



STANDARD PRACTICES - ENGINE - INFORMATION - ANNOUNCEMENT OF A NEW PART NUMBER CUSHION
LOOP CLAMP FOR THE EGT HARNESS - CATEGORY CODE 7. - MOD.ENG-70-0006

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1. Planning Information

A. Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500-A1

B. Reason

To provide a more readily available Cushion Loop Clamp for the EGT Harness.

C. Compliance

Category Code 7

Accomplish when the supply of the superseded parts has been depleted.

D. Approval

- (1) The part number transaction shown under sub-paragraph (1) of the MATERIAL INFORMATION portion of this Bulletin has been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the Engine Model listed.

E. References

- (1) Internal Reference No.
EC88VA271

F. General Information

- (1) The Material Information portion of this Bulletin provides the latest information concerning the availability of Cushion Loop Clamps.
- (2) Engine Serial Numbers V0001 through V0049 have the PN 277398 Cushion Loop Clamps and Engine Serial Nos. V0050 and up will have the ST1428-02 Cushion Loop Clamp.
- (3) Other Publications Affected:
 - (a) The V2500 Engine Illustrated Parts Catalog will be revised to include the new part.

V2500-ENG-70-0006



International Aero Engines
INFORMATION BULLETIN

2. Accomplishment Instructions

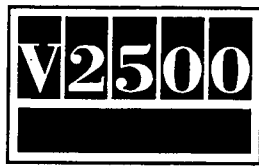
Not applicable

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V2500-ENG-70-0006

Jun. 16/89

Page 2



3. Material Information

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
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Applicability: For each V2500 Engine to incorporate this Bulletin.

ST1428-02 (77-21-43)	2	-	Cushion-Loop Clamp	277398 (01-276) (01-286)	(S1) (A) (B)
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A. Instruction/Disposition Code Statements:

- (S1) Old and new parts are freely and fully interchangeable, both physically and functionally.
- (A) The new part is currently available for sale.
- (B) The old part will no longer be supplied.

NOTE: The estimated 1989 unit prices shown are provided for planning for planning purposes only and do not constitute a firm quotation. Contact IAE's spare Parts Sales Department concerning firm prices.

V2500-ENG-70-0006

