



SUBJ: Window/Windshield System

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin advises registered owners and operators of transport category airplanes of an airworthiness concern regarding discrepant windows and windshields that were previously repaired by Aircraft Transparencies Repair (ATR).

Background

ATR was a repair station based in Florida that performed repairs and overhaul of windows and windshields. An FAA investigation revealed that ATR failed to use appropriate technical data and repair procedures for approval and return to service of numerous windows and windshields. The FAA observed failure to repair windshields per approved specifications, poor repair quality, post-repair delamination, and discrepant window seals. We determined that ATR also falsified aircraft maintenance records and altered serial numbers on some windows that had been scrapped, and attempted to return them to service. In light of the initial findings, we revoked the ATR repair station certificate; however, ATR continued to process repairs after their certificate was revoked.

In light of these facts, the FAA estimates that between 250 and 300 windshield and window parts could be discrepant. These transparencies include windshields, cockpit side windows, passenger windows and wingtip lenses. We do not have a comprehensive list of affected operators, airplane models, or part numbers; however, affected parts can be identified by performing a review of airplane maintenance records. Any transparency with an FAA Form 8130-3 approved by ATR and dated between January 2007 and the present should be considered questionable. In addition, we are aware of several related companies (identified below) that may also have installed unsatisfactory repairs. Therefore, any transparency with an FAA Form 8130-3 approved by any of the below companies should also be considered questionable. ATR also had a facility in Thailand; however, to the best of our knowledge, the work in that facility was done correctly and in accordance with approved specifications.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

Recommendations

The FAA recommends that all owners and operators of transport category airplanes remove any transparency that was repaired by ATR or its related companies from airplanes and stores. Specifically, any transparency with an FAA Form 8130-3 dated between January 2007 and the present approved by ATR, TEG Transparencies Engineering Group, ATG Aerospace Transparencies Group, or AV Tronics (Florida), should be considered questionable. Any affected transparency should be inspected and overhauled or scrapped, if necessary.

We encourage submitting a report of any findings of affected transparencies to the contact identified below. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection contained in this SAIB, and assigned OMB Control Number 2120-0731.

For Further Information Contact

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