TECHNICAL INSTRUCTION
HAC09-001 Rev. N/C, April 20, 2009

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

JA321-211-301-0, JA321-211-351-0 J-Rings
INSTALLED ON
Airbus A318, A319, A320, A321 Airplane Thrust Reverser

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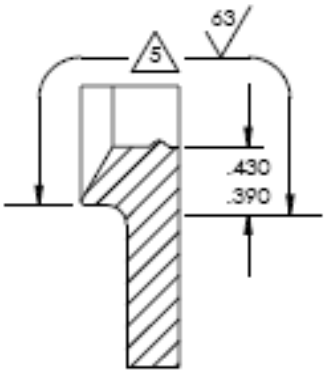
TECHNICAL INSTRUCTION HAC09-001, Rev. N/C, April 22, 2009

1. Introduction

This HEICO Aerospace Technical Instruction (TI) defines the Instructions for Continued Airworthiness when P/N JA321-211-301-0 or JA321-211-351-0 requires repair of the dry film coating on the functional mating surfaces.

The PMA J-Ring design is identical to that of the original TCH part, except that it allows the TCH specified coating or an alternate dry film coating on the same 'nose' area of the ring. The TCH coating is a green PTFE filled varnish, Acheson D148, available mainly in Europe and presents environmental and transportation issues when used in the US. The PMA design allows use of an alternate dark gray molybdenum disulphide/PTFE blend (MoS2/PTFE) in an organic binder. The two coatings are easily differentiated by sight.

PMA parts coated with the original TCH varnish may be repaired per the TCH instructions. Parts coated with the alternate MoS2/PTFE must be repaired as shown herein.



Area (5) that is coated (ref only)

This ICA affects data presented in Goodrich publication:

- Goodrich Thrust Reverser Component Maintenance Manual P/N 238-1105/238-1106 and 642-3801/642-3802

The data contained in this Technical Instructions is FAA approved. Contact HEICO Customer Support for assistance or questions regarding this Technical Instruction at:

- Telephone: (954) 961-9800 (8:00 a.m. to 5:00 p.m.)
- Fax: (954) 987-7585
- E-mail: cs@heico.com

2. Repair of Dry Film Coating

The Instructions for Continued Airworthiness presently acceptable to the FAA for TCH P/Ns 321-211-301-0 and 321-211-351-0 are applicable to P/Ns JA321-211-301-0 and JA321-211-351-0 with exception of the following:

2.1 Determine coating presently on parts as follows:

2.1.1. If coating is light to medium green, coating is original TCH holder varnish and all TCH instructions apply.

2.1.2. If coating is dark gray or black, coating is the alternate MoS2/PTFE blend. Then, repair the Jet Avion parts per the following:

2.1.2.1. Clean and prepare area for repair per TCH instructions including chromic anodize as specified.

Note: The chromic anodize is mandatory. Do not grit blast after anodize.

2.1.2.2. Where TCH instruction call for application of D148 lubricant varnish, accomplish the following instead:

2.1.2.2.1. Apply Everlube 720 (www.everlubeproducts.com) per the recommendations of Everlube Process Bulletin 3000-A.

2.1.2.2.2. Cure coating for one hour +/- 5 minutes at 280F-320F.

2.1.2.3. Inspect to assure uniform appearance and absence of runs, drips or bare metal.

Perform the following test on the test piece which was processed with the part:

2.1.2.3.1. Scrape lubricant coat using a sharp blade. Scraping should appear as a powder.

2.1.2.3.2. Apply and press on a strip of 3M Tape No. 250 pressure sensitive tape to test piece. Lubricant coat shall not peel when tape is pressed on and pulled off.

2.1.2.3.3. Reprocess the part if the coated surfaces fail any of these tests or examinations.

3. Material Information

This document will be maintained and the latest approved revision posted on the HEICO web site at http://ipc.heico.com .

4. Revision and Approval History

Initial Release – April 22, 2009