

CFM56-2 SERVICE BULLETINS ON DC-8-72 Questions & Answers

Q1. Will there be tools/equipment onsite for the technician to use?

A1. NASA does not own the specialized NDI inspection tools required to accomplish this task. Additional tools required to accomplish this task are minimal and should be brought to the site by the Contractor. Be aware that Service Bulletin CFM56-2 72-561 is no longer a part of the Performance Work Statement which should help to reduce tool requirements.

Q2. Are you looking for one contractor to perform these services or will one inspector and one maintenance tech be necessary?

A2. The Contractor should bring the appropriate staff to the work site to accomplish the task as noted in the Performance Work Statement.

Q3. Is there any onsite lodging that can be provided, or should we build that into our quote?

A3. NASA is not able to provide onsite lodging.

Q4. Is there anything else I should be aware of as I continue to qualify my candidates?

A4. Refer to the Performance Work Statement.

Q5. Do you need a contractor to simply come perform the work at *your* authorized location? Or, do you also need a repair station who authorizes them to perform the work and fill out the necessary return to service, FAA, forms (an 8130 I believe)?

A5.

1. Post inspection documentation:

We need the inspection tracking for our aircraft records so we will have the engine inspection personnel sign the corrective action in our (NSAS DC-8) aircraft forms upon completion of each S/B. As an additional record, typically when an outside agency comes and does work for us they bring the PO or other work documents for their own records where they also note the work accomplished.

2. Inspection personnel certification:

If the individual(s) are represented by a repair station they individually do not need further ratings and they would be under the repair station's certification. Otherwise they will need an FAA Power Plant Mechanics license. Also, since these are ultrasonic inspections, they will need the appropriate NDT certification as well.

Q6. Is it registered with the FAA or is it registered as a Dept. of Defense aircraft? If FAA, we can sign the FAA 8130. If it is a Dept. of Defense aircraft, what specific paperwork will you require?

A6. The NASA DC-8 is registered with the FAA under registration number N817NA. After completing the inspections then the person who performed the inspection can submit an FAA 8130 for each engine and/or sign the corrective action in our (NSAS DC-8) aircraft forms upon completion.