

ORDER: 8300.10

APPENDIX: 4

BULLETIN TYPE: Flight Standards Information Bulletin for Airworthiness (FSAW)

BULLETIN NUMBER: FSAW 05-07

BULLETIN TITLE: Availability of a CD-ROM Training Program for the Maintenance on Reliable Engines (M.O.R.E.) STCs and Reporting Requirements for Non-STC M.O.R.E. Inspection Programs

EFFECTIVE DATE: 05-10-05

TRACKING NUMBER: NA

APPLICABILITY:

M/M	ATA Code	14 CFR	PTRS
NA	NA	91.409(f)	NA

1. PURPOSE. This bulletin alerts all aviation safety inspectors (ASI) (Airworthiness) to the availability of a CD-ROM training program that provides an overview of the Maintenance On Reliable Engines (M.O.R.E.) Supplemental Type Certificates (STC) that are used on PT6A engines. It also provides additional reporting requirements for Federal Aviation Administration (FAA) inspectors when they approve a non-STC M.O.R.E. inspection program as part of a Title 14 of the Code of Federal Regulations (14 CFR) part 91, section 91.409(f)(4) inspection program.

2. BACKGROUND. The M.O.R.E. STC is a turbine propeller engine inspection program with Instructions for Continuous Airworthiness applicable to different models of the Pratt and Whitney Canada PT6A series of engines. The current STCs for the M.O.R.E. program are:

SE000EN	SE00001EN
SE00002EN	SE00003EN
SE00004EN	SE00006EN
SE00010EN	SE00011EN

3. ACTION.

A. M.O.R.E. STCs, when properly followed, enable operators to extend the manufacturer's recommended overhaul time of an

applicable PT6 engine from existing recommended time between overhauls to as much as 8,000 hours, depending on the condition of life-limited parts and which M.O.R.E. STC is being used. FAA Flight Standards District Office (FSDO) inspectors are responsible for monitoring the operators on the M.O.R.E. STC program and ensuring all inspection criteria are being met. To help FSDO inspectors become familiar with the STC, the M.O.R.E. Company has compiled a training program that addresses the various requirements of the M.O.R.E. inspection program. FAA inspectors can gain access to the training from the FAA Intranet at <http://intranet.faa.gov/avr/afs/training/morestc.pps>. It is recommended that FAA inspectors review this training program.

B. The STCs (stated in paragraph 2) are eligible for acceptance as part of an Approved Aircraft Inspection Program (AAIP) for a section 91.409(f)(4) program that also includes the airframe, avionics, propeller, and accessories.

C. If an inspector has approved a non-STC M.O.R.E. inspection program as part of a section 91.409(f)(4) inspection program, that inspector should ensure that the entire program meets the criteria set forth in the regulation as well as the guidance provided in FAA Order 8300.10, Airworthiness Inspector's Handbook. If additional information on the M.O.R.E. STC is needed, FSDO inspectors may contact:

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D. The existing STC M.O.R.E. programs are reported to the FAA database in Oklahoma City via the normal recording process on FAA Form 337, Major Repair and Alteration. For those operators that use the non-STC M.O.R.E. inspection programs on their aircraft's AAIP, those records are retained by the local FSDO and need not be sent to the Boston Aircraft Evaluation Group (BOS AEG) or to the Aircraft Certification Service Engine and Propeller Directorate, ANE-100.

4. INQUIRIES. This bulletin was developed by the Aircraft Maintenance Division, AFS-300. Direct any questions concerning this bulletin to Bill O'Brien, AFS-305, at (202) 267-3796.

5. EXPIRATION. This bulletin will remain in effect until further notice.

/s/ David E. Cann
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