

Quality Alert – MTU Maintenance Hannover

Parts traceable to engines with special events / incidents, e. g. titanium ignition / fire, oil ignition seen on V2500

Summary

During the last couple of years MTU Maintenance Hannover (MTU-HAJ) discovered several instances, where parts have been re-introduced into the supply chain after being involved in special events / incidents such as titanium ignition or oil ignition without parts being processed in accordance with special inspection requirements defined by the OEM. This may result in unserviceability of the affected parts, which may lead to grounding of aircrafts. It is to be noted, that not in all cases indications regarding the special event are evident on the affected piece parts during a standard inspection per OEM requirement. In some cases, information regarding other parts or information about the engine needs to be provided additionally to the hardware in order to process the parts correctly.

The following contributing factors to those events were identified:

- Non-Incident-Statements were issued by the last operator even though the engines were involved in special events;
- Additional documentation (BSI report, Investigation report, ...) was not forwarded correctly and / or completely within the supply chain;
- Lack of understanding and / or information by uncertified market players such as teardown shops or parts dealers;
- Incomplete maintenance instructions provided to teardown or repair shops.

Please note that those events are subject to authority reporting and that MTU-HAJ will consequently report those cases to support flight safety. These topics have been addressed by MTU-HAJ with required authority reporting.

In order to work in compliance with required Engine Manual tasks approved Maintenance Organizations need the correct and complete information. Therefore, this responsibility may also be with the used parts broker handling these parts, e. g. for or after a tear down. Even if not holding an authority approval those parties are accountable for correct information and parts handling within the supply chain.

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Requirements

Within the supply chain it is mandatory, that the parts are traceable to the last engine. It must be ensured, that all information on the special events is passed within the relevant supply chain in order to comply with the special inspection requirements. Therefore, the following aspects are to be addressed:

- Handling of tear downs in accordance with OEM requirements including information regarding special events. In addition to the non incident statement a review of technical documents, such as BSI reports may be necessary;
- Availability of current technical data (within the supply chain, tear down and repair);
- Awareness of special inspection requirements, which may not be part of the tear down procedure, but part of the repair or inspection;
- System of monitoring, e. g. suppliers involved in tear down and repair process;
- Clear, complete and correct repair or tear down order to reflect the status of the engines and piece parts being sent to the repair station;
- Beginning Dec. 2025 MTU-HAJ will require an ASA Form 2020 (or equivalent) for all used parts or engine purchases. With this form you will be required to check and confirm the non incident statement and an option for an incident clearance statement will be introduced for increased transparency with regard to parts requiring additional processes or inspections.

Required Feedback

Please provide **written feedback** regarding the implemented procedures with regard to the above-mentioned topics including the following:

- ✓ Review of current process to ensure that special inspection requirements are identified, and relevant information is passed on to the following supply chain and confirmation of review of the current process
- ✓ Summary of actions taken to mitigate the risk described above within the MTU-HAJ supply chain
- ✓ Information to be sent to MTU-HAJ **by 24th October 2025**, please send to **MTUH-Supplier-Quality-Assurance@mtu.de**
- ✓ Confirmation of mandatory use of ASA Form 2020 (or equivalent) for all used parts sold to MTU-HAJ **beginning Dec. 2025** to include the incident clearance statement