



PRO-TECH ADVISORS INC.
AVIATION CONSULTANTS

**PHYSICAL SURVEY / DOCUMENTATION
REVIEW**

AMERICAN AIRLINES
B727-223 ADV
REG. N849AA S/N 20990

PEGASUS AVIATION, INC.

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**EXECUTIVE SUMMARY
AMERICAN AIRLINES
B727-223 ADV
REG. N849AA S/N 20990**

The physical inspection of this aircraft was completed by **Pro-Tech Advisors, Inc.** at the specific request of **Pegasus Aviation, Inc.** Our physical inspection was conducted on August 30, 2001 at American Airlines' terminal gates located at the Dallas-Fort Worth International Airport in Dallas, Texas. At the time of our inspection, the aircraft was on a routine overnight layover.

This Boeing 727-223 aircraft, line number 1184, was first flown on April 27, 1976 and delivered to American Airlines on May 26, 1976. In February 1981, General Electric Capital Corporation purchased the aircraft, with an immediate lease back to American Airlines. American Airlines purchased the aircraft on October 2, 1995. In December 1995, the aircraft was withdrawn from use and placed in storage in Amarillo, Texas. The aircraft is currently in operation with American Airlines.

The aircraft has a Federal Aviation Administration Airworthiness Certificate in the transport category. A single exemption to the Type Certificate "Number 1834 CAR4b.356 (b) Removal of Ventral Aisle Strap" is listed on this certificate. This certificate is valid as of May 10, 1976.

The Certificate of Registration indicates that the aircraft is registered to American Airlines. This certificate was issued on October 6, 1995.

EXECUTIVE SUMMARY

continued

The inspection performed included a detailed visual walk-around of both the interior and exterior of the aircraft. The overall condition of the aircraft is average based on age (25.3 years), total airframe hours (66,863 as of August 31, 2001), total airframe cycles (41,879 as of August 31, 2001), and current maintenance status. The aircraft was rated on a five (5) point scale ranging from poor, fair, average, good, to excellent. The rating is based on comparison with other aircraft having similar age, total aircraft time, and total aircraft cycles.

The purpose of this inspection is to verify the general condition, configuration, and status of the aircraft in an effort to identify any condition of non-compliance, non-standard configuration, significant defects, corrosion, damage, abnormal deterioration, and significant or substandard repairs that would detract from the aircraft's overall value.

The aircraft is equipped with the standard Boeing 727-200 flight instrumentation, navigation, communications, and auto flight control systems. At the time of our inspection, no "inoperative" placards were placed on the installed equipment. In addition to the standard equipment, the aircraft is equipped with a Bendix RDR-1F weather radar, a Honeywell Enhanced TPA-81A Alert and Collision Avoidance System (ACAS II), a Bendix / King TRA-67A ATC mode "S" transponder, a Sundstrand Mark VII Ground Proximity Warning System (GPWS) which incorporates windshear detection functions, a single Trimble HT9100 Global Positioning System (GPS), and a Lear Siegler Performance Monitoring System (PMS). The aircraft is also equipped with a Smith Industries Digital Fuel Quantity Indicating System, which is displayed in pounds.

The installed ACAS II system incorporates Change 7.0, which is a current European requirement. Honeywell's new system is enhanced because the TCAS and Mode S transponder contain not only Change 7.0 improvements but additional improved features. The Enhanced TPA-81A processor contains the functionality and growth provisions necessary to meet all existing and anticipated user requirements for the next ten years.

EXECUTIVE SUMMARY

continued

American has reported that the flight data recorder is currently recording 19 parameters, meeting current FAR Part 121 requirements.

The installed avionics equipment appears to be intact, complete, and in compliance with current FAR Part 121 regulations.

The overall condition of the main cabin is average to good. The main cabin is equipped to accommodate a total of one hundred thirty-eight (138) passengers in a dual class configuration. The first class compartment accommodates twelve (12) passengers and the economy class compartment accommodates one hundred twenty-six (126) passengers.

The overall condition of the galleys and adjacent areas is average. The main cabin is equipped with four (4) galley units arranged in two (2) complexes. The forward right galley complex consists of an aft facing G-1 unit; a forward facing windscreen is located aft of the R-1 door. The aft galley complex consists of an aft facing G-3 unit and a forward facing G-4 unit, which are located forward and aft of the aft left service door, as well as an inboard facing G-4A unit which is located just aft of the G-4 unit.

The overall condition of the flight attendant stations is good. This aircraft is equipped to accommodate a total of five (5) flight attendants in three (3) locations. One (1) aft facing double occupancy flight attendant seat is located just forward of the main entry door (L-1 door), one (1) forward facing single occupancy seat is located on the center aisle wall of the G-3 galley, and one (1) forward facing double occupancy seat is located on the aft ventral door.

The overall condition of the lavatories is good. The aircraft is equipped with three (3) lavatories; one (1) is located in the forward right section of the main cabin and two (2) are located in the aft left and right sections of the cabin.

EXECUTIVE SUMMARY

continued

The forward, mid, and aft fuselage areas are structurally sound and in average condition overall, both structurally and cosmetically. Numerous small dents and gouges were noted in these areas. It is recommended that these areas be examined to ensure these are within SRM limitations.

The aircraft is painted in American Airlines' livery. The overall condition of the paint is average. The entire fuselage and empennage are polished aluminum, with three (3) horizontal stripes running from nose to tail. A blue stripe is painted at the window belt, with a white stripe and red stripe painted below it. American Airlines' logo is painted on both sides of the vertical stabilizer. The engine cowls and nacelles are also polished aluminum. The upper and lower surfaces of the wings and horizontal stabilizers are painted light gray. Minor erosion of the paint was noted on the leading edge devices. The lower belly skins are in need of cleaning and polishing.

The cargo compartments are equipped with a smoke detection and fire suppression system as is required per current Federal Aviation Regulations (FARs).

The overall structural and cosmetic condition of the nose and main landing gear is average. No visible identification plates were found on the three (3) landing gear assemblies.

This aircraft meets FAR Part 36 Stage III noise requirements with the installation of the Raisbeck Lightweight Noise Reduction Kit per STC No. ST00555SE.

A general documentation review was accomplished by Pro-Tech Advisors, Inc. Our documentation review consisted of the review of limited information in the form of computerized data and summaries provided by American Airlines. All records reviewed appear to be accurate, complete, and in compliance with the requirements of FAR Part 121. No discrepancies were noted. It should be noted that our documentation review did not include detailed research to verify accuracy of the supplied information and component life limited traceability was not established or verified.

EXECUTIVE SUMMARY

continued

The aircraft is being maintained on American Airlines' maintenance program which consists of "A" checks at 65 hour intervals; "B" checks at 475 hour intervals; "C" checks at 3,000 hour intervals; and Heavy "C" checks at 14,000 hour intervals.

The last "C" check was accomplished at TAT: 64,537. The last "HC" check was accomplished at TAT: 54,081.

Please direct any questions or comments regarding this report to the undersigned.

Philip Lynch
Pro-Tech Advisors, Inc.



**PHYSICAL SURVEY REPORT
AMERICAN AIRLINES
B727-223 ADV
REG. N849AA S/N 20990**

1.0 INTRODUCTION

The following physical inspection was completed by **Pro-Tech Advisors, Inc.** at the specific request of **Pegasus Aviation, Inc.** Our physical inspection was conducted on August 30, 2001 at American Airlines' terminal gates located at the Dallas-Fort Worth International Airport in Dallas, Texas. At the time of our inspection, the aircraft was on a routine overnight layover.

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1.0 INTRODUCTION

continued

The inspection performed included a detailed visual walk-around of both the interior and exterior of the aircraft. The overall condition of the aircraft is average based on age (25.3 years), total airframe hours (66,863 as of August 31, 2001), total airframe cycles (41,879 as of August 31, 2001), and current maintenance status. The aircraft was rated on a five (5) point scale ranging from poor, fair, average, good, to excellent. The rating is based on comparison with other aircraft having similar age, total aircraft time, and total aircraft cycles.

The purpose of this inspection is to verify the general condition, configuration, and status of the aircraft in an effort to identify any condition of non-compliance, non-standard configuration, significant defects, corrosion, damage, abnormal deterioration, and significant or substandard repairs that would detract from the aircraft's overall value.

The following report includes a detailed narrative of the aircraft condition by section. In addition, photographs of specific areas and sections of the aircraft are included to provide the reader with a visual perspective.

This report also includes specific information regarding the aircraft specifications and summarized data obtained during the documentation review. The following additional information is included:

- Executive Summary
- Aircraft Specifications
- Aircraft Condition Checklist
- Avionics Inventory
- B727-200 Series Detailed Technical Specifications
- JT8D Series Engine Detailed Technical Specifications
- Interior Configuration Diagram
- Maintenance Program Description
- Hard Time Component Listing
- Repetitive / Open Airframe Airworthiness Directives Summary
- Aging Airplane Structural Modification Program
- Aging Airplane Corrosion Prevention and Control Program
- Engine Data
- Photographs

2.0 COCKPIT

The cockpit is inspected for overall condition and irregularities. Cockpit components such as instrument panels, instruments, switches, and controls are inspected for excessive wear, damage, non-standard configuration, and conformity to current regulations. In addition, interior panels and trim are inspected for deterioration, damage, and cleanliness. Cockpit seats, seat floor tracks, and floor panels are inspected for excessive wear, corrosion, and damage. Cockpit windows are visually inspected for obvious defects and delamination. Emergency equipment and furnishings are checked for compliance with current Federal Aviation Regulations (FARs).

The overall condition of the cockpit is good. The cockpit seating accommodates the captain, co-pilot, flight engineer, and two (2) observers.

The cockpit seats are in average to good condition. The seats are covered with a gray fabric; this fabric is fairly clean with only normal wear and tear noted. The cockpit seat movement mechanisms were functionally checked for smooth operation and found in good working order. The cockpit floor panels are structurally sound and in average to good condition, with no defects or damage noted. The non-skid material applied is peeling around the edges. Beverage spillage was noted on the floor panels around the control columns.

The captain's and co-pilot's upper and lower instrument panels were examined and found in average condition. The center instrument panel and center pedestal / throttle quadrant show normal signs of wear. The flight engineer's upper and lower instrument panels are clean and in average condition, showing normal wear and tear. The overhead and sidewall panels are in average condition with no excessive wear or tear noted.

The cockpit fixed and sliding windows are in excellent condition. No damage, delamination, or evidence of overheating was noted on the cockpit windows, with the exception of minor scratches on the left and right fixed side windows. These windows are located aft of the sliding windows.

2.0 COCKPIT

continued

The aircraft is equipped with the standard Boeing 727-200 flight instrumentation, navigation, communications, and auto flight control systems. At the time of our inspection, no “inoperative” placards were placed on the installed equipment. In addition to the standard equipment, the aircraft is equipped with a Bendix RDR-1F weather radar, a Honeywell Enhanced TPA-81A Alert and Collision Avoidance System (ACAS II), a Bendix / King TRA-67A ATC mode “S” transponder, a Sundstrand Mark VII Ground Proximity Warning System (GPWS) which incorporates windshear detection functions, a single Trimble HT9100 Global Positioning System (GPS), and a Lear Siegler Performance Monitoring System (PMS). The aircraft is also equipped with a Smith Industries Digital Fuel Quantity Indicating System, which is displayed in pounds.

The installed ACAS II system incorporates Change 7.0, which is a current European requirement. Honeywell’s new system is enhanced because the TCAS and Mode S transponder contain not only Change 7.0 improvements but additional improved features. The Enhanced TPA-81A processor contains the functionality and growth provisions necessary to meet all existing and anticipated user requirements for the next ten years.

American has reported that the flight data recorder is currently recording 19 parameters, meeting current FAR Part 121 requirements.

The installed avionics equipment appears intact, complete, and in compliance with current FAR Part 121 regulations.

All cockpit emergency equipment and furnishings appear to be intact, complete, and in compliance with current FARs. All cockpit placards, instrument panels, and circuit breaker panels are legible and display only minor paint deterioration associated with normal wear.

(Photos 1 thru 5)

3.0 MAIN CABIN

The main cabin and interior components are inspected for general condition, cleanliness, abnormal deterioration, configuration, significant defects, and substandard or excessive repairs. The inspection includes the general condition of interior items such as ceiling and sidewall panels, passenger service units (PSUs), overhead storage compartments, door covers, floor panels, interior trim, and windows. In addition, interior components such as passenger seats, flight attendant seats, dividers, closets, galleys, and lavatories are inspected for general condition and configuration. All emergency equipment is inspected for configuration and conformity to current FARs.

Specific attention is given to the floor structure around cabin door thresholds, lavatories, and galleys to detect evidence of corrosion.

The main cabin is equipped to accommodate a total of one hundred thirty-eight (138) passengers in a dual class configuration. The economy class is separated from the first class by a partition that is located on both sides of the cabin.

The first class compartment accommodates a total of twelve (12) passengers. This compartment is configured with three (3) rows of double seat assemblies on both the left and rights sides of the main cabin. These seats were originally manufactured in 1984 by Fairchild Burns and carry model number FBC 2020-2-57, with part numbers 86663001 (left) and 86663002 (right). The seats were modified in April, 1992 with the airfone installation and then in 1997 to comply with Service Bulletin 1353. The seats were re-identified; the current placards indicate part numbers 866631001 (left) and 866631002 (right).

The first class seats are covered with dark blue leather. The seat covers are in good condition showing normal wear and tear. The condition of the primary and secondary structure of the seats, including seat frames, side panels, plastic trim, tray tables, seat belts, and associated hardware, is average to good. The seat assemblies were inspected and found to be manufactured to, and display compliance with, Technical Standard Order (TSO) C39b after the modification. A spot check of the seat cushions revealed that they are fire-blocked as required per FAR 25.853c. The seat cushions are the flotation type.

3.0 MAIN CABIN

continued

The economy class compartment accommodates a total of one hundred twenty-six (126) passengers. This compartment is configured with twenty (20) triple seat assemblies on both the left and right sides of the main cabin. Three (3) double seat assemblies are also installed on the right side of the cabin. The seats were manufactured by Weber in 1981 and carry part numbers 827533-401 (left) and 827533-402 (right), with specific dash numbers dependent upon installation location. The seats were modified in April, 1992 with the airfone installation and then in 1997 to comply with TSO C39b. The seats were re-identified; the current placards indicate part numbers 827533-417 (left) and 827533-418 (right), with specific dash numbers dependent upon installation location.

The economy class seats are covered with a blue decorative patterned fabric, with dark blue leather head rests. The seat covers are in average to good condition with normal wear and tear noted. The condition of the primary and secondary structure of the seats, including seat frames, side panels, plastic trim, tray tables, seat belts, and associated hardware, is average to good. The seat assemblies were inspected and found to be manufactured to TSO C39a, and modified to meet TSO C39b. A spot check of the seat cushions revealed that they are fire-blocked as required per FAR 25.853c. The seat cushions are the flotation type. Each of the “middle” seat back structures has a Flite-Fone unit installed.

The main cabin windows are in good condition with no defects, other than minor scratches, noted. No visible moisture was noted trapped between the window panes.

The aircraft is equipped with the large “carry all” type overhead storage compartments. These compartments are clean and in average condition, with no major defects noted. The compartments are placarded for a capacity of one hundred eighty (180) pounds (82 kilograms).

The passenger service units (PSUs) are in good condition and appear serviceable; only normal signs of passenger usage were noted.

3.0 MAIN CABIN

continued

The main cabin ceiling panels were inspected and found in good condition; no evidence of staining was noted. The sidewall panels are in average condition with no evidence of damage or excessive wear noted. Minor defects were noted to the floor level vents.

The main cabin carpet is in average condition with light soiling noted. At the time of our inspection, no evidence of soft flooring was noted throughout the center aisle.

A forward entry hanging closet is located just aft of the L-1 door. This unit was manufactured by C & D Interiors in 1985 and carries part number 1891001-101. The closet is in average condition with no defects noted.

A forward galley storage type compartment is located just aft of the forward entry hanging closet. This unit was manufactured by C & D Interiors in 1985 and carries part number 1871001-101. This unit has two (2) storage shelves and a large drawer. The compartment is in average condition with no defects noted.

A second forward entry hanging closet is located just aft of the above described units. This unit was manufactured by C & D Interiors in 1985 and carries part number 1861001-101. This unit also houses a wheelchair. The closet is in average condition with no defects noted.

The emergency escape path lighting system installed in the main cabin is a floor mounted lighting system. This system extends along the entire length of the main cabin center aisle, on the right side. Appropriate colored lights are installed in the system to indicate passenger escape paths.

The aircraft is equipped for limited over water operations with under the seat life vests; no life rafts are installed.

The fixed and loose equipment appears to comply with FAR Part 121 regulations. All equipment appears intact, serviceable, and complete. This equipment is properly stored at various locations throughout the main cabin.

3.0 MAIN CABIN

continued

This aircraft is equipped with the four (4) standard sized entry and galley service doors for a Boeing 727-200 aircraft. The doors are located in the forward left and right fuselage and the aft left and right fuselage. The doors are typically referred to as L-1 / R-1 and L-2 / R-2, respectively. The L-1 door is the main passenger entry door. All main cabin doors are equipped with emergency escape slides. The aircraft is also equipped with the standard B727 aft ventral airstair door and four (4) overwing emergency exits. This aircraft is not equipped with forward airstairs.

The doors and door surround structures are in average condition and free of obvious defects and major repairs. The door seals and door seal strikers are in average condition. The door hinges, latches, and operating mechanisms are serviceable and appear free of defects, with only normal wear and tear noted. The overwing exits are in good condition with all required placards installed.

(Photos 6 thru 14)

3.1 Galleys

The main cabin is equipped with four (4) galley units arranged in two (2) complexes. The forward right galley complex consists of an aft facing G-1 unit; a forward facing windscreen is located aft of the R-1 door. The aft galley complex consists of an aft facing G-3 unit and a forward facing G-4 unit, which are located forward and aft of the aft left service door, as well as an inboard facing G-4A unit which is located just aft of the G-4 unit.

The G-1 galley unit was manufactured by Weber and carries part number 832521-401. This unit is equipped with two (2) ovens, three (3) full sized service cart positions, two (2) coffee makers, one (1) waste compartment, and one (1) miscellaneous storage compartment. The G-1 galley and floor structure are in average condition with no evidence of corrosion noted.

The forward right windscreen was manufactured by Weber in August, 1985 and displays part number 832522-401. This unit is equipped with two (2) fold down tables and two (2) fold down coffee pot holders. This unit is in average condition with no corrosion noted.

3.1 Galleys *continued*

The G-3 galley unit was manufactured by Weber and carries part number 832524-401. This unit is equipped with two (2) half sized service cart positions, two (2) coffee makers, two (2) waste compartments, and three (3) miscellaneous storage compartments. The G-3 galley and floor structure are in average condition with no evidence of corrosion noted.

The G-4 / G-4A galley was manufactured by Weber and carries part number 832525-401. The G-4 unit is equipped with four (4) full sized service cart positions, two (2) ovens, and two (2) miscellaneous storage compartments. The G-4 galley and floor structure are in average to good condition with no evidence of corrosion noted. This area is in need of resealing. The G-4A unit is equipped with two (2) full sized service cart positions and two (2) storage compartments with tray positions. The G-4A galley and floor structure are in average condition with no evidence of corrosion noted.

The galleys and adjacent areas were checked for obvious damage, soft flooring, and evidence of floor structure corrosion. The overall condition of the galleys is average. The adjacent areas are in average condition and free of defects. No evidence of corrosion was noted. The galley floors are covered with carpet. The carpet is in fair condition. The edges do not appear properly sealed to prevent fluids from leaking into the primary structure of the aircraft.

(Photos 15 thru 18)

3.2 Flight Attendant Stations

This aircraft is equipped to accommodate a total of five (5) flight attendants in three (3) locations. One (1) aft facing double occupancy flight attendant seat is located just forward of the main entry door (L-1 door), one (1) forward facing single occupancy seat is located on the center aisle wall of the G-3 galley, and one (1) forward facing double occupancy seat is located on the aft ventral door.

3.2 Flight Attendant Stations *continued*

The condition of the flight attendant stations is good. The stations are well maintained, showing normal wear and tear. The required emergency and loose equipment is installed, intact, and appears serviceable. The interphones and controls located at each station operate normally and appear in serviceable condition.

The forward flight attendant station consists of a dual place, aft facing seat which is installed forward of the L-1 door. This seat, when not in use, folds up in a retracted position to maintain maximum aisle width. The seat structure is sound and free of damage. The seat is covered with dark blue leather, which is in good condition. The seat lap belts, shoulder harnesses, and buckles are in good condition and operate normally.

The mid cabin flight attendant station consists of a single place, forward facing seat which is installed on the center aisle wall of the G-3 galley. This seat, when not in use, folds up in a retracted position to maintain maximum center aisle width. The seat structure is sound and free of damage. The seat is covered with dark blue leather, which is in good condition. The seat lap belts, shoulder harnesses, and buckles are in good condition and operate normally.

The aft flight attendant station consists of a dual place, forward facing seat that is attached to the forward side of the aft ventral door. This seat, when not in use, folds up in a retracted position to allow for door opening / closing as well as maximum aisle space. The seat structure is sound and free of damage. The seat is covered with dark blue leather. The seat covers are in good condition showing minimal wear and tear. The seat lap belts, shoulder harnesses, and buckles are in good condition and operate normally.

(Photos 19 and 20)

3.3 Lavatories

The aircraft is equipped with three (3) lavatories; one (1) is located in the forward right section of the main cabin and two (2) are located in the aft left and right sections of the cabin. Each lavatory is equipped with the required placards, an electronic smoke detector system, and a trash fire extinguishing system as required per current FARs.

The overall condition of the lavatories is good. The lavatories and adjacent areas were checked for obvious damage, soft flooring, and evidence of floor structure corrosion. No defects were noted. All interior sidewalls, ceiling panels, floor coverings, door frames, sinks, and mirrors are serviceable and in good condition.

The lavatory flooring, commonly called “floor pan”, is intact and well sealed. This floor pan helps protect the underfloor primary structure from the leakage of corrosive fluids from inside the lavatory compartment.

(Photos 21 thru 23)

4.0 FUSELAGE

The physical inspection conducted was limited to a detailed walk-around type inspection with specific attention to structurally significant areas prone to high levels of corrosion and fatigue. These areas include the lower belly skins, longitudinal lap joints, circumferential butt splices, and external repairs.

External repairs located on the lower belly skins are generally installed to correct damage caused by internal corrosion. External repairs located around door cutouts are generally installed as preventive modifications to deter cracking and fatigue related defects. Repairs to the fuselage side panels and wing leading edges are generally installed to correct accidental damage caused by contact from ground support vehicles or incidental damage caused by the aircraft’s operating environment.

4.0 FUSELAGE

continued

A detailed inspection was given to external repairs for quality of workmanship and conformity to the manufacturer's structural repair manual requirements. Please refer to the Photographs section of this report for further details on specific repairs.

4.1 Forward Fuselage

The forward fuselage area includes the upper, side, and lower fuselage structure extending from the nose of the radome to the leading edge of the wings. The overall structural condition of the forward fuselage is average.

The forward belly skins appear to be free of active / latent corrosion and evidence of abnormal structural deterioration or major damage. The forward belly skins, including lap joints, production splices, and seams, are free of wrinkling, bulges, loose / missing fasteners, and other indications of significant fatigue / corrosion related damage or deterioration.

The forward fuselage sides, above the belly skin area and extending upward to the visible areas above the passenger compartment window belt line, as viewed from the ground, are in average condition and free of abnormal structural deterioration and other significant structural defects or damage; however, numerous small dents and gouges were found in this area. It is recommended that this area be examined to ensure these are within SRM limitations.

The L-1 and R-1 doors and door surround structures are free of significant damage and major repairs. The door sill plates are in average condition and appear well sealed at the sill plate to fuselage body mating surfaces.

The Electronics and Equipment (E & E) compartment was physically inspected for damage and irregularities. The installed avionics, electrical controls, control cables, and equipment are in average condition and free of obvious damage and defects. The compartment floor is fairly clean, with some evidence of fluid spillage noted.

4.1 Forward Fuselage *continued*

The following repairs were noted in the forward fuselage area:

- An external doubler repair, measuring approximately 7" x 10", is installed on the forward fuselage left side at Body Station (BS) 367.
- An external doubler repair, measuring approximately 10" x 8", is installed on the right nose section at BS 277.
- An external doubler repair, measuring approximately 10" x 11", is installed on the right nose section at BS 280.
- An external doubler repair, measuring approximately 12" x 9", is installed on the right nose section at BS 282.
- An external doubler repair, measuring approximately 12" x 9", is installed on the right nose section at BS 330.
- An external doubler repair, measuring approximately 12" x 9", is installed on the forward fuselage right side at BS 390.
- An external doubler repair, measuring approximately 9" x 9", is installed on the forward fuselage right side at BS 450.
- An external doubler repair, measuring approximately 11" x 8", is installed on the forward belly skins at BS 560.
- An external doubler repair, measuring approximately 20" x 13", is installed on the forward belly skins at BS 650.

4.2 Mid Fuselage

The mid fuselage area includes the upper, side, and lower fuselage structure extending from the wing leading edge to the wing trailing edge. This structure is in average condition with no evidence of repairs or active / latent corrosion noted.

The mid belly skins and wing-to-body fairings appear to be free of active / latent corrosion and evidence of abnormal structural deterioration, composite panel delamination, or other major damage. The mid belly skins, including lap joints, production splices, and seams, are free of wrinkling, bulges, loose / missing fasteners, and other indications of significant fatigue / corrosion related damage or deterioration. The composite and fiberglass wing-to-body fairings and other secondary structure are in average condition with no obvious defects or damage noted. The fairings are aerodynamically clean with all fasteners installed.

4.2 Mid Fuselage *continued*

It should be noted that a heavy accumulation of hydraulic fluid residue was found on the lower left wing-to-body fairing. The electric standby hydraulic pump that is located nearby should be inspected to determine if the leakage is originating from there.

The mid fuselage sides, above the wings and extending upward to the visible areas above the passenger compartment window belt line, as viewed from the ground, are in average condition and free of abnormal structural deterioration and other significant structural defects or damage.

The mid fuselage window belt line and window frames are free of major repairs and other damage. The emergency overwing exit doors and surround structures are free of significant repairs and damage. The visible areas of the upper crown skin appear to be free of major doubler repairs and evidence of abnormal structural deterioration. The fuselage lap joints, production splices, stringer and circumferential attach points, and other primary structural joints are free of major repairs, with no evidence of active or latent corrosion noted. No repairs were noted in the mid fuselage area.

4.3 Aft Fuselage

The aft fuselage area includes the upper, side, and lower fuselage structure extending from the wing trailing edge to the aft portion of the empennage. The overall structural condition of the aft fuselage is average.

The aft belly skins appear to be free of active / latent corrosion and evidence of abnormal structural deterioration or major damage. The aft belly skins, including lap joints, production splices, and seams, are free of wrinkling, bulges, loose / missing fasteners, and other indications of significant fatigue / corrosion related damage or deterioration. Due to hydraulic fluid residue, this area is extremely dirty.

4.3 Aft Fuselage *continued*

The aft fuselage sides, above the belly skin area and extending upward to the visible areas above the passenger compartment window belt line, as viewed from the ground, are in average condition and free of abnormal structural deterioration and other significant structural defects or damage; however, numerous small dents and gouges were found in this area. It is recommended that this area be examined to ensure these are within SRM limitations.

The L-2 and R-2 doors and door surround structures are free of significant damage and major repairs. The door sill plates are in average condition and appear well sealed at the sill plate to fuselage body mating surfaces.

The aft fuselage window belt line and window frames are free of major repairs and other damage. The visible areas of the upper crown skin appear to be free of major doubler repairs and evidence of abnormal structural deterioration. The fuselage lap joints, production splices, stringer and circumferential attach points, and other primary structural joints are relatively free of major repairs, with no evidence of active or latent corrosion noted.

The following repairs were noted in the aft fuselage area. These repairs are considered typical, are of good quality, and appear to conform to the manufacturer's repair manual practices / procedures and approved repair criteria.

- An external doubler repair, measuring approximately 16" x 9", is installed on the aft fuselage left side at BS 1085.
- An external doubler repair, measuring approximately 8" x 6", is installed on the aft fuselage right side at BS 1010.
- An external doubler repair, measuring approximately 14" x 6", is installed on the aft belly skins at BS 1092.

4.4 Fuselage Paint

The aircraft is painted in American Airlines' livery. The overall condition of the paint is average. The entire fuselage and empennage are polished aluminum, with three (3) horizontal stripes running from nose to tail. A blue stripe is painted at the window belt, with a white stripe and red stripe painted below it. American Airlines' logo is painted on both sides of the vertical stabilizer. The engine cowls and nacelles are also polished aluminum. The upper and lower surfaces of the wings and horizontal stabilizers are painted light gray. Minor erosion of the paint was noted on the leading edge devices. The lower belly skins are in need of cleaning and polishing.

(Photos 24 thru 40)

5.0 CARGO COMPARTMENTS

Cargo compartments are inspected for general condition of flooring, sidewall liners, and ceiling panels. Cargo compartments are checked, when possible, for proper lighting, weight placards, and security and condition of the compartment floor and sidewall liners. Visible door structures, frames, hinges, and door operating and lock mechanisms are inspected for condition, defects, and corrosion.

The overall condition of the cargo compartments is average. The aircraft is equipped with two (2) cargo compartments; one (1) in the forward lower fuselage and one (1) in the aft lower fuselage. Each compartment is accessed through an outward and upward opening cargo door located approximately in the center of each compartment, on the right side of the aircraft.

The forward cargo compartment is generally referred to as the C-1 compartment. This compartment is in average condition. The fire resistant liner shows normal wear and tear. Seam taping is in place and compartment placards and weight limitations are applied. The compartment floor appears structurally sound. Baggage nets were located in the compartment at the time of our inspection.

5.0 CARGO COMPARTMENTS

continued

The C-1 door, door surround structure, door seals, and door operating mechanisms are serviceable and free of corrosion and obvious damage. The cargo door stainless steel sill plates and adjacent fuselage structure display minor scratches and dents, which have occurred from ground handling and baggage loading / off loading. The door was operated and found to operate smoothly, without binding or other mechanical interference. The C-1 door appears properly rigged.

The aft cargo compartment is generally referred to as the C-2 compartment. This compartment is in average condition. The fire resistant liner shows normal wear and tear. Seam taping is in place and compartment placards and weight limitations are applied. The compartment floor appears structurally sound and free of repairs. Baggage nets were located in the compartment at the time of our inspection.

The C-2 door, door surround structure, door seals, and door operating mechanisms are serviceable and free of corrosion and obvious damage. The cargo door stainless steel sill plates and adjacent fuselage structure display minor scratches and dents, which have occurred from ground handling and baggage loading / off loading. The door was operated and found to operate smoothly, without binding or other mechanical interference. The C-2 door appears properly rigged.

The lighting in both compartments is serviceable. All light bulbs and fixtures are protected to prevent them from coming into contact with cargo or baggage.

The cargo compartments are equipped with a smoke detection and fire suppression system as is required per current Federal Aviation Regulations (FARs).

(Photos 41 thru 44)

6.0 LANDING GEAR / WHEEL WELLS

Landing gear assemblies and wheel wells are inspected for general condition, obvious damage, excessive wear, corrosion, significant or substandard repairs, and level of preventive maintenance. A general inspection was performed on doors, linkages, electrical components, electrical wiring, and hydraulic plumbing, with specific attention given to structurally significant areas and components. The wheel wells and landing gear support structure are inspected for corrosion, cracks, damage, and loose or missing fasteners. Landing gear components, such as shock struts, drag and side struts, torque links, and trunnions, are inspected for excessive wear, corrosion, and moving or migrating parts. Wheels, brakes, and tires are inspected for general condition and serviceability.

The nose and main landing gear shock struts and visible portions of the piston assemblies are free of corrosion and protected with paint or chrome plating as required. These sub-assemblies are free of obvious damage, repairs, and abnormal wear and tear. The landing gear drag links, swivels, actuators, and other secondary structural components are in average condition and free of obvious defects and damage.

The nose gear doors, door hinges, and actuating mechanisms are in average condition. The gear doors are free of delamination and major repairs. The door hinges show normal wear and are free of excessive side play or other irregularities. The gear door operating mechanisms appear serviceable and free of binding, operational interference, and excessive wear.

The landing gear tires, wheels, and brakes are in average condition showing normal wear and tear. The aircraft is equipped with a combination of Bridgestone and Goodrich 225 mph rated tires.

The nose and main landing gear wheel wells are structurally sound with no major damage or major repairs noted. The wheel well structures are clean; no treatment of corrosion preventive compounds has been applied. No evidence of hydraulic fluid leakage was noted.

6.0 LANDING GEAR / WHEEL WELLS

continued

The installed components in the main wheel wells, including hydraulic / electrical components, valves, actuators, cable driven components, and flap drive gear boxes, are free of fluid leakage, damage, and other irregularities.

All three (3) landing gear assemblies are extremely dirty and have excessive amounts of lubrication applied.

No visible identification plates were found on the three (3) landing gear assemblies.

(Photos 45 thru 50)

7.0 WINGS

Upper (when accessible) and lower wing surfaces are inspected for general condition, damage, repairs, evidence of fuel leaks, paint condition, and evidence of corrosion. Flight control surfaces and visible mechanisms are inspected for general condition, damage, excessive wear, and repairs. Specific attention is given to composite control surfaces, wing-to-body fairings, and fillet panels to determine if delamination or substandard repairs are present. Our inspection was conducted with the leading and trailing edge devices extended.

The upper wing skin surfaces were not detail inspected due to a lack of access during this inspection. These areas were checked for obvious existing major repairs and other significant damage as viewed through the overwing emergency exit windows, from inside the main cabin. No major repairs or other significant damage was detected during our inspection. The upper sides of the ailerons, aileron tabs, flaps, spoilers, and leading edge devices are free of structural and obvious mechanical damage.

The lower wing skins were detail inspected and found free of blending and other repairs. The lower wing skins are in average condition and free of significant defects and other damage. The lower wing surfaces are free of indications of previous or active fuel leaks and external fuel tank repairs.

7.0 WINGS

continued

The lower sides of the wing mounted flight controls and high lift devices are in average condition and free of damage. The lower sides of the ailerons, aileron tabs, flaps, flap vanes, flap canoe covers / fairings, and leading edge devices are in average condition and free of impact damage, major repairs, and other significant structural defects.

The leading edges of the wings are aerodynamically clean. The leading edge devices are painted. Several flush repairs were noted on the leading edge devices of the No. 4, No. 5, No. 6, No. 7, and No. 8 slats, as well as on the No. 1 and No. 6 Krueger flaps.

(Photos 51 thru 54)

8.0 ENGINES / PYLONS

Engines are inspected for general exterior condition, obvious damage, or repairs to inlets, cowls, thrust reversers, and pylons. First stage fan blades and inlet guide vanes are given cursory inspections, when accessible, for evidence of any major impact damage.

The engines installed on the aircraft at the time of our inspection may or may not be the engines associated with this particular aircraft transaction. Please refer to the Engine Data section of this report for the remaining disc life status of the engines associated with this aircraft.

Three (3) engines are installed on the Boeing 727 aircraft; two (2) pylon mounted engines on the left and right sides of the aft fuselage and an aft fuselage mounted center engine. The center engine is connected through an "S-duct" to an inlet located in the forward area of the vertical stabilizer. The left and right pod engines are commonly referred to as No. 1 and No. 3, respectively, and the center engine as No. 2.

The inlet rings of the engines are free of impact damage and repairs. The visible areas of the No. 1 and No. 3 engine inlet fan blades were inspected for any existing impact damage or evidence of any previous damage, of which none was noted.

8.0 ENGINES / PYLONS

continued

The engine cowls are free of significant damage and show only minimal ground handling damage caused by installation / removal. The cowlings are free of fluids along the bottom of the cowlings, giving indication that the engines are free of obvious fluid or air leaks.

The engine thrust reversers and associated fairings are in average condition with no significant repairs or other irregularities noted. No abnormal leakage or fluid accumulation was noted on the exhaust sections of the engines.

The left and right pylons are in good condition and free of major external repairs. The pylon fairings and secondary structures are in good condition with no significant repairs or other damage noted.

This aircraft meets FAR Part 36 Stage III noise requirements with the installation of the Raisbeck Lightweight Noise Reduction Kit per STC No. ST00555SE.

(Photos 55 and 56)

9.0 EMPENNAGE

The empennage includes any fuselage structure aft of the aft pressure bulkhead, the vertical and horizontal stabilizers, and associated flight control surfaces. Due to accessibility, this area is typically inspected from the ground only for general condition, obvious damage, and repairs.

The leading edges of the left and right horizontal stabilizers are in average condition with no damage noted. The lower surfaces of the horizontal stabilizers are free of major repairs and obvious damage. The stabilizer skin panels appear structurally sound and defect free. The lower sides of the elevators and the elevator tabs are in average condition with no evidence of damage, delamination, or repairs noted.

9.0 EMPENNAGE

continued

The leading edge of the vertical stabilizer is aerodynamically clean with no evidence of impact damage or repairs noted. The primary structure of the vertical stabilizer, including the visible skin panels, appears serviceable and free of significant defects and other damage. The sides of the rudder and rudder tabs are in average condition with no signs of obvious defects or damage noted. No evidence of previous hydraulic leaks was noted in the rudder power unit areas.

The empennage is in average condition. The empennage paint scheme consists of a polished vertical stabilizer with the American Airlines logo displayed on both sides.

The aft ventral airstair area is extremely clean; no fluid leakage or other defects were noted. It should be noted that sidewall curtains / panels are not installed in this area.

(Photos 57 thru 59)



AIRCRAFT SPECIFICATIONS

MODEL:	B727-223 ADV	MAX. TAXI WEIGHT:	178,500 lbs
MANUFACTURER:	Boeing Aircraft Company	MAX. GROSS TAKE-OFF WT.:	178,000 lbs
SERIAL NUMBER:	20990	MAX. LANDING WEIGHT:	154,500 lbs
LINE NUMBER:	1184	MAX. ZERO FUEL WEIGHT:	138,000 lbs
REG. NUMBER:	N849AA	MFGRS. EMPTY WEIGHT:	----- lbs
DATE OF MANUFACTURE:	April 27, 1976	OPERATORS WEIGHT EMPTY:	102,700 lbs
CURRENT OPERATOR:	American Airlines	PAYLOAD:	35,300 lbs

AIRFRAME STATUS

TIME AS OF:	August 31, 2001	MTX. PROGRAM:	American's Mtx. Program:
TOTAL AIRFRAME HOURS:	66,863	"A" check @ 65 hour intervals; "B" check @ 475 hour intervals;	
TOTAL AIRFRAME CYCLES:	41,879	"C" check @ 3,000 hour intervals; Heavy "C" check @ 14,000	
TIME SINCE "HC" CHECK:	12,782 hours	hour intervals; Landing gear overhaul @ 28,000 hour / 3,650 day	
TIME SINCE "C" CHECK:	2,326 hours	intervals.	
MOD. STATUS:	FAR Part 121 Compliant – FAR Part 36 Stage III Compliant		
LANDING GEAR TSO:	Nose = 12,782 hrs / 11-18-96; LH / RH = 12,782 hrs / 11-21-96		

ENGINE STATUS

ENGINE TYPE:		JT8D-9A		ENGINE MANUFACTURER:		Pratt & Whitney		
ENGINE MTX. PROGRAM:		On Condition with Pratt & Whitney Life Limits						
POS.	SERIAL NUMBER	TOTAL TIME	TOTAL CYCLES	TSLSV		FIRST LIMIT	REMAINING TO DISC:	
				HOURS	CYCLES		HOURS	CYCLES
1	665301	78,801	51,858	1,711	878	2,438 hours	2,438/T4	3,790/Variou
2	665205	79,599	51,538	6,468	3,340	392 hours	392/C4	1,155/C4
3	666214	58,387	36,086	5,312	2,731	393 hours	393/C8-C13	2,784/C8-C13

***NOTE:** Data for ESN 665301 is current as of September 25, 2001; data for ESN 665205 and 666214 is current as of August 29, 2001.

GENERAL DATA

FUEL CAPACITY:	52,700 POUNDS @ 6.7	INTERIOR:	Passenger Configuration: 12 first class and 126
	7,866 U.S. GALLONS		economy class seats; 4 galley units (1 forward and 3 aft);
FUEL SYSTEM:	Standard		3 lavatories (1 forward and 2 aft).

AIRCRAFT CONDITION CHECKLIST

IDENTIFICATION:

Aircraft Type	B727-223 ADV	Aircraft Inspected At	Dallas, TX
Current Operator	American Airlines	Date of Inspection	August 30, 2001
Registration	N849AA		
Serial Number	20990	Records Inspected At	Port Orange, FL
Date of Mfr	April 27, 1976	Date of Inspection	September 25 - 26, 2001
Engine Type	JT8D-9A		

WEIGHT DATA:

Maximum Taxi Weight	178,500 lbs
Maximum Take-Off	178,000 lbs
Maximum Landing Weight	154,500 lbs
Maximum Zero Fuel Weight	138,000 lbs
Fuel Capacity	52,700 lbs

AIRFRAME AND INTERIOR EQUIPMENT:

Galleys	Four	Location	1 forward and 3 aft
Lavatories	Three	Location	1 forward and 2 aft
Air Stairs	One	Location	Aft ventral
Passenger Seats	138	Locations / Types	12 first class and 126 economy class
Overhead Bins	Large 180 pound capacity overhead bins		
Cargo Door	N/A		
Aux Power Unit	P/N 380678-1-1 S/N P-35586 TT: 19,359 TC: 9,313 TSO: 10,081 CSO: 6,211		

MAJOR AVIONICS EQUIPMENT:

Description	Mfr	Type	Quantity
Autopilot	Sperry	4030950-901 / 2585805-6	One
Air Data Computer	Honeywell	HG480B13 / ABB4321	Two
VHF Comm.	Collins / King	618M-3 / KTR9100A	Two
VHF Nav.	Collins / Bendix	51RV-1 / RNA-34A	Two
ATC Mode S Transponder	Bendix / King	TRA-67A	One
ATC Mode C Transponder	King	KXP7500	One
Weather Radar	Bendix	RDR-1F	One
GPS	Trimble	HT9100	One
DME	Collins	860E-4	Two
ACAS II	Honeywell	TPA-81A (Enhanced)	One
GPWS / Windshear	Sundstrand	Mark VII	One
ADF	Collins	51Y-4	One
Radio Altimeter	Collins	860F-1	One
Marker Beacon	Bendix	MKA-28C	One
Anti-Skid Unit	Crane	Mark II	One
CVR	Fairchild	A100A	One
DFDR	Allied Signal	980-4120-RXUS	One

AIRCRAFT CONDITION CHECKLIST

AIRCRAFT TYPE: B727-223 ADV

REGISTRATION: N849AA

AIRFRAME TIMES as of: August 31, 2001

Total Hours 66,863

Total Cycles 41,879

AIRFRAME LIMITS:

Type of Check "C" "HC"

Check Interval 3,000 hrs 14,000 hrs

Time Since 2,326 hrs 12,782 hrs

LANDING GEAR LIMITS:

Position	<u>Nose</u>	<u>Left</u>	<u>Right</u>
Overhaul Limit	<u>28,000 hrs / 3,650 dys</u>	<u>28,000 hrs / 3,650 dys</u>	<u>28,000 hrs / 3,650 dys</u>
Time Since Overhaul	<u>12,782 hrs / 11-18-96</u>	<u>12,782 hrs / 11-21-96</u>	<u>12,782 hrs / 11-21-96</u>

ENGINE DATA:

Position	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>
Type	<u>JT8D-9A</u>	<u>JT8D-9A</u>	<u>JT8D-9A</u>
Serial Number	<u>665301</u>	<u>665205</u>	<u>666214</u>
Total Hours	<u>78,801</u>	<u>79,599</u>	<u>58,387</u>
Total Cycles	<u>51,858</u>	<u>51,538</u>	<u>36,086</u>
Hours Since Shop Visit	<u>1,711</u>	<u>6,468</u>	<u>5,312</u>
Cycles Since Shop Visit	<u>878</u>	<u>3,340</u>	<u>2,731</u>
Hours to Next Hard Limit	<u>2,438/T4</u>	<u>392/C4</u>	<u>393/C8-C13</u>
Cycles to Next Hard Limit	<u>3,790/Various</u>	<u>1,155/C4</u>	<u>2,784/C8-C13</u>

**NOTE: Data for ESN 665301 is current as of September 25, 2001; data for ESN 665205 and 666214 is current as of August 29, 2001.*

QUALITY OF MAINTENANCE RECORDS:

A general documentation review was accomplished by Pro-Tech Advisors, Inc. Our documentation review consisted of the review of limited information in the form of computerized data and summaries provided by American Airlines. All records reviewed appear to be accurate, complete, and in compliance with the requirements of FAR Part 121. No discrepancies were noted. It should be noted that our documentation review did not include detailed research to verify accuracy of the supplied information and component life limited traceability was not established or verified.

AIRCRAFT CONDITION CHECKLIST

AIRCRAFT TYPE: B727-223 ADV

REGISTRATION: N849AA

REVIEW OF SIGNIFICANT AIRWORTHINESS DIRECTIVES AND FARs:

The Airworthiness Directive (AD) documentation provided for our review consisted of American Airlines computerized "American Airlines Preliminary AD Status by Aircraft / Engine / Component" report which reflects the status of all mandatory FAA ADs. It appears as though all mandatory ADs are being tracked / accomplished as required. No discrepancies were noted during our review. Refer to the AD Summary section of this report for details on repetitive or outstanding Airworthiness Directives.

The aircraft is equipped as required for FAR Part 121 operation. No areas of non-conformity to current FARs were noted during our inspection.

REVIEW OF SIGNIFICANT SERVICE BULLETINS:

Our audit did not include a review of non-mandatory service bulletins. For the status of the service bulletins mandated by the Aging Airplane Structural Modification Program, refer to the applicable section of this report.

MAJOR MODIFICATIONS SINCE MANUFACTURE:

Major modifications include installation of Raisebeck Lightweight Noise Reduction Kit per STC # ST00555SE and avionics upgrades including installation of a Trimble HT9100 Global Positioning System, upgrade of the DFDR to 19 parameters, and upgrade of TCAS system to ACAS II Enhanced TPA-81A, which incorporates Change 7. No other major modifications, other than normal avionics and interior upgrades, were noted.

ACCIDENTS AND MAJOR DAMAGE HISTORY:

Our physical inspection did not reveal that the aircraft has been repaired as a result of, or suffered any damage caused by, a major incident or accident.

MISSING EQUIPMENT:

None noted.

AIRCRAFT CONDITION CHECKLIST

AIRCRAFT TYPE: B727-223 ADV

REGISTRATION: N849AA

Exterior Condition:	Poor	Fair	Average	Good	Excellent	Notes / Remarks
Paint	_____	_____	√	_____	_____	Polished aluminum / paint has lost luster
Forward Fuselage	_____	_____	√	_____	_____	Numerous small dents and gouges
Mid Fuselage	_____	_____	√	_____	_____	Free of fatigue / corrosion related damage
Aft Fuselage	_____	_____	√	_____	_____	Numerous small dents and gouges
Belly Skins	_____	_____	√	_____	_____	Needs cleaning and polishing
E & E Compartment	_____	_____	√	_____	_____	Evidence of fluid spillage noted
Upper Wing	_____	_____	√	_____	_____	Viewed from main cabin windows
Lower Wing	_____	_____	√	_____	_____	No wing skin blending noted
Flaps	_____	_____	√	_____	_____	Free of impact damage and defects
Ailerons	_____	_____	√	_____	_____	No abnormal conditions noted
Horizontal Stabilizer	_____	_____	√	_____	_____	Free of impact damage and repairs
Vertical Stabilizer	_____	_____	√	_____	_____	Free of leaks and major repairs
Wheel Wells	_____	_____	_____	√	_____	Free of fluid leaks / clean
Landing Gear	_____	_____	√	_____	_____	Dirty / excessive lubrication
Wheels & Tires	_____	_____	√	_____	_____	Normal wear and tear noted
Engine Nacelles	_____	_____	√	_____	_____	Minimal ground handling damage noted
Thrust Reversers	_____	_____	√	_____	_____	No leaks or irregularities noted
Pylons	_____	_____	_____	√	_____	Free of major repairs and leaks
Doors	_____	_____	√	_____	_____	No roller damage or excessive wear noted
Cargo Compartment	_____	_____	√	_____	_____	Seam taping in place / no damage noted
Interior Condition:						
Passenger Seats	_____	_____	√	_____	_____	Show well / minor cosmetic defects noted
Lavatories	_____	_____	_____	√	_____	Clean / no defects noted / normal wear
Galleys	_____	_____	√	_____	_____	Carpet installed
Flight Attd. Stations	_____	_____	_____	√	_____	Light wear / few cosmetic defects noted
Windows	_____	_____	_____	√	_____	No visible trapped moisture / minor scratches
Overhead Bins	_____	_____	√	_____	_____	No defects noted / doors operate smoothly
Ceilings	_____	_____	_____	√	_____	No defects noted
Sidewalls	_____	_____	√	_____	_____	Minor damage / no floor level vents missing
Floor / Carpet	_____	_____	√	_____	_____	Minor soiling / light wear noted
Cockpit Condition:						
Seats	_____	_____	√	_____	_____	Normal wear and tear / no excessive play noted
Instruments / Equip.	_____	_____	_____	√	_____	Minor deterioration noted / placards are legible
Windows	_____	_____	_____	_____	√	Minor scratches on aft side windows

REMARKS:

The overall structural and cosmetic condition of the aircraft is average. The forward, mid, and aft fuselage areas are structurally sound; however, numerous small dents and gouges were noted throughout. No conditions were noted that would impair or detract from the overall value or marketability of the aircraft. The overall condition of the aircraft indicates an adequate level of preventive maintenance.

AIRCRAFT CONDITION CHECKLIST

AIRCRAFT TYPE: B727-223 ADV

REGISTRATION: N849AA

SUPPLEMENTARY NOTES:

- The aircraft has a Federal Aviation Administration Airworthiness Certificate in the transport category. A single exemption to the Type Certificate “Number 1834 CAR4b.356 (b) Removal of Ventral Aisle Strap” is listed on this certificate. This certificate is valid as of May 10, 1976.
- The Certificate of Registration indicates that the aircraft is registered to American Airlines. This certificate was issued on October 6, 1995.
- The inspection performed included a detailed visual walk-around of both the interior and exterior of the aircraft. The overall condition of the aircraft is average based on age (25.3 years), total airframe hours (66,863 as of August 31, 2001), total airframe cycles (41,879 as of August 31, 2001), and current maintenance status. The aircraft was rated on a five (5) point scale ranging from poor, fair, average, good, to excellent. The rating is based on comparison with other aircraft having similar age, total aircraft time, and total aircraft cycles.
- The aircraft is equipped with the standard Boeing 727-200 flight instrumentation, navigation, communications, and auto flight control systems. At the time of our inspection, no “inoperative” placards were placed on the installed equipment. In addition to the standard equipment, the aircraft is equipped with a Bendix RDR-1F weather radar, a Honeywell Enhanced TPA-81A Alert and Collision Avoidance System (ACAS II), a Bendix / King TRA-67A ATC mode “S” transponder, a Sundstrand Mark VII Ground Proximity Warning System (GPWS) which incorporates windshear detection functions, a single Trimble HT9100 Global Positioning System (GPS), and a Lear Siegler Performance Monitoring System (PMS). The aircraft is also equipped with a Smith Industries Digital Fuel Quantity Indicating System, which is displayed in pounds.
- The installed ACAS II system incorporates Change 7.0, which is a current European requirement. Honeywell’s new system is enhanced because the TCAS and Mode S transponder contain not only Change 7.0 improvements but additional improved features. The Enhanced TPA-81A processor contains the functionality and growth provisions necessary to meet all existing and anticipated user requirements for the next ten years.
- American has reported that the flight data recorder is currently recording 19 parameters, meeting current FAR Part 121 requirements.
- The installed avionics equipment appears to be intact, complete, and in compliance with current FAR Part 121 regulations.
- The overall condition of the main cabin is average to good. The main cabin is equipped to accommodate a total of one hundred thirty-eight (138) passengers in a dual class configuration. The first class compartment accommodates twelve (12) passengers and the economy class compartment accommodates one hundred twenty-six (126) passengers.
- The overall condition of the galleys and adjacent areas is average. The main cabin is equipped with four (4) galley units arranged in two (2) complexes. The forward right galley complex consists of an aft facing G-1 unit; a forward facing windscreen is located aft of the R-1 door. The aft galley complex consists of an aft facing G-3 unit and a forward facing G-4 unit, which are located forward and aft of the aft left service door, as well as an inboard facing G-4A unit which is located just aft of the G-4 unit.
- The overall condition of the flight attendant stations is good. This aircraft is equipped to accommodate a total of five (5) flight attendants in three (3) locations. One (1) aft facing double occupancy flight attendant seat is located just forward of the main entry door (L-1 door), one (1) forward facing single occupancy seat is located on the center aisle wall of the G-3 galley, and one (1) forward facing double occupancy seat is located on the aft ventral door.

AIRCRAFT CONDITION CHECKLIST

AIRCRAFT TYPE: B727-223 ADV

REGISTRATION: N849AA

SUPPLEMENTARY NOTES: *continued*

- The overall condition of the lavatories is good. The aircraft is equipped with three (3) lavatories; one (1) is located in the forward right section of the main cabin and two (2) are located in the aft left and right sections of the cabin.
- The forward, mid, and aft fuselage areas are structurally sound and in average condition overall, both structurally and cosmetically. Numerous small dents and gouges were noted in these areas. It is recommended that these areas be examined to ensure these are within SRM limitations.
- The aircraft is painted in American Airlines' livery. The overall condition of the paint is average. The entire fuselage and empennage are polished aluminum, with three (3) horizontal stripes running from nose to tail. A blue stripe is painted at the window belt, with a white stripe and red stripe painted below it. American Airlines' logo is painted on both sides of the vertical stabilizer. The engine cowls and nacelles are also polished aluminum. The upper and lower surfaces of the wings and horizontal stabilizers are painted light gray. Minor erosion of the paint was noted on the leading edge devices. The lower belly skins are in need of cleaning and polishing.
- The cargo compartments are equipped with a smoke detection and fire suppression system as is required per current Federal Aviation Regulations (FARs).
- The overall structural and cosmetic condition of the nose and main landing gear is average. No visible identification plates were found on the three (3) landing gear assemblies.
- This aircraft meets FAR Part 36 Stage III noise requirements with the installation of the Raisbeck Lightweight Noise Reduction Kit per STC No. ST00555SE.
- The aircraft is being maintained on American Airlines' maintenance program which consists of "A" checks at 65 hour intervals; "B" checks at 475 hour intervals; "C" checks at 3,000 hour intervals; and Heavy "C" checks at 14,000 hour intervals.
- The last "C" check was accomplished at TAT: 64,537. The last "HC" check was accomplished at TAT: 54,081.



**PHYSICAL SURVEY REPORT
AMERICAN AIRLINES
B727-223 ADV
REG. N849AA S/N 20990**

AVIONICS INVENTORY

<u>Nomenclature</u>	<u>Manufacturer</u>	<u>Model / Part No.</u>
Weather Radar	Bendix	RDR-1F
ACARS Optional Auxiliary Terminal	Litton	463630-02-01
ILS Compass Rack, No. 1 & 2	Sperry	614937-101
Steering Computer, No. 1 & 2	Collins	562A-5F
Instrument Amplifier, No. 1 & 2	Collins	344C-1B
Flight Instrument Accessory Unit	Boeing	65-60214-106
Comparator Warning Monitor	Collins	54W-1
VHF Nav., No. 1	Collins	51RV-1
VHF Nav., No. 2	Bendix	RNA-34A
Global Positioning System	Trimble	HT9100
Upper Yaw Damper	Sperry	4030952-901
Lower Yaw Damper	Sperry	2588880-901
Air Data Computer, No. 1	Honeywell	HG480B13
Air Data Computer, No. 2	Honeywell	ABB4321
Battery Charger	Eldec	2-301-3
Pitch Control Channel A	Sperry	4030950-901
Roll Control Channel	Sperry	2585805-6
Auto Pilot Accessory Unit	Boeing	65-24917-72
Performance Data Computer	Lear Siegler	163356-85-01
Static Inverter	General Electric	3S2060DB108B1
Battery	Saft	016833000
Anti-Skid	Crane	Mark II
Cabin Temperature Controller	Garrett	54A376-4
Fire / Overheat Detect Accessory Unit	Boeing	65-24920-3
Left Window Heat Controller, No. 1 & 2	Pacific Electro	231-2
Right Window Heat Controller, No. 1 & 2	Pacific Electro	231-2
Landing Gear Accessory Unit	Boeing	65-60211-36
Marker Beacon	Bendix	MKA-28C
ATC Mode S Transponder, No. 1	Bendix / King	TRA-67A
ATC Mode C Transponder, No. 2	King	KXP7500
DME, No. 1 & 2	Collins	860E-4

AVIONICS INVENTORY

continued

<u>Nomenclature</u>	<u>Manufacturer</u>	<u>Model / Part No.</u>
Maintenance Cargo Fire Unit	Simmonds Precision	301A5-0102
VHF Comm., No. 1	Collins	618M-3
VHF Comm., No. 2	King	KTR9100A
Selcal	Motorola	NA136
Passenger Address Amplifier	Gables	G-947B
ACARS Management Unit	Teledyne	2225671-18A
Audio Accessory Unit	Boeing	65-52804-13
Radio Altimeter	Collins	860F-1
P.A. Accessory Unit	Boeing	65-26200-9
GPWS / Windshear	Sundstrand	Mark VII
ADF	Collins	51Y-4
RFU	Claircom	1013893-0001
Power Supply Unit	Claircom	1013487-0001
Base Band Unit	Claircom	1013973-0002
ACAS II Processor (Enhanced)	Honeywell	TPA-81A
Vertical Gyro, No. 1 & 2	Bendix	19917-2C
Directional Gyro, No. 1 & 2	Sperry	2588302-4
Voltage Regulator, No. 1-3	Westinghouse	905D977-4
Load Control, No. 1-3	Sundstrand	700662A
Generator Control Panel, No. 1-3	Westinghouse	902F242-5
Transformer Rectifier, No. 1-3	Eldec	2-299
Bus Protection Panel	Westinghouse	902F283-2
APU Voltage Regulator	Westinghouse	905D977-4
APU Generator Control Panel	Westinghouse	902F242-5
Digital Flight Data Recorder	Allied Signal	980-4120-RXUS
Cockpit Voice Recorder	Fairchild	A100A



**ENGINEERING SPECIFICATION
MAINTENANCE**

ESM	727-223		
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DATE	3-1-2001		

FORM 470-1A
(EPM 05-50)

TITLE	ENGINEERING SPECIFICATION MAINTENANCE	EQUIPMENT-COMPONENT IDENTIFICATION	Boeing 727-223, 727-227 & 2A7 Aircraft
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I. INTRODUCTION

This is the American Airlines Engineering Specification Maintenance for the airplanes listed above in accordance with R00 592 - Airplane and R00 750 - Engine Reliability Change Control Programs (Reference FAA Operations Specifications, D74 para. b.). It summarizes those tasks and their frequencies specified by Engineering to adequately maintain this aircraft. Unless otherwise noted, numbers shown in the "Interval/(Threshold)" column are in flight hours and when more than one "Interval (Threshold)" is noted, the required "Interval (Threshold)" is the one that will occur first. Detailed specifications of work content are covered by documents noted in the "Control Document" column. Details of the work specified are contained within the Maintenance Check Manual (MCM) job cards, ESO and/or the applicable Maintenance Manuals and Engineering Specification Orders.

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This specification is approved for use by evidence of an approval signature on the bottom of this page. Revisions to individual pages are approved for use by evidence of the revision letter and date at the top of each page.

Unless otherwise noted, items are applicable to all above listed aircraft.

The following codes are used in this Specification:

PS - Periodic Service Check	E/C - Engine Change
SIC- Special Items Card 0912	MM - Maintenance Manual
A - A Check	BOW - Bill of Work, JT8D Engine Program
B - B Check	Sample - Structural Sample Program
C - Maintenance Check	O/C - On Condition
HC - "Heavy C" Maintenance Check	HSM - Hot Section Maintenance - APU
CM - Conditioning Monitoring	EHM - Engine Heavy Maintenance - APU
CPC - Corrosion Prevention & Control	SV - Structural Visit

- Engine Cycle - Each of the following is considered as one engine cycle.
 - 1) A typical flight consisting of a start, take-off, landing and shutdown.
 - 2) A touch & go landing or a go-around made during pilot training.
- Aircraft Cycle - A typical flight consisting of a take-off and landing is considered an aircraft cycle.
- Flying Day - A flying day begins whenever an aircraft first flies during a calendar day and ends on the arrival of the last flight or at 2400 local of the same calendar day. A calendar day during which no flying is performed will not be counted as a flying day.
- Calendar Time - Any time limit expressed as "Days", "Weeks", "Months", or "Years" is intended as calendar time unless the limit is specifically expressed as a "Flying Day" or some multiple of "Flying Days".

PREPARED BY Justin Fuller <i>Justin Fuller</i> 509035	DATE PREPARED 1/29/01	APPROVED BY C. E. Williams <i>C.E. Williams</i> 162862	DATE APPROVED 2/1/01
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ENGINEERING SPECIFICATION MAINTENANCE

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II. DESCRIPTION OF PROGRAM (Cont'd)

Scheduled work outlined in this document will be accomplished on the following checks:

- PERIODIC SERVICE (PS) - Accomplished maximum 2 flying days since last PS or higher check.
- - If more than two (2) days have elapsed since the last PS or higher check, an airplane may be dispatched from a Class III-B or Class IV station to a qualified PS Maintenance Station for a Periodic Service Check. A maximum of three (3) flight legs may be flown prior to accomplishing the PS or higher check.
 - - - Only reasons for deferral of PS
 1. Flight operations suspended at a Station(s) due to severe weather conditions.
 2. An airplane being out-of-service for mechanical reasons which may be repaired by personnel not qualified to accomplish a PS.
- Special Items Card 0912 higher - Scheduled in conjunction with (PS) when aircraft overnights in Class I, II, or III-A station and an "A" or higher check is not accomplished.

ALLOWABLES:

A Check (A) - 65 Flight hours.

B Check (B) - 475 Flight hours.

C(C) - Maintenance Check - 3000 Flight hours.

HC (HC) - Heavy "C" Maintenance Check - initial HC 16,000 Flight Hours, maximum, subsequent HC's 14,000 Flight hours maximum.

Sample - Structural Sample Program item, see Chapter 51-4 for description.

A scheduled maintenance "B" Check accomplished within a specified interval simultaneously includes accomplishment of lower level Maintenance "A" Check items. Certain items controlled to a "Hard Time" frequency are scheduled for accomplishment in conjunction with "B" Checks.

Higher Level Check Include Lower Level Check Requirements for:

"B" Check	"A" Check & PS
"A" Check	PS



**ENGINEERING SPECIFICATION
MAINTENANCE**

ESM	727-223		
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DATE	12-7-2000		

II. DESCRIPTION OF PROGRAM (Cont'd)

C CHECK

A scheduled maintenance visit accomplished within a specified interval includes accomplishment of lower level maintenance checks (e.g., "PS", "A" & "B") simultaneously with items specified for accomplishment in C - Check multiples. Further, certain maintenance items controlled to a "Hard Time" frequency are packaged for accomplishment with the C and HC Maintenance Checks.

NOTE: The C - Maintenance Check is a fully phased maintenance check. The frequency column of this ESM specifies the frequency of accomplishment for each item at C - Check intervals (e.g., C = 3000, 2 C = 6000, etc.). The schedule of accomplishment for each item is in accordance with the 727 Maintenance Check Manual Master Record Card.

HEAVY C CHECK -

Heavy C Maintenance Check is phased to incorporate HC and HC multiples. The frequency column of this ESM specifies the frequency of accomplishment for each item at HC Check intervals. The schedule of accomplishment for each item is reflected in the 727-223 Heavy "C" Check Master Record Card published in the 727 Maintenance Check Manual.

CMM (Condition Monitored Maintenance) - This is the program through which the condition and reliability of the engine and APU and its accessories are controlled. This program is described in detail in Engineering Report ROO-750.

III. GENERAL NOTES

A. JT8D and APU Bill of Work (BoW) - The Bill of Work is a form which contains pertinent information regarding the history of an engine requiring corrective action. The information on the form is described in Engineering Report ROO-750 "CMM." The Bill of Work specifies the work which must be accomplished to correct the specific engine conditions. In addition, the Bill of Work establishes the "hours to go" or "cycles to go" as well as the limiting part/unit for the engine when the work has been completed.

The APU Bill of Work is a standard pattern composed of 3 degrees of reconditioning; Check and Repair, Hot Section Maintenance (HSM) and Engine Heavy Maintenance (EHM). The scope of work specified is dictated by condition of APU.

The Bill of Work becomes a permanent part of the engine and APU log upon delivery of the engine to the field.

APU hours and cycles will be tracked as follows: APU hours will be at a ratio of one aircraft hour to one APU hour. APU cycles will be tracked at a ratio of one aircraft cycle to one APU cycle plus 1 cycle per day.



ENGINEERING SPECIFICATION MAINTENANCE

ESM	727-223		
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III. GENERAL NOTES (cont'd)

- B. If a "sample" component overhaul is specified as a condition for escalation to a higher overhaul time, Engineering should be notified prior to scheduled accomplishment of the sample. No component may exceed the sample time without Engineering approval.
- C. Structure Sampling Program - Refer to System 51 for detailed information - contains inspection requirements for structurally significant items which must be accomplished on a recurring basis on a portion of the fleet. The sample "fleet" consists of all the 727-023 and -223 aircraft, as defined in ESM 727-023 and ESM 727-223.
- D. All maintenance manual work cards, listed in the "CONTROL DOCUMENT" column with the number "9" in the first digit of the ATA sub chapter, example, "MM71-91-01", denotes the work cards have been removed from the Aircraft Maintenance Manual and have been placed in the Maintenance Check Manual (MCM), Section 12.

All other Maintenance Manual references are referring to a specific ATA chapter, sub-chapter and section of the Aircraft Maintenance Manual.

IV. GENERAL DEFINITIONS

Action Notice - (A.N.)

Airworthiness Directive - (A.D.)

AT(@) - This symbol @ in the "Special Requirements" column indicates a special requirement is noted in the "Task Description" column.

Bench Check (B/C) - A functional check of an item in the shop in accordance with the approved specification to determine whether or not the item may be returned to service or whether it requires adjustment, repair or overhaul.

Check - The procedure necessary to determine the operating condition of the mechanism, component, or part of the aircraft; by measurement, operation, examination, or any combination thereof.



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IV. GENERAL DEFINITIONS (Cont'd)

Condition Monitoring (CM) - A maintenance process for items having neither Hard Time nor On Condition maintenance as their primary maintenance process. CM is accomplished by appropriate means of finding and solving problem areas. Components and systems so identified are maintained in a continuous airworthiness condition by means of data collection and analysis involving the whole population of an item or a system.

Functional Check (F/C) - A quantitative check to determine if one or more functions of a system or component performs within specified limits.

Hard Time - A maintenance process by which a component is scheduled for removal at specified interval for overhaul in accordance with applicable shop manual procedures; also applies to total life of parts or units.

Maintenance Processes - Maintenance processes specified in this document follow MSG-2 guidelines.

On Condition (O/C) - A maintenance process by which a determination of continued airworthiness may be made by periodic inspection, measurements, tests or other means without a teardown inspection or overhaul.

Operational Check (OP/C) - A qualitative check to determine that a system or component is operating in a normal and intended manner. Does not require quantitative tolerances.

Overhaul - The work performed on aircraft equipment in accordance with FAR 43.2(a), reference Engineering Procedures Manual, Section 02-15.

Restore - The work (on/off the aircraft) necessary to return the item to a specific standard as defined in the approved relevant manual.

Threshold - The specific value of a usage parameter (flight cycles, flight hours, etc.) at which the first inspection of some particular level or method must be conducted.

Visual Check - A general check of condition and security to be performed visually without the aid of supplementary devices such as magnifying glasses, dye penetrant, etc.

Refer to System 51 - Structures General and to the General Procedures Manual for additional terminology.



HARD TIME COMPONENT LISTING
AMERICAN AIRLINES
B727-223 ADV
REG No. N849AA S/N 20990

As of: August 31, 2001 TAT: 66,863 TAC: 41,879

Description	Interval	Time Remaining
Evacuation slide, No. 1	912 Days	658 Days
Evacuation slide, No. 2	376 Days	201 Days
Evacuation slide, No. 3	887 Days	507 Days
Evacuation slide, No. 4	1,002 Days	323 Days
Upper anti-collision strobe light	3,000 Hrs	674 Hrs
Lower anti-collision strobe light	3,000 Hrs	674 Hrs
Air cycle machine, LH	13,000 Hrs	10,674 Hrs
Air cycle machine, RH	13,000 Hrs	7,839 Hrs
Air cycle machine	13,000 Hrs	12,544 Hrs
Rudder trim actuator	30,000 Hrs	24,839 Hrs
Nose landing gear assembly	3,650 Days	1,903 Days
	28,000 Hrs	15,218 Hrs
Nose landing gear lock retention bungee	30,000 Hrs	7,162 Hrs
Nose landing gear drag brace	14,000 Hrs	3,695 Hrs
Left main landing gear assembly	3,650 Days	1,906 Days
	28,000 Hrs	15,218 Hrs
Left main landing gear downlock crank	24,000 Hrs	18,839 Hrs
Left main landing gear beam assembly	30,000 Hrs	7,162 Hrs
Left main landing gear anti-skid brake valve	17,600 Hrs	9,875 Hrs
Right main landing gear assembly	3,650 Days	1,906 Days
	28,000 Hrs	15,218 Hrs
Right main landing gear downlock crank	24,000 Hrs	18,839 Hrs
Right main landing gear beam assembly	30,000 Hrs	7,162 Hrs
Right main landing gear anti-skid brake valve	17,600 Hrs	406 Hrs
Fuel pump #1	17,250 Hrs	14,829 Hrs
Fuel pump #2	12,000 Hrs	14,924 Hrs
Fuel pump #3	17,250 Hrs	14,924 Hrs
Fuel control unit #1	17,250 Hrs	8,945 Hrs
Fuel control unit #2	17,250 Hrs	11,907 Hrs
Fuel control unit #3	17,250 Hrs	10,814 Hrs
Transmission assembly #1	80,000 Hrs	75,220 Hrs
Transmission assembly #2	80,000 Hrs	70,581 Hrs
Transmission assembly #3	80,000 Hrs	74,674 Hrs
AC generator #1	6,500 Hrs	1,720 Hrs
AC generator #2	6,500 Hrs	5,861 Hrs
AC generator #3	6,500 Hrs	1,174 Hrs
AC generator #4	6,500 Hrs	2,581 Hrs

**HARD TIME COMPONENT LISTING
 AMERICAN AIRLINES
 B727-223 ADV
 REG No. N849AA S/N 20990**

As of: August 31, 2001 TAT: 66,863 TAC: 41,879

Description	Interval	Time Remaining
Lavatory system ball valve	1,580 Days	1,270 Days
Cabin pressure outflow valve, LH	4,400 Hrs	1,065 Hrs
Cabin pressure outflow valve, RH	4,400 Hrs	4,306 Hrs
Aileron power control package unit	18,000 Hrs	7,702 Hrs
Aileron rudder control power unit	18,000 Hrs	15,519 Hrs
Elevator control unit	15,225 Hrs	7,500 Hrs
Right main landing gear fitting	12000 Cyc	10872 Cycles
	3,650 Days	3,341 Days
Left main landing gear fitting	12,000 Cyc	10,872 Cycles
	3,650 Days	3,340 Days
Hydraulic system pump #1	50,000 Hrs	23,939 Hrs
Hydraulic system pump #2	50,000 Hrs	23,644 Hrs

Airframe Airworthiness Directive Repetitive / Open Inspections

Aircraft B727-223 ADV N849AA MSN 20990

TAT: 66863

TAC: 41879

as of: 8/31/2001

AD No.	AD Subject	Last Accomplished				Interval	Next Due	Time Remaining
		Date	Hours	Cycles	Interval			
74-08-09R2	No smoking placards and ashtrays in lavatories		66769		1000	H	67769	906 Hours
79-04-01R3	Main landing gear lock system			39233	3600	C	42833	954 Cycles
			64545	40756	3600	C	44356	2477 Cycles
			64545	40756	11000	H	75545	8682 Hours
			66769		1200	H	67969	1106 Hours
81-19-07	Repetitive inspection of the air flow multiplier		66324		1000	H	67324	461 Hours
85-24-02	Inspect upper wall of the air conditioning ram-air plenum chamber	10/22/1999	61702		8000	H	69702	2839 Hours
		10/22/1999	61702		1460	D	10/21/2003	781 Days
88-17-06	Inspect the wing upper surface stringer for cracks			35221	11000	C	46221	4342 Cycles
	Previously repaired stringer - Par. F			35221	11000	C	46221	4342 Cycles
88-22-09	Operational & funct. check of take-off config. warning system		66687		200	H	66887	24 Hours
	<i>*NOTE: American Airlines is tracking this AD with a 250 hour interval. Current time remaining @ 250 hour interval is 74 hours.</i>							
89-23-17	Inspect the No. 1 & No. 3 engine aft mount support fittings	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
90-07-05	Inspect I/B T/E flaps and tracks for cracks and corrosion	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
		11/2/2000	64545	40756	546	D	5/2/2002	244 Days
90-12-11R1	Inspect escape slide release cables for fraying or breakage	8/17/2001			365	D	8/17/2002	351 Days
90-24-11	Visual inspection of BS 1183 pressure bulkhead web & strap		64545	40756	3500	C	44256	2377 Cycles
90-25-03	Aging Airplane Corrosion Prevention and Control Program		Refer to Aging Airplane CPCP section of this report for details					
91-03-19R1	Inspect for fuselage skin cracks from BS 1090 to BS 1110	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
		11/2/2000	64545	40756	546	D	5/2/2002	244 Days
91-07-11	Inspect the No. 2 cargo doorway forward & aft frames for cracks	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
91-09-03	Inspect for cracks at MLG door forward hinge fittings	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
91-09-07	Inspect the fwd entry doorway frame per SB 53-0153	11/2/2000	64545	40756	3700	C	44456	2577 Cycles
91-22-08	Inspect MLG wheel well pressure floor at BS 910	11/2/2000	64545	40756	4000	C	44756	2877 Cycles
92-19-11	Insp to detect cracks in the MLG wheel well pressure floor	11/2/2000	64545	40756	4000	C	44756	2877 Cycles
94-02-04	Insp. fuselage frames BS 760.95, 783.95, 825.95, 848.95 for cracks			37876	6000	C	43876	1997 Cycles
94-04-03	Inspect the slat track roller bearing bolts for cracks	11/2/2000	64545	40756	5000	C	45756	3877 Cycles
94-07-08	Aging Airplane Structural Inspection Program							
	SB 55-075 - Fin stringer to rib chord attachment insp. & mod			35221	10000	C	45221	3342 Cycles
	SB 55-076 - Fin rear spar & torque box chord insp./repair/mod.			35221	10000	C	45221	3342 Cycles
	SB 57-112L - Wing rib upper chord @ WBL 70.5			35221	14000	C	49221	7342 Cycles
	SB 57-112R - Wing rib upper chord @ WBL 70.5			39233	3500	C	42733	854 Cycles
	SB 57-134 - Slat track to slat attach bolt replacement		54081		20000	H	74081	7218 Hours
	SB 57-160 - Wing T/E - I/B midflap rear spar upper chord	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
		11/2/2000	64545	40756	456	D	2/1/2002	154 Days
	SB 57-171 - Wings/flight surfaces - L/E slat down stop mod.	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
		11/2/2000	64545	40756	456	D	2/1/2002	154 Days

Airframe Airworthiness Directive Repetitive / Open Inspections

Aircraft B727-223 ADV N849AA MSN 20990

TAT: 66863

TAC: 41879

as of: 8/31/2001

AD No.	AD Subject	Last Accomplished				Interval	Next Due	Time Remaining
		Date	Hours	Cycles				
94-23-10	Replace the lavatory drain seals - Par. B, 1, II	11/2/2000	64545	40756	546	D	5/2/2002	244 Days
	Insp. each lavatory drain system in-line drain valve - Par. B, 2, I	11/2/2000	64545	40756	5000	H	69545	2682 Hours
		11/2/2000	64545	40756	730	D	11/2/2002	428 Days
	Inspect the lavatory drain valve and inner / outer seals - Par. B, 2, II		66416		1000	H	67416	553 Hours
	Leak check/replace seals of flush/fill line cap - Par. B, 3, II	11/2/2000	64545	40756	5000	H	69545	2682 Hours
	Provide proced. for accomp. insp. for leaks in lav. drain sys. - Par. B,4	8/24/2001	66824		45	H	66869	6 Hours
96-06-05	Inspect to detect cracks & loose hinge brackets of elev. rear spar		64545	40756	4000	H	68545	1682 Hours
97-02-09	Inspect the modified MLG actuator rib fitting - Par. E		64545	40756	2500	C	43256	1377 Cycles
97-05-08	Inspect forward support fittings of the No. 1 & 3 engines, para B	8/17/2001		41829	600	C	42429	550 Cycles
		8/17/2001		41829	100	D	11/25/2001	86 Days
	Inspect forward support fittings of the No. 1 & 3 engines, para D	10/23/2000		40751	3000	C	43751	1872 Cycles
		10/23/2000		40751	730	D	10/23/2002	418 Days
99-04-22	Inspect the lower skin panels of the fuselage lap joints for cracks			41829	600	C	42429	550 Cycles
99-12-52	Inspect in-tank fuel boost pump wire bundles		61702		30000	H	91702	24839 Hours
99-23-13	Inspect the forward and aft frames of the No. 1 cargo door			39233	3000	C	42233	354 Cycles
	Insp. web, inner/outer chords, bear strap, skin of No. 1 cargo door			36509	15000	C	51509	9630 Cycles
2000-02-19	Inspect the wing center section front spar webs	11/2/2000	64545	40756	3000	C	43756	1877 Cycles
2000-07-12	Inspect the wing ribs at the rib to stringer attachments for cracks			35221	14000	C	49221	7342 Cycles
2000-14-07	Perform a HFEC insp. of the rear spar web of the wing center section	11/2/2000	64545	40756	3000	C	43756	1877 Cycles

Open Airworthiness Directives

		Threshold	Due at		Time Remaining
90-06-09	Aging Airplane Structural Modification Program		Refer to the Aging Airplane SMP section of this report for details		
94-05-04	Aging Airplane Structural Modification Program		Refer to the Aging Airplane SMP section of this report for details		
94-07-08	Aging Airplane Structural Inspection Program				
	SB 55-76 - Fin rear spar & torque box chord insp/repair/mod		44626	TAC	2747 Cycles
	SB 57-127 - Insp. / replace wing outboard ribs		49221	TAC	7342 Cycles
98-11-03	Supplemental Structural Inspection Document (SSID) Items	55000 TAC	55000	TAC	13121 Cycles
99-04-22	Modify the lower skin panels of the fuselage lap joints for cracks		45290	TAC	3411 Cycles
99-18-05	Visual & HFEC insp. of the vertical beam of the aft press bulkhead	40000 cycs from time of mod	67184	TAC	25305 Cycles
2000-02-19	Modify the wing center section front spar webs	60000 TAC	60000	TAC	18121 Cycles
		48 mths from eff. date of AD	3/9/2004		921 Days
2000-05-19	Inspect the forward entry doorway for cracks	60000 TAC	60000	TAC	18121 Cycles
2000-14-07	Inspect to detect cracking in the wing rear spar web	60000 TAC	60000	TAC	18121 Cycles
2001-15-01	Modify the escape slide latch assembly	36 mths from eff. date of AD	8/28/2004		1093 Days



**PHYSICAL SURVEY REPORT
AMERICAN AIRLINES
B727-223 ADV
REG. N849AA S/N 20990**

AGING AIRPLANE STRUCTURAL MODIFICATION AND INSPECTION PROGRAM

The service bulletins applicable to this program are recommended inspections or modifications of the manufacturer. Previously, in most cases, accomplishment of any action per service bulletins was optional to the operator. However, in order to ensure the long-term structural integrity of aging airplanes, the industry has recommended actions per specific bulletins and developed a structural modification and inspection program. The FAA has made this program mandatory by issuing the following Airworthiness Directives:

Airworthiness Directive 90-06-09, effective April 17, 1990
Airworthiness Directive 94-05-04, effective April 21, 1994
Airworthiness Directive 94-07-08, effective April 28, 1994

Within the program there are service bulletins contained in two (2) different sections, Section 3 and Section 4. Section 3 lists service bulletins for which specific *modifications* are required while Section 4 lists service bulletins for which only specific *inspections* are required.

Specifically, Airworthiness Directive 90-06-09 and 94-05-04 relate to Section 3. The philosophy behind the development of Section 3 of the Aging Airplane Structural Modification and Inspection Program is to accomplish terminating actions (modifications) instead of relying solely upon inspections to maintain airworthiness. The schedule by which the Section 3 modifications are accomplished varies depending on the aircraft's age, cycles, and individual applicability to each service bulletin. The initial recommendations of the industry Structures Task Group are reflected in the requirements of Airworthiness Directive 90-06-09. Subsequently, following four (4) years of additional experience, this group put forward additional requirements that are mandated by Airworthiness Directive 94-05-04.

AGING AIRPLANE STRUCTURAL MODIFICATION AND INSPECTION PROGRAM

continued

Airworthiness Directive 94-07-08 relates to Section 4. Service bulletins listed in Section 4 had insufficient history of in-service failures to warrant placement in Section 3 and, therefore, the Structures Task Group recommended repetitive structural *inspections* to ensure the integrity of the 727 fleet. Recently, this has become mandatory by the release of Airworthiness Directive 94-07-08.

The maximum allowable initial inspection of these structural areas is required based on the inspection threshold specified in the program. If no threshold is specified, the inspections are required by July 28, 1995 or by the corresponding service bulletin phase-in period in accumulated flight cycles or time-in-service measured from July 28, 1995.

For the status of service bulletins mandated by airworthiness directive 94-07-08, refer to the AD Summary section of this report.

**AGING AIRPLANE
STRUCTURAL MODIFICATION PROGRAM AD 90-06-09 AND 94-05-04
B727-223 ADV
REG. No. N849AA S/N 20990 L/N 1184 Variable No. QA148**

Effective: August 31, 2001 TAT: 66,863 TAC: 41,879

Service Bulletin	Subject	Threshold	Modification Status
AD 90-06-09			
32-258	Main landing gear drag strut upper attach fuse bolt inspection and replacement	Modify by 12-31-92	Terminated on 10-2-90 per AAL EO H4157XX
52-022	Galley, forward entry and cargo door cut-out revision	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-028	Body door stop fitting replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-079	Main cargo door skin inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-094	E & E compartment door inspection, repair, and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
52-102	Forward and aft cargo door upper and lower stop fitting inspection and replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-104	No. 3 cargo door stop fitting inspection and replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-109	Forward and aft lower cargo door stop fitting inspection and replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-124	Main cargo door cam support fitting inspection and replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
52-126	Aft cargo door frame inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-041	Installation of stringer to body frame tie clips – body crown	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-045	Forward and aft cargo door body frame door stop cut-out reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-054	Mid-cabin galley door body skin hinge cut-out reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable

**AGING AIRPLANE
STRUCTURAL MODIFICATION PROGRAM AD 90-06-09 AND 94-05-04
B727-223 ADV
REG. No. N849AA S/N 20990 L/N 1184 Variable No. QA148**

Effective: August 31, 2001 TAT: 66,863 TAC: 41,879

Service Bulletin	Subject	Threshold	Modification Status
53-055	Body station 1183 bulkhead reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Terminated on 10-2-90 at TAC 27,184 per AAL EO H3058CX
53-059	Stringer to body frame attachment reinforcement – forward lower body	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-061	Body station 1183 pressure bulkhead vertical I-beam reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-062	Body station 740 bulkhead forging inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-063	Galley and service door lower corner threshold re-work	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-065	Nose gear wheel well forward bulkhead and sidewall reinforcement strap installation	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-068	Forward cargo compartment sidewall frame reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-072	Body skin longitudinal lap joint corrosion inspection and modification	See AD 91-06-06	SB was deleted per Revision F. Requirements are addressed by AD 91-06-06.
53-080	Stringer replacement, left body station 259.5-303.9 and clip and radius filler installation right body station 294.5	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-082	Upper body skin bonded tear strap inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-084	Body skin bonded circumferential doubler inspection and modification, stations 259, 360, 441, and 1080	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-085	Body skin bonded doubler and tripler inspection and modification	Modify by 20 years of airframe age or by 4-17-94, whichever occurs later	Not Applicable
53-086	Control cabin E-F window post inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable

**AGING AIRPLANE
STRUCTURAL MODIFICATION PROGRAM AD 90-06-09 AND 94-05-04
B727-223 ADV
REG. No. N849AA S/N 20990 L/N 1184 Variable No. QA148**

Effective: August 31, 2001 TAT: 66,863 TAC: 41,879

Service Bulletin	Subject	Threshold	Modification Status
53-089	Body station 950 bulkhead web replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-092	Forward lower body fatigue life improvement – body stations 277 to 720	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-109	Body crown skin circumferential joint bonded doubler inspection, repair, and preventative modification – BS 1080	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-116	Body station 870 – stringer 18A joint inspection, repair, modification, and body fitting replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-124	Main wheel well pressure floor inspection and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-126	Body station 950 bulkhead fitting modification, repair, and replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-128	Fuselage forward lower body corrosion inspection and repair at stringer 27, 28, and BBL 0 doubler	Modify by 20 years of airframe age or 4-17-94, whichever occurs later	Not Applicable
53-134	Inspection and reinforcement of BS 910 floor beam	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-136	Forward galley doorway reinforcing doubler inspection and re-work	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-144	Lower body skin inspection and repair, BS 360 to 481	Modify by 20 years of airframe age or by 4-17-94, whichever occurs later	Terminated on 1-17-97 per AAL EO H4015EX
53-145	Nose wheel well forward bulkhead sidewall and top panel reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Terminated on 10-2-90 per AAL EO H4087AX
53-147	BS 940 floor beam inspection, repair, and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-149	Main wheel well pressure floor inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Terminated on 10-2-90 per AAL EO H4097XX

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Effective: August 31, 2001 TAT: 66,863 TAC: 41,879

Service Bulletin	Subject	Threshold	Modification Status
53-153	Forward entry doorway forward frame inspection and reinforcement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-159	Aft lower body bonded skin panel inspection, repair, or replacement	Modify by 20 years of airframe age or by 4-17-94, whichever occurs later	Terminated on 11-18-96 per AAL EO H4071XX
53-163	Body station 950 fitting inspection at water line 210	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-166	Fuselage – forward entry doorway structure at lower sill – inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-168	Fuselage – mid galley doorway skin inspection, repair, and preventative modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-169	Fuselage - No. 3 cargo doorway – forward frame crack inspection, repair, and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-171	Fuselage – station 1183 bulkhead web crack repair and preventative modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-173	Fuselage – aft pressure bulkhead vertical beam, body station 1183 inspection, repair, and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-175	Fuselage – station 1183 bulkhead, buttock line 8, vertical beam and web inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-176	Fuselage – skin panel inspection, modification, and repair, BS 950C to BS 1010 between stringers 14L and 26L	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-178	Fuselage – BS 1183 – stringer 3A tension bolt replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-181	Fuselage – BS 1183 vertical beam BL 46.93 – inspection, repair, and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
53-182	Fuselage – BS 1183 bulkhead BL 26.83 vertical beam inspection, repair, and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open

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STRUCTURAL MODIFICATION PROGRAM AD 90-06-09 AND 94-05-04
B727-223 ADV
REG. No. N849AA S/N 20990 L/N 1184 Variable No. QA148**

Effective: August 31, 2001 TAT: 66,863 TAC: 41,879

Service Bulletin	Subject	Threshold	Modification Status
53-187	Fuselage – forward cargo door cut-out aft lower corner inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
53-188	Fuselage – forward galley door cut-out inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
55-048	Fin front spar forging repair and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
55-056	Fin upper closure rib fittings inspection and replacement	Modify by 20 years of airframe age or by 4-17-94, whichever occurs later	Not Applicable
55-060	Fin front spar terminal fitting inspection and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
55-062	Horizontal stabilizer center section rear spar fitting inspection and repair	Modify by 60,000 cycles or 20 years of airframe age, whichever occurs first or by 4-17-94, whichever occurs later	Not Applicable
55-069	Horizontal stabilizer center section front spar clevis inspection	Modify by 60,000 cycles or 20 years of airframe age, whichever occurs first or by 4-17-94, whichever occurs later	Not Applicable
55-071	Fin tension tie rib attach point re-work	Modify by 20 years of airframe age or by 4-17-94, whichever occurs later	Not Applicable – SB applies only to Group 1 airplanes
55-073	Horizontal stabilizer jackscrew gimbal support fitting inspection	Modify by 20 years of airframe age or by 4-17-94, whichever occurs later	Not Applicable
57-103	Wing rear spar terminal fitting inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
57-107	Wing center section front spar web inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
57-112	Wings – rib upper chord at BL 70.5 inspection, re-work, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
57-113	Wing center section upper stiffener modification and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable

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REG. No. N849AA S/N 20990 L/N 1184 Variable No. QA148**

Effective: August 31, 2001 TAT: 66,863 TAC: 41,879

Service Bulletin	Subject	Threshold	Modification Status
57-127	Inspection and replacement of wing outboard ribs	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
57-130	Wing leading edge slat actuator support structure inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
57-134	Slat track-to-slat attach bolt replacement	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
57-159	Outer wing upper stringer inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
57-171	Wings – leading edge slat downstop modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
57-172	Wings – flight surface slat track roller bearing bolt inspection and modification	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Open
57-175	Wing rear spar terminal fitting inspection, modification, and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Not Applicable
57-178	Wings – inboard trailing edge flaps inboard track – track modification and repair	Modify by 60,000 cycles or 4-17-94, whichever occurs later	Terminated on 10-2-90 at TAC 27,184 per AAL EO H4090BX
78-086	Lightweight thrust reverser inspection and actuator assembly and clamshell door crank arm re-work	Modify by 12-31-92	Not Applicable
AD 94-05-04			
32-340	Landing gear – main landing gear doors and flap tracks – door hinge and inboard track modification	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open
53-089	Station 950 bulkhead web replacement	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Not Applicable
53-186	Fuselage – main frame – forward entry doorway fuselage skin crack	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open

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Service Bulletin	Subject	Threshold	Modification Status
53-200	Fuselage – longitudinal lap joint lower skin at stringer 14 from BS 441-to 719 modification	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Not Applicable
53-202	Fuselage – aft pressure bulkhead BS 1183 BBL 17.8 vertical beam modification	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open
53-203	Fuselage – forward lower body skin corrosion inspection and repair	Modify by 20 years of airframe age or by 4-21-98, whichever occurs later	Terminated on 3-28-90 per AAL EO H4129XX
53-204	Fuselage – skin at Stringer 1 from BS 1090 thru 1110 – crack inspection and repair	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open
54-017	Nacelles / pylons – engine attach fittings – engine No. 1 and 3 aft mount support fittings inspection and replacement	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open
57-130	Wing leading edge slat actuator support structure modification	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open
57-177	Wing – front spar center section web modification	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open
57-180	Landing gear – main gear doors and flap tracks – door hinge and inboard track inspection / modification	Modify by 60,000 cycles or 4-21-98, whichever occurs later	Open

This report lists all service bulletins currently required by Airworthiness Directive 90-06-09, amendment 39-6488 and Airworthiness Directive 94-05-04, amendment 39-8842.

Service bulletin 727-53-198 was added to Section 3 of the Boeing Document D6-54860 revision F dated 1/9/92. The Boeing document recommends structural modification incorporation prior to 60,000 cycles.



**PHYSICAL SURVEY REPORT
AMERICAN AIRLINES
B727-223 ADV
REG. N849AA S/N 20990**

Aging Airplane Corrosion Prevention and Control Program

The B727 Corrosion Prevention and Control Program is required by Airworthiness Directive 90-25-03 and requires the accomplishment of inspections of specific airplane structure. These inspections are required to be performed repetitively and commence upon reaching a specific airplane age for each inspection area.

Please refer to our Corrosion Prevention and Control Program Accomplishment Record prepared to show which tasks have been accomplished to date, their re-inspection requirements, and the latest date in which the first application of the remaining tasks must be accomplished.



PRO-TECH ADVISORS, INC.
CORROSION PREVENTION AND CONTROL PROGRAM
TASK ACCOMPLISHMENT RECORD

B727-223 ADV Reg. No.: N849AA S/N 20990 Line No.: 1184 DOM: April 27, 1976

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
C32-131-01	1 of 1	Landing gear - nose gear	See Notes	10	11/18/1996	11/16/2006	1903
C32-135-01	1 of 2	Landing gear - main gear left	See Notes	10	11/21/1996	11/19/2006	1906
	2 of 2	Landing gear - main gear right	See Notes	10	11/21/1996	11/19/2006	1906
C53-100-01	1 of 6	Fuselage - exterior surface, nose landing bay	6	1.5	10/23/2000	4/23/2002	235
	2 of 6	Fuselage - exterior surface, left main landing gear bay	6	1.5	10/23/2000	4/23/2002	235
	3 of 6	Fuselage - exterior surface, right main landing gear bay	6	1.5	10/23/2000	4/23/2002	235
	4 of 6	Fuselage - exterior surface, lower half BS 178 to 1183	6	1.5	10/23/2000	4/23/2002	235
	5 of 6	Fuselage - exterior surface, upper half BS 178 to 1183	6	1.5	10/23/2000	4/23/2002	235
	6 of 6	Fuselage - exterior surface, section 48 BS 1183 to 1464	6	1.5	10/23/2000	4/23/2002	235
C53-100-02	1 of 1	Fuselage - exterior surface, lower body skin panels BS 360 to 481	6	1.5	10/23/2000	4/23/2002	235
C53-100-03	1 of 1	Fuselage - exterior surface, aft lower body bonded skin panels BS 950 to 1183	6	1.5	10/23/2000	4/23/2002	235
C53-100-04	1 of 1	Fuselage - exterior surface, circumferential skin butt joint at BS 521	6	1.5	N/A	N/A	N/A
C53-100-05	1 of 4	Fuselage - exterior surface, left wing rear spar to body fitting and bottle pin	10	5	11/18/1996	11/17/2001	78
	2 of 4	Fuselage - exterior surface, right wing rear spar to body fitting and bottle pin	10	5	11/18/1996	11/17/2001	78

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
	3 of 4	Fuselage - exterior surface, left wing rear spar to body fitting and bottle pin	10	10	12/5/1997	12/3/2007	2285
	4 of 4	Fuselage - exterior surface, right wing rear spar to body fitting and bottle pin	10	10	12/5/1997	12/3/2007	2285
C53-100-06	1 of 1	Fuselage - exterior surface, emergency escape hatch exterior skin and edge frames	6	1.5	10/23/2000	4/23/2002	235
C53-111-01	1 of 3	Fuselage - lower lobe, interior BS 178 to 480, except bilge	6	6	11/18/1996	11/17/2002	443
	2 of 3	Fuselage - lower lobe, interior BS 480 to 740, except bilge	6	6	11/18/1996	11/17/2002	443
	3 of 3	Fuselage - lower lobe, interior BS 950 to 1183, except bilge	6	6	11/18/1996	11/17/2002	443
C53-111-02	1 of 2	Fuselage - lower lobe, forward cargo door interior	6	6	11/18/1996	11/17/2002	443
	2 of 2	Fuselage - lower lobe, aft cargo door interior	6	6	11/18/1996	11/17/2002	443
C53-111-03	1 of 2	Fuselage - lower lobe, interior - except bilge - skin and horizontal walkway beam	6	1.5	10/23/2000	4/23/2002	235
	2 of 2	Fuselage - lower lobe, interior - except bilge - skin and horizontal walkway beam	6	3	N/A	N/A	N/A
C53-111-04	1 of 1	Fuselage - lower lobe, interior wing center section, lower portion of front spar web	See Notes	See Notes	11/18/1996	See Notes	See Notes
C53-113-01	1 of 2	Fuselage - bilge interior BS 480 to 740	6	3	11/8/1998	11/7/2001	68
	2 of 2	Fuselage - bilge interior BS 950 to 1183	6	3	11/8/1998	11/7/2001	68
C53-113-02	1 of 1	Fuselage - bilge interior, aft lower bonded skin BS 950 to 1183 from S27L to S27R	6	3	11/8/1998	11/7/2001	68
C53-132-01	1 of 2	Fuselage - left under wing to body fairings and air conditioning bay access door	6	6	11/18/1996	11/17/2002	443
	2 of 2	Fuselage - right under wing to body fairings and air conditioning bay access door	6	6	11/18/1996	11/17/2002	443

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
C53-132-02	1 of 2	Fuselage - wing center section front and rear spar lower chords and webs	6	4	N/A	N/A	N/A
	2 of 2	Fuselage - wing center section front and rear spar lower chords and webs	6	4	10/22/1999	10/21/2003	781
C53-132-03	1 of 4	Left wing - front spar wing to body area	10	5	11/18/1996	11/17/2001	78
	2 of 4	Right wing - front spar wing to body area	10	5	11/18/1996	11/17/2001	78
	3 of 4	Left wing - front spar wing to body fitting and bottle pin	10	10	12/5/1997	12/3/2007	2285
	4 of 4	Right wing - front spar wing to body fitting and bottle pin	10	10	12/5/1997	12/3/2007	2285
C53-137-01	1 of 1	Fuselage - section 48 interior BS 1183 to 1342	10	5	11/18/1996	11/17/2001	78
C53-221-01	1 of 1	Fuselage - flight crew compartment interior	10	8	11/18/1996	11/16/2004	1173
C53-224-01	1 of 3	Fuselage - upper lobe interior including floor structure BS 304 to 740	10	8	11/18/1996	11/16/2004	1173
	2 of 3	Fuselage - upper lobe interior including floor structure BS 740 to 950	10	8	11/18/1996	11/16/2004	1173
	3 of 3	Fuselage - upper lobe interior including floor structure BS 950 to 1183	10	8	11/18/1996	11/16/2004	1173
C53-224-02	1 of 1	Fuselage - interior upper lobe BS 521	10	8	N/A	N/A	N/A
C53-224-03	1 of 2	Fuselage - interior area under galleys and lavatories	10	2	10/22/1999	10/21/2001	51
	2 of 2	Fuselage - interior area under galleys and lavatories	10	4	10/22/1999	10/21/2003	781
C53-224-04	1 of 1	Fuselage - interior floor structure and shear web, BS 1130 - 1183	8	4	10/22/1999	10/21/2003	781
C53-224-05	1 of 1	Fuselage - upper lobe interior, wing center section upper skin chords and webs	8	4	10/22/1999	10/21/2003	781
C53-224-06	1 of 1	Fuselage - interior main deck entry and service door cutouts, lower sill	8	4	10/22/1999	10/21/2003	781

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
C53-224-07	1 of 1	Fuselage - interior upper lobe, emergency exit cutouts, lower sill	8	4	10/22/1999	10/21/2003	781
C53-224-08	1 of 1	Fuselage - interior upper lobe, BS 1176.9 chord	8	4	10/22/1999	10/21/2003	781
C54-451-01	1 of 6	No.1 Powerplant, strut, and engine mounts	5	2	10/22/1999	10/21/2001	51
	2 of 6	No.2 Powerplant, strut, and engine mounts	5	2	10/22/1999	10/21/2001	51
	3 of 6	No.3 Powerplant, strut, and engine mounts	5	2	10/22/1999	10/21/2001	51
	4 of 6	No.1 Powerplant, strut, and engine mounts	Engine Removal	Engine Removal	Accomplish at each engine removal.		
	5 of 6	No.2 Powerplant, strut, and engine mounts	Engine Removal	Engine Removal	Accomplish at each engine removal.		
	6 of 6	No.3 Powerplant, strut, and engine mounts	Engine Removal	Engine Removal	Accomplish at each engine removal.		
C54-451-02	1 of 1	Center engine inlet duct & S-ducts	10	8	11/18/1996	11/16/2004	1173
C55-300-01	1 of 1	Vertical stabilizer - exterior surface	10	2	10/22/1999	10/21/2001	51
C55-300-10	1 of 2	Left horizontal stabilizer - exterior surface	10	2	10/22/1999	10/21/2001	51
	2 of 2	Right horizontal stabilizer - exterior surface	10	2	10/22/1999	10/21/2001	51
C55-391-01	1 of 2	Left horizontal stabilizer - leading edge cavity interior	10	8	11/18/1996	11/16/2004	1173
	2 of 2	Right horizontal stabilizer - leading edge cavity interior	10	8	11/18/1996	11/16/2004	1173
C55-391-10	1 of 2	Left horizontal stabilizer - main box interior	10	8	11/18/1996	11/16/2004	1173
	2 of 2	Right horizontal stabilizer - main box interior	10	8	11/18/1996	11/16/2004	1173
C55-391-20	1 of 2	Left horizontal stabilizer - trailing edge cavity interior	10	4	10/22/1999	10/21/2003	781
	2 of 2	Right horizontal stabilizer - trailing edge cavity interior	10	4	10/22/1999	10/21/2003	781
C55-391-30	1 of 1	Horizontal stabilizer - center section and support structure	10	5	11/18/1996	11/17/2001	78
C55-395-01	1 of 1	Vertical stabilizer - leading edge cavity interior	10	8	11/18/1996	11/16/2004	1173

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
C55-395-10	1 of 1	Vertical stabilizer - main box interior	10	8	11/18/1996	11/16/2004	1173
C55-395-11	1 of 1	Vertical stabilizer - interior rear spar at BS 1342 bulkhead	10	5	11/18/1996	11/17/2001	78
C55-395-20	1 of 1	Vertical stabilizer - trailing edge cavity interior	10	4	10/22/1999	10/21/2003	781
C57-174-01	1 of 1	Wing - center section interior	10	8	11/18/1996	11/16/2004	1173
C57-500-01	1 of 2	Left wing - outboard exterior	10	5	11/18/1996	11/17/2001	78
	2 of 2	Right wing - outboard exterior	10	5	11/18/1996	11/17/2001	78
C57-500-02	1 of 2	Left wing - outboard exterior, lower skin around flap track attach points	10	3	11/8/1998	11/7/2001	68
	2 of 2	Right wing - outboard exterior, lower skin around flap track attach points	10	3	11/8/1998	11/7/2001	68
C57-562-01	1 of 2	Left wing - leading edge cavity interior	10	5	11/18/1996	11/17/2001	78
	2 of 2	Right wing - leading edge cavity interior	10	5	11/18/1996	11/17/2001	78
C57-562-02	1 of 4	Left wing - leading edge cavity interior	10	5	N/A	N/A	N/A
	2 of 4	Right wing - leading edge cavity interior	10	5	N/A	N/A	N/A
	3 of 4	Left wing - leading edge cavity interior	10	5	11/18/1996	11/17/2001	78
	4 of 4	Right wing - leading edge cavity interior	10	5	11/18/1996	11/17/2001	78
C57-571-01	1 of 2	Left wing - outboard main box interior	10	10	12/5/1997	12/3/2007	2285
	2 of 2	Right wing - outboard main box interior	10	10	12/5/1997	12/3/2007	2285
C57-581-01	1 of 2	Left wing - trailing edge cavity interior, flaps and flap tracks	10	5	11/18/1996	11/17/2001	78
	2 of 2	Right wing - trailing edge cavity interior, flaps and flap tracks	10	5	11/18/1996	11/17/2001	78
C57-581-02	1 of 4	Left wing - trailing edge cavity interior - rear spar chords	10	5	N/A	N/A	N/A
	2 of 4	Right wing - trailing edge cavity interior - rear spar chords	10	5	N/A	N/A	N/A

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
	3 of 4	Left wing - trailing edge cavity interior - rear spar chords	10	5	11/18/1996	11/17/2001	78
	4 of 4	Right wing - trailing edge cavity interior - rear spar chords	10	5	11/18/1996	11/17/2001	78
C57-581-03	1 of 4	Left wing - trailing edge cavity interior - rear spar chords	8	2	N/A	N/A	N/A
	2 of 4	Right wing - trailing edge cavity interior - rear spar chords	8	2	N/A	N/A	N/A
	3 of 4	Left wing - trailing edge cavity interior - rear spar chords	8	2	10/22/1999	10/21/2001	51
	4 of 4	Right wing - trailing edge cavity interior - rear spar chords	8	2	10/22/1999	10/21/2001	51
C57-581-04	1 of 4	Left wing - trailing edge cavity, flap track carriages	10	10	12/5/1997	12/3/2007	2285
	2 of 4	Right wing - trailing edge cavity, flap track carriages	10	10	12/5/1997	12/3/2007	2285
	3 of 4	Left wing - trailing edge cavity, flap track carriages	10	10	12/5/1997	12/3/2007	2285
	4 of 4	Right wing - trailing edge cavity, flap track carriages	10	10	12/5/1997	12/3/2007	2285
C57-581-05	1 of 4	Left wing - trailing edge cavity interior, flap track carriage support fittings	10	10	12/5/1997	12/3/2007	2285
	2 of 4	Right wing - trailing edge cavity interior, flap track carriage support fittings	10	10	12/5/1997	12/3/2007	2285
	3 of 4	Left wing - trailing edge cavity interior, flap track carriage support fittings	10	10	12/5/1997	12/3/2007	2285
	4 of 4	Right wing - trailing edge cavity interior, flap track carriage support fittings	10	10	12/5/1997	12/3/2007	2285
C57-581-06	1 of 2	Flap tracks attach fittings	10	10	12/5/1997	12/3/2007	2285
	2 of 2	Flap tracks attach fittings	10	10	12/5/1997	12/3/2007	2285
C57-581-07	1 of 2	Flap tracks at main landing gear beam attach point	10	10	12/5/1997	12/3/2007	2285
	2 of 2	Flap tracks at main landing gear beam attach point	10	10	12/5/1997	12/3/2007	2285

As of: 8/31/2001

Taskcard	Part	Airplane Area	"I"	"R"	Last Accomplished	Next Due	Days Remaining
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Notes Below are selected notes from Revision B of D6-54929. Please refer to the document for all applicable notes.

The first application of the basic task on affected airplanes (those that have reached "I" years of age) must be accomplished at the implementation rate of one airplane per year for each airplane area defined in the baseline program.

Landing gear tasks C32-131-01 and C32-135-01 must be accomplished prior to 12/03/97 (10 years since last overhaul) to comply with the phase-in requirements as outlined in revision B of D6-54929.

Basic task C53-100-05 requires inspection with bottle pins removed at a repeat interval of 10 years.

Basic task C53-111-03 requires a repeat interval of 1.5 years for airplanes L/N 1-1544 without modification per SB 53-157. Repeat interval of 3 years after modification for airplanes L/N 1545 and on.

Basic task C53-111-04 requires visual inspection and accomplishment of terminating action per SB 57-146 during first access for task C53-111-01. Task C53-111-04 is no longer required after completing the SB requirements. Ongoing corrosion control of the area is provided by task C53-111-01.

Basic task C53-132-03 requires inspection with bottle pins removed at repeat intervals of 10 years.

Basic task C53-224-03 requires repeat interval of 2 years without galley / lavatory removal. Repeat interval of 4 years with galley / lavatory removal.



**JT8D-9A
LIFE LIMITED PART SUMMARY
S/N 665301**

Total Engine Hours:	78801	TSEHM:	10148
Total Engine Cycles:	51858	CSEHM:	5379
As of:	9/25/2001	TSHSI:	10148
		CSHSI:	5379
		TSR:	1711
		CSR:	878

Stage	Part Number	Serial Number	Total Hours	Total Cycles	Hour Limit	Cycle Limit	Hours Remaining	Cycles Remaining
Low Pressure Compressor								
C1 DISC	848001	BBDUAJ7484	17536	9310	N/A	20000	N/A	10690
C2 DISC	745902	BBDUAN4469	10148	5379	16000	19000	5852	13621
C3 DISC	799773	S10796	27495	16210	30000	20000	2505	3790
C4 DISC	799504	R92283	27495	16210	30000	20000	2505	3790
C5 DISC	713105	S09717	27495	16210	30000	20000	2505	3790
C6 DISC	745706	R86744	27495	16210	30000	20000	2505	3790
High Pressure Compressor								
C7 DISC	774407	S14034	27280	16110	30000	20000	2720	3890
C8 DISC	748608	S19151	27495	16210	30000	20000	2505	3790
C9 DISC	701509	NENCAH2456	10148	5379	30000	20000	19852	14621
C10 DISC	772510	BENCAM7082	10148	5379	30000	20000	19852	14621
C11 DISC	772511	R30927	27495	16210	30000	20000	2505	3790
C12 DISC	798512	BENCAM8540	10148	5379	30000	20000	19852	14621
C13 DISC	5003613-01	S23083	27495	16210	30000	20000	2505	3790
High Pressure Turbine								
T1 DISC	587501	AH7136	18737	10362	30000	20000	11263	9638
Low Pressure Turbine								
T2 DISC	802522	S29333	18356	10176	30000	16000	11644	5824
T3 DISC	618703	AJ5333	18356	10176	30000	16000	11644	5824
T4 DISC	769104	R76196	27562	15760	30000	20000	2438	4240

First Hour Limit - 2438 T4 DISC
First Cycle Limit - 3790 C3-C6, C8, C11, C13 DISCS

Note: This engine is currently installed in the number 1 position on aircraft registration number N849AA. The last heavy maintenance and hot section inspection were accomplished on May 20, 1997 by American Airlines; the last repair was accomplished on September 22, 2000 by American Airlines. This engine is currently high utilization; if or when engine becomes low utilization, SB 6038 will be due on December 26, 2005.



JT8D-9A
LIFE LIMITED PART SUMMARY
S/N 665205

Total Engine Hours:	79599	TSLSV:	6468
Total Engine Cycles:	51538	CSLSV:	3340
As of:	8/29/2001		

Stage	Part Number	Serial Number	Total Hours	Total Cycles	Hour Limit	Cycle Limit	Hours Remaining	Cycles Remaining
Low Pressure Compressor								
C1 DISC	817401	N95705	31987	19320	N/A	20000	N/A	680
C2 DISC	790832	BBDUAM9291	11628	6084	30000	20000	18372	13916
C3 DISC	799773	BBDUAM3394	11628	6084	30000	20000	18372	13916
C4 DISC	799504	N33600	29608	18845	30000	20000	392	1155
C5 DISC	713105	R58780	25484	14803	30000	20000	4516	5197
C6 DISC	745706	R31860	15888	11804	30000	20000	14112	8196
High Pressure Compressor								
C7 DISC	774407	R12412	29576	17952	30000	20000	424	2048
C8 DISC	787208	R24905	24124	14295	30000	20000	5876	5705
C9 DISC	701509	P98586	29576	17952	30000	20000	424	2048
C10 DISC	772510	S01329	27691	13694	30000	20000	2309	6306
C11 DISC	772511	N57871	29419	18175	30000	20000	581	1825
C12 DISC	815612	BENCAR2030	6468	3340	30000	20000	23532	16660
C13 DISC	5003613-01	P93693	29576	17952	30000	20000	424	2048
High Pressure Turbine								
T1 DISC	587501	R71960	29506	16523	30000	20000	494	3477
Low Pressure Turbine								
T2 DISC	802522	S29555	11628	6084	30000	16000	18372	9916
T3 DISC	618703	BLDLBM6616	11628	6084	30000	16000	18372	9916
T4 DISC	769104	L76986	21174	13311	30000	20000	8826	6689

First Hour Limit - 392 C4 DISC
First Cycle Limit - 1155 C4 DISC

Note: This engine is currently installed in the number 2 position on aircraft registration number N849AA. The first cycle limit does not reflect the C1 disc as this disc can be replaced on-wing and does not require a shop visit. As reported by American Airlines, AD 98-12-07 (SB 6038) is next due on February 17, 2006, or at next access, if high utilization.



JT8D-9A
LIFE LIMITED PART SUMMARY
S/N 666214

Total Engine Hours:	58387	TLSLV:	5312
Total Engine Cycles:	36086	CSLSV:	2731
As of:	8/29/2001		

Stage	Part Number	Serial Number	Total Hours	Total Cycles	Hour Limit	Cycle Limit	Hours Remaining	Cycles Remaining
Low Pressure Compressor								
C1 DISC	848001	BBDUAP4317	9894	5128	N/A	20000	N/A	14872
C2 DISC	745902	BBDUAN4424	9894	5128	16000	19000	6106	13872
C3 DISC	799773	R39278	29070	15447	30000	20000	930	4553
C4 DISC	799504	P45197	28884	17133	30000	20000	1116	2867
C5 DISC	745705	R57482	25935	14845	30000	20000	4065	5155
C6 DISC	745706	AH5336	17424	9361	30000	20000	12576	10639
High Pressure Compressor								
C7 DISC	774407	P81293	28535	16331	30000	20000	1465	3669
C8 DISC	787208	P43689	29607	17216	30000	20000	393	2784
C9 DISC	701509	R45998	29607	17216	30000	20000	393	2784
C10 DISC	772510	R46266	29607	17216	30000	20000	393	2784
C11 DISC	772511	R29968	29607	17216	30000	20000	393	2784
C12 DISC	772512	R45114	29607	17216	30000	20000	393	2784
C13 DISC	5003613-01	R47810	29607	17216	30000	20000	393	2784
High Pressure Turbine								
T1 DISC	587501	S88407	24806	14263	30000	20000	5194	5737
Low Pressure Turbine								
T2 DISC	802522	S29115	23224	12589	30000	16000	6776	3411
T3 DISC	618703	S66027	22215	12220	30000	16000	7785	3780
T4 DISC	769104	M97358	28423	17148	30000	20000	1577	2852

First Hour Limit - 393 C8-C13 DISCS
First Cycle Limit - 2784 C8-C13 DISCS

Note: This engine is currently installed in the number 3 position on aircraft registration number N849AA. As reported by American Airlines, AD 98-12-07 (SB 6038) is next due on September 30, 2006, or at next access, if high utilization.