

FAA Airworthiness Directives Compliance Record

Company: J.A. Aero
Aircraft Registration No.: N95JA (Formerly N4718R)
ATP Revision: 03/03/2018

Position:
P/N:
S/N: 172RG0015

Category: Airframe
Manufacturer: Textron Aviation Inc.
Model: 172RG

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2011-10-09 06/17/2011	[Recurring] To prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause,contd.	12/16/2016 Hrs: 3627 C: --	Complied with by inspection & Measurement	Yes	D: -- Hrs: 3727 C: --	J.A. Air Center NF2R029L / EASA / 45,5424 / FAA / EASA John A. Lowe AP4389295071A
2008-26-10 C 01/05/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	12/16/2016 Hrs: 3627 C: --	PCW 12/16/16 at 3627.0 TTAF, 1067.5 TACH	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA / 45,5424 / FAA / EASA John A. Lowe AP4389295071A
2008-10-02 05/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	12/16/2016 Hrs: 3627 C: --	PCW 12/16/16 at 3627.0 TTAF, 1067.5 TACH	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA / 45,5424 / FAA / EASA John A. Lowe AP4389295071A
2001-23-03 12/27/2001	[Recurring] To detect and correct any chafing between the map light switch and the bordering fuel line, which could,contd.	12/16/2016 Hrs: 3627 C: --	100 Hr / 12 Month recurring - Complied with by inspection	Yes	D: 12/16/2017 Hrs: 3727 C: --	J.A. Air Center NF2R029L / EASA / 45,5424 / FAA / EASA John A. Lowe
2001-06-06 C 05/14/2001	To detect, correct, & prevent future cracks on the original design landing gear pivots	12/16/2016 Hrs: 3627 C: --	PCW 12/16/16 at 3627.0 TTAF, 1067.5 TACH	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA / 45,5424 / FAA / EASA John A. Lowe AP4389295071A

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2000-06-01 05/05/2000	To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power.contd.	12/16/2016 Hrs: 3627 C: --	PCW N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
97-01-13 02/03/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
96-12-22 07/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	03/05/2018 Hrs: 3643.2 C: --	DNA by Engine Manufacturer and Cessna Oil Filter Adapter not installed.	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
87-20-03 R2 09/24/1990	[Recurring] Superseded by 2011-10-09	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
85-20-01 12/05/1985	TO REDUCE THE POSSIBILITY OF CARBON MONOXIDE CONTAMINATION ENTERING THE CABIN AREA	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
83-22-06 11/08/1983	TO PREVENT POSSIBLE LOSS OF ANAILERON HINGE PIN	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
83-14-04 07/20/1983	[Recurring] TO REDUCE THE POSSIBILITY OF CARBON MONOXIDE CONTAMINATION ENTERING THE CABIN AREA	12/16/2016 Hrs: 3627 C: --	PCW as Complied with by Inspection	Yes	D: -- Hrs: 3677 C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
81-05-05 R1 03/08/1982	Superseded by 83-14-04	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
81-16-09 08/13/1981	TO ENSURE THE INTEGRITY OF THE ELEVATOR CONTROL SYSTEM	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
81-14-06 07/13/1981	TO ENSURE THE INTEGRITY OF THE RUDDER TRIM/NOSE GEAR STEERING BUNGEE	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
81-05-01 03/02/1981	TO REDUCE THE POSSIBILITY OF FUEL DEPLETION DUE TO INCORRECT FUEL QUANTITY MARKINGS	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
81-04-04 01/01/1981	Superseded by 81-16-09	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe
80-19-08 09/15/1980	TO PRECLUDE SLIPPAGE OF THE MIXTURE CONTROL WIRE AT THE CARBURETOR FUEL MIXTURE CONTROL ARM AND, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
80-01-06 01/07/1980	TO PRECLUDE OVERTRAVEL OF THE FLAP ACTUATOR ASSEMBLY AND SUBSEQUENT FLAP SYSTEM FAILURE WHICH CAN RESULT, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
74-06-02 03/18/1974	[Recurring] TO PREVENT POSSIBLE LEAKAGE OF CARBON MONOXIDE INTO THE CABIN HEATER SYSTEM	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
73-17-01 08/16/1973	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
71-22-02 R(1) 11/09/1971	[Recurring] TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
69-15-03 08/20/1969	[Recurring] TO DETECT CRACKS IN THE MUFFLER ASSEMBLY	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
68-17-04 09/07/1968	[Recurring] TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A

ATP Revision: 03/03/2018

Position:

Category: Engine

P/N:

S/N: RL-27093-36A

Manufacturer: Lycoming Engines

Model: O-360-F1A6

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-16-11 08/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	03/05/2018 Hrs: 3643.2 C: --	N/A by Serial Number and Engine overhaul date. No repairs using affected parts.	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe
2015-02-07 03/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	03/05/2018 Hrs: 3643.2 C: --	DNA engine is non aerobatic.	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in- flight engine,contd.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A

Issue Number Effective Date Amendment #	Description	Completed Date Hrs C:	Method of Compliance	Recur	Next Due Date Hrs C:	Facility Cert No. / Type Authorized By Signed
2012-03-07 03/27/2012	To prevent engine in-flight shutdown, power loss, and reduced control of the airplane	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA/145.5424/FAA/EASA John A. Lowe AP4389295071A
2009-26-12 02/04/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contid.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA/145.5424/FAA/EASA John A. Lowe AP4389295071A
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2007-04-19 R1 05/07/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contid.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA/145.5424/FAA/EASA John A. Lowe AP4389295071A
2006-20-09 11/03/2006	Superseded by 2012-19-01	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2006-12-07 07/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contid.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA/145.5424/FAA/EASA John A. Lowe AP4389295071A
2006-10-21 C2 06/22/2006	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA/145.5424/FAA/EASA John A. Lowe AP4389295071A
2006-06-16 04/27/2006	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contid.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA/145.5424/FAA/EASA John A. Lowe AP4389295071A

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-26-10 01/31/2006	Superseded by 2006-12-07	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2004-10-14 C 06/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	12/16/2016 Hrs: 3627 C: --	PCW N/A at this time (due after incurring propeller strike)	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
98-02-08 03/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
97-15-11 08/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
97-01-03 01/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
96-09-10 C 07/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe

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95-26-02 01/24/1996	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
95-07-01 04/12/1995	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
94-14-13 L 06/23/1994	Superseded by 95-26-02	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
92-12-05 07/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
91-14-22 08/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
90-04-06 R1 05/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
87-10-06 R1 09/01/1989	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe AP4389295071A
81-18-04 R2 06/07/1982	Superseded by 96-09-10	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
75-08-09 R(3) 08/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L/ EASA:145.5424/FAA/EASA John A. Lowe AP4389295071A
66-20-04 08/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L/ EASA:145.5424/FAA/EASA John A. Lowe AP4389295071A
64-16-05 07/10/1964	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L/ EASA:145.5424/FAA/EASA John A. Lowe AP4389295071A
59-10-07 07/01/1959	CYLINDER BAFFLE CLAMPS	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L/ EASA:145.5424/FAA/EASA John A. Lowe AP4389295071A

ATP Revision: 03/03/2018

Position:

Category: Propeller
Manufacturer: McCauley
Model: B2D34C220

P/N:
S/N: 796190

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2006-24-07 01/03/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L/ EASA:145.5424/FAA/EASA John A. Lowe AP4389295071A
2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L/ EASA:145.5424/FAA/EASA John A. Lowe AP4389295071A

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2003-13-17 07/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A
82-27-02 R1 02/22/1983	TO PREVENT POSSIBLE PROPELLER BLADE SHANK FAILURE	12/16/2016 Hrs: 3627 C: --	PCW as N/A	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145.5424/FAA/EASA John A. Lowe AP4389295071A

ATP Revision: 03/03/2018

Position: Left Hand

Category: Magnetos

Manufacturer: Slick

P/N:

Model: 4371

S/N: 13040414

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
--		-- Hrs: -- C: --		--	D: -- Hrs: -- C: --	

ATP Revision: 03/03/2018

Position: Right Hand

Category: Magnetos

Manufacturer: Slick

P/N:

Model: 4371

S/N: 13040785

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
--		-- Hrs: -- C: --		--	D: -- Hrs: -- C: --	

ATP Revision: 03/03/2018

Position:

Category: Air Filter

Manufacturer: Induction Air Filters

P/N:

Model: PAPER INDUCTION AIRFILTER

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
84-26-02 01/29/1985	[Recurring] TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW as N/A	Yes	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145-5424/FAA/EASA John A. Lowe AP4389295071A

ATP Revision: 03/03/2018

Position:

Category: Carburetors

P/N:

Manufacturer: Marvel-Schebler

S/N:

Model: HA-6

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
94-25-04 02/13/1995	TO PREVENT THE INTERRUPTION OF FUEL FLOW TO THE ENGINE CAUSED BY THE MIXTURE CONTROL SHAFT MOVING OUT OF POSITION, CONTD.	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145-5424/FAA/EASA John A. Lowe AP4389295071A
72-06-05 R2 07/03/1986	TO PREVENT LOOSENESS OR SEPARATION OF THE THROTTLE ARM	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145-5424/FAA/EASA John A. Lowe AP4389295071A
79-08-06 04/25/1979	TO PRECLUDE FAILURE OF THE ENGINE DURING IDLE CONDITIONS	12/16/2016 Hrs: 3627 C: --	PCW	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145-5424/FAA/EASA John A. Lowe AP4389295071A
77-13-16 07/05/1977	TO PROVIDE POSITIVE RETENTION OF THE IDLE NEEDLE ASSEMBLY	12/16/2016 Hrs: 3627 C: --	Complied with	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145-5424/FAA/EASA John A. Lowe AP4389295071A
69-24-03 11/29/1969	TO PREVENT POSSIBLE POWER LOSSES DUE TO BLOCKAGE OF CARBURETOR METERING PASSAGES BY THREAD LUBRICANT, CONTD.	12/16/2016 Hrs: 3627 C: --	Complied with	No	D: -- Hrs: -- C: --	J.A. Air Center NF2R029L / EASA 145-5424/FAA/EASA John A. Lowe AP4389295071A