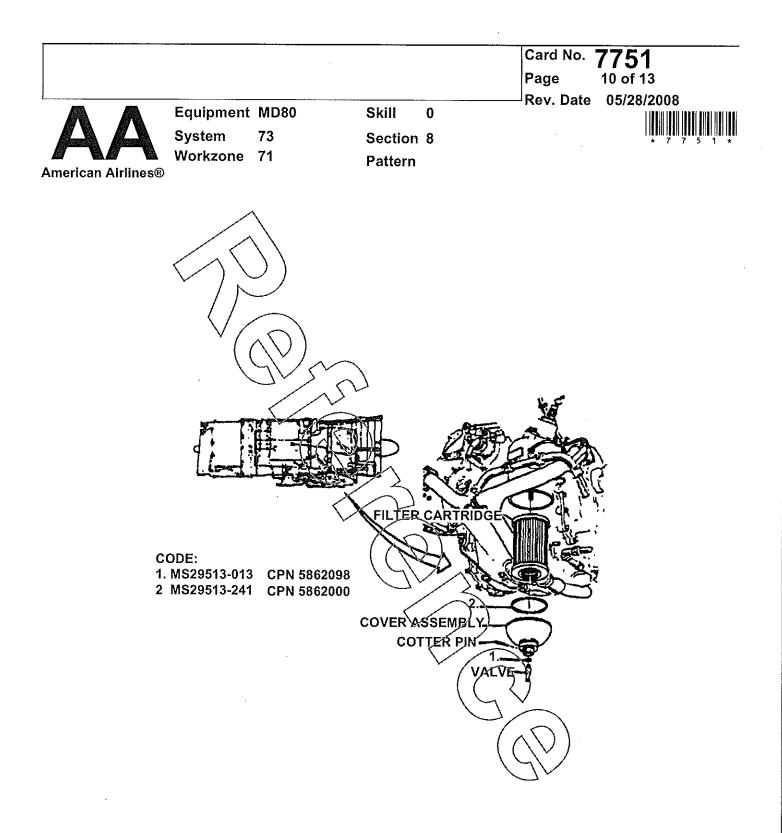
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			Equipment	MD80	Skill	0	- []] Rev. D	ate 05	/28/2008
	Δ		System	73	Section				
			Workzone	71	Pattern	Ū		(SIGN I	NAME/EMPL. #)
American A	irline	s®						MECHAN	INSP./ IC CREWCHIEF
	(6)	deg scre cap fray Rec Filte Filte	radation. Key een where it is is attached. S ing or breaking ord inspection er element sen er element uns	inspection po brazed to the blight waving of screen st findings (che riceable: erviceable: serviceable, j	oints include en threaded fitting of the pleats is trands is not.	and where end acceptable,			
		lf filt	er element is ı		ə, accomplish s	lens (7) - (11)			
		Plac eng liste MD- MD	e filter elemen	t in bag and nd date. Sen gineering 2830	mark with nose of filter eternent	number,			QA
		Fax	this page to M	ID-80 Engine	ering (ICS 292-	3233).			QA
(out		veen filter an	rter Air Shutoff d Starter Air Sh e any debris.		\sum		QA
(nove and repla 6256) per AMI		r Shutoff Valve	(CPN	\sim	à	
		Rec	ord S/N of rem	oved valve:		()	(\vee))	QA
(elen	nent (CPN 547	1676) in filte	372) and servic r case. Torque vire filter elemei	element to	VE		
((11)	Re-0	connect sense	lines to filter.					

Fquipment MD80 Skill 0 American Airlines® System 73 Section 8 American Airlines® Workzone 71 Pattern S. Replace banjo fitting O-rings- Ma32481-1011 CPN 5824484 Packing M332481-1011 CPN 5824484 Packing M332481-1014 CPN 5894330 Packing M332481-1014 CPN 5894330 Packing M332481-1010 CPN 5790850 Packing M332481-1010 CPN 5790850 Packing M332481-1006 CPN 5790850 Packing M332481-100 CPN 5790850 Packing M332481-100 CPN 5790850 Packing M332481-1010 CPN 5790850 Packing M332481-100		<u></u>						Card No Page	7 of 1	3
American Altilines@ Workzone 71 Pattern (SIGN NAME/EMPL. #) Merrican Altilines@ MecHANIC CREWOHER 5. Replace 3 0-rings on bank fitting at LV3 port. M832441-104 Packing MecHANIC CREWOHER 6. Replace 3 0-rings on bapie-fitting at LP5 port. M832481-1904 CPN 564430 Packing Image: Crewoher 8. Replace 3 0-rings on bank fitting at LP5 port. M832481-1904 CPN 564430 Packing 8. Replace 3 0-rings on bank fitting at LP6 port. M832481-904 CPN 564430 Packing 9. Replace 3 0-rings on bank fitting at LP6 port. M832481-904 CPN 564430 Packing 9. Replace 3 0-rings on bank fitting at LP6 port. M832481-904 CPN 564430 Packing 9. Replace 3 0-rings on bank fitting at LP6 port. M832481-904 CPN 5694328 Packing 9. Replace 3 0-rings on bank fitting at LP6 port. M832481-906 CPN 5694328 Packing 9. Replace 3 0-rings on bank fitting at LP6 port. M832481-906 CPN 5694328 Packing 9. Replace packing CPN 4080459, on the aft end of usefoli conlor. (See Figure 5) Replace packing CPN 4080459, on the aft end of usefoli conlor. (See Figure 5) Replace Figure 5) 9. B		A		Equipment	MD80	Skill	0	— Rev. Da	ite 05/20	3/2008
American Airlines@ INSPI MECHANIC CREWCHIF 5. Replace banjo fitting O-rings A. Replace 3 O-rings on banjo fitting at LV3 port. M832481-1904 CRN 8624484 Packing M832481-1904 CRN 8694330 B. Replace 3 O-rings on banjo fitting at LP5 port. M832481-1904 CRN 5694330 Packing M832481-1904 CRN 5694330 Packing M832481-1904 CRN 5694331 Packing C. Replace 3 O-rings on banjo fitting at LP5 port. M832481-1904 CRN 5694331 Packing M832481-1904 CPN 5694331 Packing Packing M832481-190 CPN 5694334 D. Replace 3 O-rings on banjo fitting at LP6 port M832481-190 CPN 5694334 Packing M832481-1906 CPN 5670940 Packing Packing M832481-190 CPN 5670940 M832481-1906 CPN 5670940 Packing Packing M832481-190 CPN 5670940 M832481-1906 CPN 5670940 Packing Packing M832481-190 CPN 5670940 E. Add to card 0008 for leak check of banjo fittings en Rur-up Englassing and context of set				•		Section	8			* 7 7 5 1 *
 Replace banjo fitting O-rings on banja fitting at LV3 port. M83248/1-011 CPN 5824484 Packing M83248/1-904 CPN 584484 Packing M83248/1-011 CPN 5824484 Packing M83248/1-001 CPN 5824484 Packing M83248-1-904 CPN 5694334 Packing M83248-1-904 CPN 5694334 Packing M83248-1-904 CPN 5694334 Packing M83248-1-906 CPN 5694334 Packing M83248-1-906 CPN 5694328 Packing Replace 3 O-rings on banjo fitting at LP5 port M529561-110 CPN 5790850 Packing M83248-1-906 CPN 5694328 Packing Replace packing on fuel/oil cooler: A. Replace packing on fuel/oil cooler: A. Replace packing on fuel/oil cooler: A. Replace packing CPN 4080459, on the aft end of fuel/oil cooler (See Figure 5) Add to card 0008 for leak check of fuel/oil cooler lines. Restore Engine Controls and Circuit Breakers. A. Remove tools, equipment, loose hardware, spilled fluid, and tabih from maintenance area. Close fire control handle, located on upper instrument panel. WAENING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION NAND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER EDEORE OPERATION, ANY TIME THAT CARCHERSER ELEVER MOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULCL OPWER 15 	Δma	arican	Airlines®		71	Pattern				
 A. Replace 3 O-rings on bank fitting at LV3 port. M83248-1904 CPN 552484 Packing M83248-1904 CPN 5634330 Packing B. Replace 3 O-rings on banje fitting at LP5 port. M83248-1908 CPN 5634330 Packing B. Replace 3 O-rings on banje fitting at LP5 port. M83248-1908 CPN 5634330 Packing C. Replace 3 O-rings on banje fitting at LP6 port. M83248-1908 CPN 5634330 Packing C. Replace 3 O-rings on banje fitting at LP6 port. M83248-1908 CPN 5634330 Packing M83248-1904 CPN 5634330 Packing M83248-1906 CPN 563430 Packing M83248-1906 CPN 5694330 Packing D. Replace 3 O-rings on banje fitting at LP6 port. M822661-110 CPN 5670940 Packing M83248-1906 CPN 5694320 Packing M83248-1906 CPN 5694320 Packing M83248-1906 CPN 5694320 Packing M83248-1906 CPN 5694320 Packing M83248-1906 CPN 5694328 Packing M83248-1906 CPN 5694328 Packing E. Add to card 0008 for leak check of banje fitting set Run-up. 6. Replace packing, CPN 4080459, on the aft end of tuet/oil cooler (See Figure 5) B. Add to card 0008 for leak check of fuel/oil cooler lines. 7. Restore Engine Controls and Circuit Breakers. A. Remove kols, equipment, loose hardware, spilled fluid, and tebrit from maintenance area. B. Close fire control handle, located on upper instrument panel. WARNINS: MAKE CERTAIN THROTTLE/THRUST REVERSER ELEVEN POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION AND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER CONTROL VALVE IS NOT ND DUM POSITION, 300 PSI (20,700 KPA) IS AVALABEL AND WILL MOVE REVERSER DOORS IN RESPONSE TO THROTTLE/ THRUST REVERSER LEVER NOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULC POWER IS 		moun	Annese					Г	MECHANIC	CREWCHIEF
M3248/1-01 OPN 58/2484 Packing M3248-1-904 OPN 58/2484 Packing M3248-1-904 OPN 58/2484 Packing M3248-1-904 OPN 58/2484 Packing M3248-1-908 OPN/88/2484 Packing M3248-1-908 OPN/88/2484 Packing M3248-1-904 OPN 58/2484 Packing M3248-1-904 OPN 56/2484 Packing M3248-1-906 OPN 56/9433 Packing M3248-1-906 OPN 56/9432 Packing M3248-1-906 OPN 56/942 Packing M3248-1-	5.	Repl	ace banjo	fitting O-rings.	\backslash					
M83248/1-011 CPN 5824484 Packing M83248-1-908 CPN 5885400 Packing C. Replace 3 O-rings on banjo fitting at LP6 bort M83248/1-011 CPN 5824484 Packing M83248-1-908 CPN 5843404 Packing M83248-1-904 CPN 5843404 Packing M83248-1-904 CPN 5894307 Packing D. Replace 3 O-rings on banjo fitting at D6 port M83248-1-906 CPN 5694307 Packing M83248-1-906 CPN 5694328 Packing M83248-1-906 CPN 5670940 Packing M83248-1-906 CPN 5694328 Packing Setting E. Add to card 0008 for leak check of banjo fittings on Run-up 6. Replace packing, CPN 4080459, on the aft end of fuelfoil coder (See Figure 5) B. Add to card 0008 for leak check of fuel/oil coder lines. 7. Restore Engine Controls and Circuit Breakers. A. Remove tools, equipment, loose hardware, spilled fluid, and debrit from maintenance area. B. Close fire control handle, located on upper instrument panel. WARNING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION XORRESPONDS WITH THRUST REVERSER LEVER POSITION ND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER BEFORE OPERATION. ANY		A.	M83248/ M83248-	1-011 OPN 1-908 CPN	5824484 5845404	Packing Packing				
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 (See Figure 5) B. Add to card 0008 for leak check of fuel/oil cooler lines. 7. Restore Engine Controls and Circuit Breakers. A. Remove tools, equipment, loose hardware, spilled fluid, and debris from maintenance area. B. Close fire control handle, located on upper instrument panel. WARNING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION AND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER CONTROL VALVE IS NOT IN DUMP POSITION, 3000 PSI (20,700 KPA) IS AVAILABLE AND WILL MOVE REVERSER DOORS IN RESPONSE TO THROTTLE/THRUST REVERSER LEVER MOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULIC POWER IS 	6.	Repla	ace packin	g on fuel/oil co	oler:		\sim			
 7. Restore Engine Controls and Circuit Breakers. A. Remove tools, equipment, loose hardware, spilled fluid, and debris from maintenance area. B. Close fire control handle, located on upper instrument panel. WARNING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION AND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER DEFORE OPERATION. ANY TIME THAT THRUST REVERSER CONTROL VALVE IS NOT IN DUMP POSITION, 3000 PSI (20,700 KPA) IS AVAILABLE AND WILL MOVE REVERSER LEVER MOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULIC POWER IS 		A.			080459, on	the aft end of fur	et/oil cooler.)			
 A. Remove tools, equipment, loose hardware, spilled fluid, and debris from maintenance area. B. Close fire control handle, located on upper instrument panel. WARNING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION AND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER CONTROL VALVE IS NOT IN DUMP POSITION, 3000 PSI (20,700 KPA) IS AVAILABLE AND WILL MOVE REVERSER DOORS IN RESPONSE TO THROTTLE/THRUST REVERSER LEVER MOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULIC POWER IS 		В.	Add to ca	rd 0008 for lea	k check of fi	uel/oil cooler line:	5.		- 	
maintenance area. B. Close fire control handle, located on upper instrument panel. WARNING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION AND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER CONTROL VALVE IS NOT IN DUMP POSITION, 3000 PSI (20,700 KPA) IS AVAILABLE AND WILL MOVE REVERSER DOORS IN RESPONSE TO THROTTLE/ THRUST REVERSER LEVER MOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULIC POWER IS	7.	Rest	ore Engine	Controls and C	Circuit Break	kers.		2)		
WARNING: MAKE CERTAIN THROTTLE/THRUST REVERSER LEVER POSITION CORRESPONDS WITH THRUST REVERSER DOOR POSITION AND THAT ALL PERSONNEL AND EQUIPMENT ARE WELL CLEAR OF THRUST REVERSER BEFORE OPERATION. ANY TIME THAT THRUST REVERSER CONTROL VALVE IS NOT IN DUMP POSITION, 3000 PSI (20,700 KPA) IS AVAILABLE AND WILL MOVE REVERSER DOORS IN RESPONSE TO THROTTLE/ THRUST REVERSER LEVER MOVEMENT REGARD LESS WHETHER ANY ELECTRICAL OR HYDRAULIC POWER IS		A.			nt, loose har	dware, spilled flu	id, and debris f	irom		
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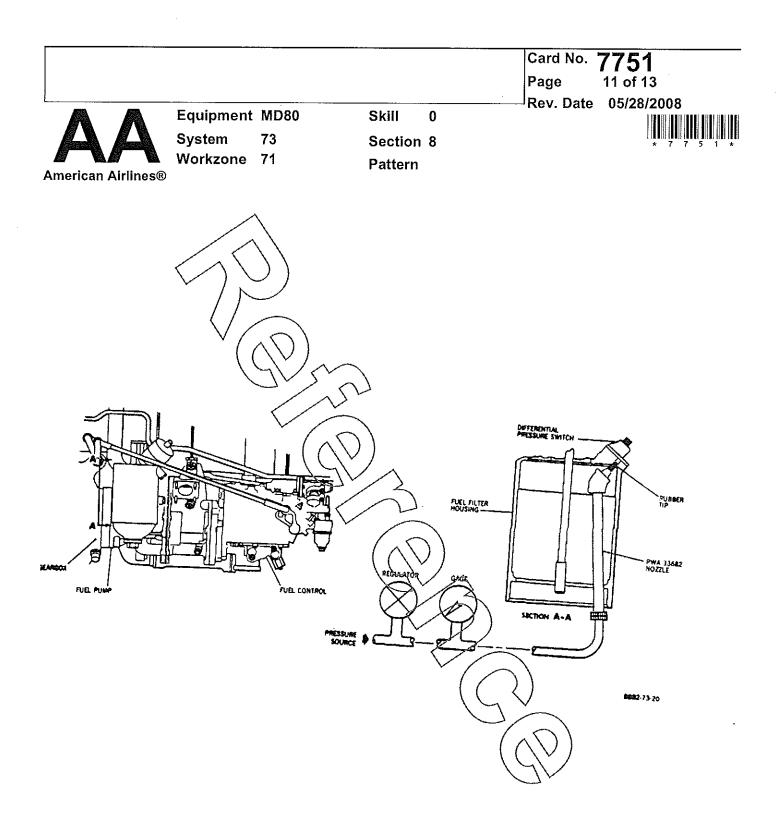
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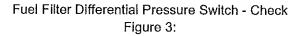


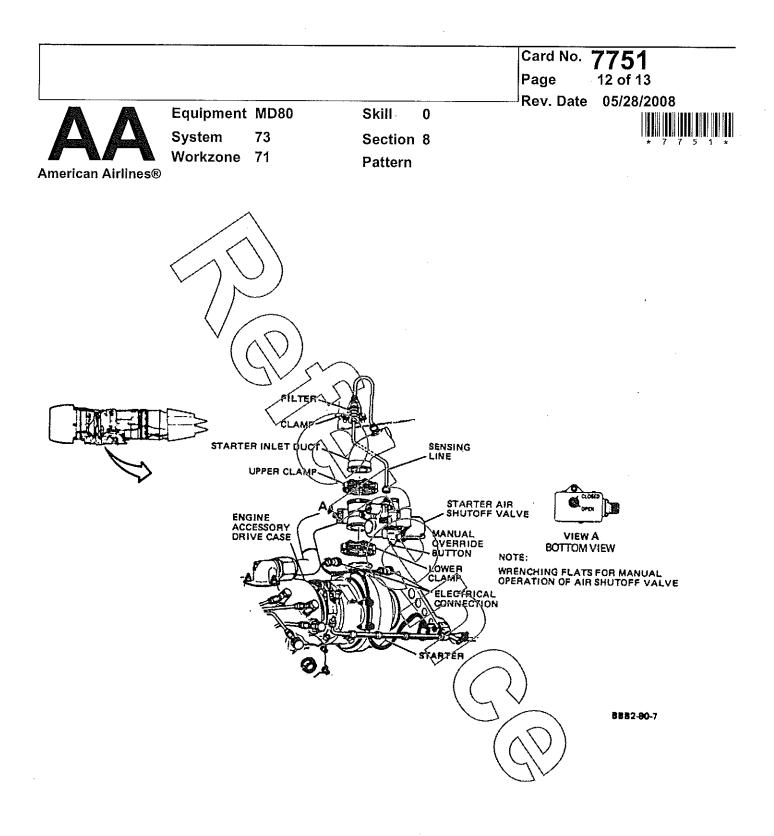
Main Fuel Control Filter - Removal/Installation Figure 1:



Fuel Pump Filter - Removal/Installation Figure 2:







Starter Air Shutoff Valve - Installation Figure 4:

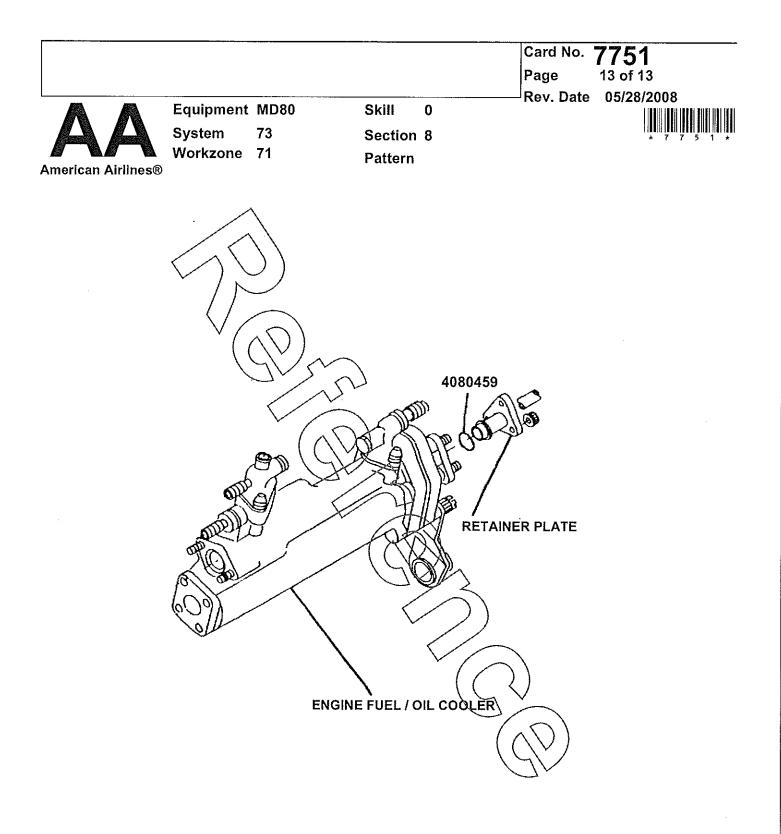


Figure 5: