



## FIELD SERVICE NEWS

Fuji Heavy Industries, Ltd.  
Main Office-NO. 2-7  
1-chome, Nishishinjuku,  
Shinjuku-ku, Tokyo, Japan

FAN-17

Date: Oct. 1, 1970

### ISSUANCE OF SERVICE BULLETIN

This FAN-017 Field Service News contains information concerning the FA-200 Aircraft Service Bulletin issued by Fuji Heavy Industries Ltd., and gives definitions of its issuance, type, priority, content, etc. for the benefit of all FA-200 Aircraft operators.

It is, therefore, requested that this news will be filed at the front of your Service Bulletin File for future reference.

1 ISSUANCE PRINCIPAL. Service Bulletin will be released to the operators as any of the followings occurs.

- (1) Improvements are made on safety, reliability, performance, maintenance, etc. of the aircraft, equipment, engine, or accessories (here after called the aircraft or equipment).
- (2) In order to maintain proper operation of the aircraft or equipment, such special inspection is required as follows.
  - a) Inspection is required to investigate manufacturing defect of parts.
  - b) One-time special inspection is required to find out initial defect of parts.
  - c) Special or interim inspection is required until corrective action has been taken for defective parts.

2 TYPE . Service Bulletin is divided into the following three types.



(1) Urgent News. This news will be informed to the operators from the Customer Service Department of this company by means of telephone, telegram, or telex.

Note : The information conveyed by this news will be released as Urgent Service Bulletin.

(2) Urgent Service Bulletin. This bulletin will be released as inspection, adjustment, repair, replacement, or modification (hereafter called inspection or rework) is urgently required. Printed in red paper, this bulletin will be published with the stamp AIRCRAFT BUREAU APPROVAL PENDING in the approval column. Also on the paper stamped is ADVANCE COPY.

When approved by the Aircraft Bureau, this bulletin will be released as Regular Service Bulletin. It is, therefore, requested that urgent service bulletin will be destroyed upon receipt of the superseding regular service bulletin.

(3) Regular Service Bulletin. This is regular bulletin and printed in white paper. Wing Mark is printed red only in case of the bulletin whose priority is mandatory.

### 3 CONTENT

(1) Service bulletin consists of the following items:

a) Number. The number, which is registered in the log book of this company, is entered and in case of revision, symbols are used such as A, B, C, etc.

b) Issuance Date. The date, on which issuance procedure has been completed, is entered, and in case of revision, the revised date is printed.

c) Subject. The subject is so selected as to represent the content of bulletin concisely.

d) Aircraft Affected. This indicates the aircraft models and serial No (s) to be affected by the bulletin.

e) Priority. The priority is divided into four categories;



Mandatory, Essential, Desirable, and Optional.

- f) Reason. Herein noted is the reason or purpose for the inspection or rework to be performed.
- g) Description. This describes concisely the content of the inspection or rework to be performed.
- h) Accomplishment. This specifies the time by which the instruction of the bulletin to be accomplished.
- i) Approval. Those bulletin subject to the Aircraft Bureau Approval will have the approval number and its date. The items which are subject to the Bureau's rework inspection or the Bureau's preliminary part inspection will have such entry as certified. Service bulletins other than those specified above will have remark No Aircraft Bureau Approval or Not Applicable .
- j) Parts Required. The parts that are required to perform inspection or rework are shown. The classification whether they will be furnished with charge or without charge is also noted in addition to the estimate delivery date.
- k) Special Tool. Special tool or equipment necessary for performing inspection or rework is listed by the tool part number, nomenclature, and quantity.
- l) Weight and Balance. Weight and balance change resulting from repair or rework is noted.
- m) Manhour Required. This indicates manhours required to accomplish inspection or rework.
- n) Reference. Service bulletins are sometimes prepared in accordance with various news issued by equipment manufacturer, in which case the reference number and the issued date will be given.



o) Detailed Instruction. This shows the steps required to perform inspection or rework specified in the bulletin. The steps are in sequence of operation as near as possible.

(2) Revised service bulletin will be released as follows:

- a) Revision Notice. This notice will be attached to the revised bulletin.
- b) Revision Number. Symbol, such as A, B, C, etc. , will be suffixed to the basic number to indicate revised bulletin.
- c) Identification. The portion affected by the revision is indicated by a thick vertical line in the right outer margin of the page.

Notes : 1 Service bulletin number and page number are shown in the bottom (right side) of each page.

2 A list of service bulletins will be compiled periodically and released as Service Bulletin FAS-000.

4 PRIORITY. Priority terms used in service bulletins are defined below:

- (1) Mandatory. Inspection or rework directly necessary for maintaining airworthiness, designated as mandatory by the Aircraft Bureau, to which TCD to be issued.
- (2) Essential. Immediate accomplishment of inspection or rework to be recommended because of its affecting airworthiness.
- (3) Desirable. Accomplishment of inspection or rework to be desirable for the reason of improving reliability, performance, maintenance, etc.



(4) Optinal. Accomplishment of rework to be at the option of aircraft operators.

From now on Service Bulletin will be released in accordance with the instruction stated above: although some of the Bulletins, that have been so far issued, may have conflicted with the instruction.

