

International Aero Engines

## SERVICE BULLETIN

ENGINE - LP COMPRESSOR - INTRODUCE THE NEW NO.6  
STRUT FAIRING PANEL WITH ROUNDED CORNERS

### MODEL APPLICATION

V2500-A1  
V2522-A5  
V2524-A5  
V2527-A5  
V2527E-A5  
V2530-A5  
V2533-A5

### BULLETIN INDEX LOCATOR

72-32-00

### Compliance Category Code

5

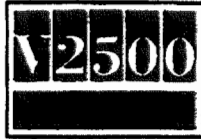
### Internal Reference No.

EC98VJ024  
ECM98VJ024-01

May.13/99

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ENGINE - LP COMPRESSOR - INTRODUCE THE NEW NO.6  
STRUT FAIRING PANEL WITH ROUNDED CORNERS

### 1. Planning Information

#### A. Effectivity

##### (1) Aircraft:

- (a) Airbus A319
- (b) Airbus A320
- (c) Airbus A321

##### (2) Engine:

- (a) V2500-A1 Engines prior to Serial Number V0362
- (b) V2522-A5 Engines prior to Serial Number V10562
- (c) V2524-A5 Engines prior to Serial Number V10562
- (d) V2527-A5 Engines prior to Serial Number V10562
- (e) V2527E-A5 Engines prior to Serial Number V10562
- (f) V2530-A5 Engines prior to Serial Number V10562
- (g) V2533-A5 Engines prior to Serial Number V10562

#### B. Concurrent Requirements

None.

#### C. Reason

##### (1) Condition

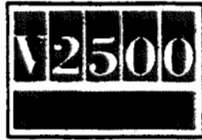
The existing No.6 fairing panel has sharp corners. The sharp corners may cause injury to persons.

##### (2) Background

It was requested by an operator that the sharp corners should be removed to prevent the injury.

##### (3) Objective

To remove the sharp corners.



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### (4) Substantiation

Analytically substantiated.

### (5) Effects of Bulletin on Workshop Procedures:

Removal/Installation	Not affected
Disassembly/Assembly	Not affected
Cleaning	Not affected
Inspection/Check	Not affected
Repair	Not affected
Testing	Not affected

### (6) Supplemental Information

None.

## D. Description

(1) The change introduced by this service bulletin is as follows;

(a) The corners of the No.6 strut fairing panel are changed to the round ones (See Figure 1).

(2) New parts can be obtained by rework of old part.

(3) This Service Bulletin is comprised of the following two parts:

Part 1 - Rework of the No.6 strut fairing panel in service.

Part 2 - Rework of the No.6 strut fairing panel in shop.

## E. Approval

The part number transaction are given in the Material Information section of this Service Bulletin. They comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the engine models listed.

## F. Compliance

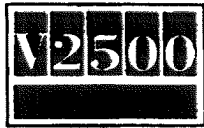
Category Code 5

Accomplish when the engine is disassembled sufficiently to access to the affected subassembly (i.e. Modules, Accessories, Components, Build Groups) and to all affected spare subassemblies.

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## G. Manpower

Estimated Man-hours to incorporate the full intent of this Bulletin:

<u>Venue</u>	<u>Estimated Man-hours</u>	
(1) In service	1 Hour	4 Minutes
Total:	1 Hour	4 Minutes
(2) In shop	1 Hour	4 Minutes
Total:	1 Hour	4 Minutes

## H. Material - Price and Availability

- (1) Modification kit is not required.
- (2) See "Material Information" section for prices and availability of future spares.

## I. Tooling - Price and availability

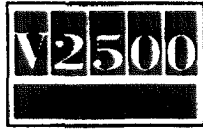
Special tools are not required to accomplish the Service Bulletin.

## J. Weight and Balance

(1) Weight change	..	..	None
(2) Moment arm	..	..	Not effect
(3) Datum	..	..	Engine front mount centerline(Power Plant Station (PPS) 100)

## K. Electrical Load Data

This Service Bulletin has no effect on the aircraft electrical load.



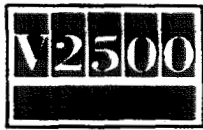
## International Aero Engines SERVICE BULLETIN

### L. Reference

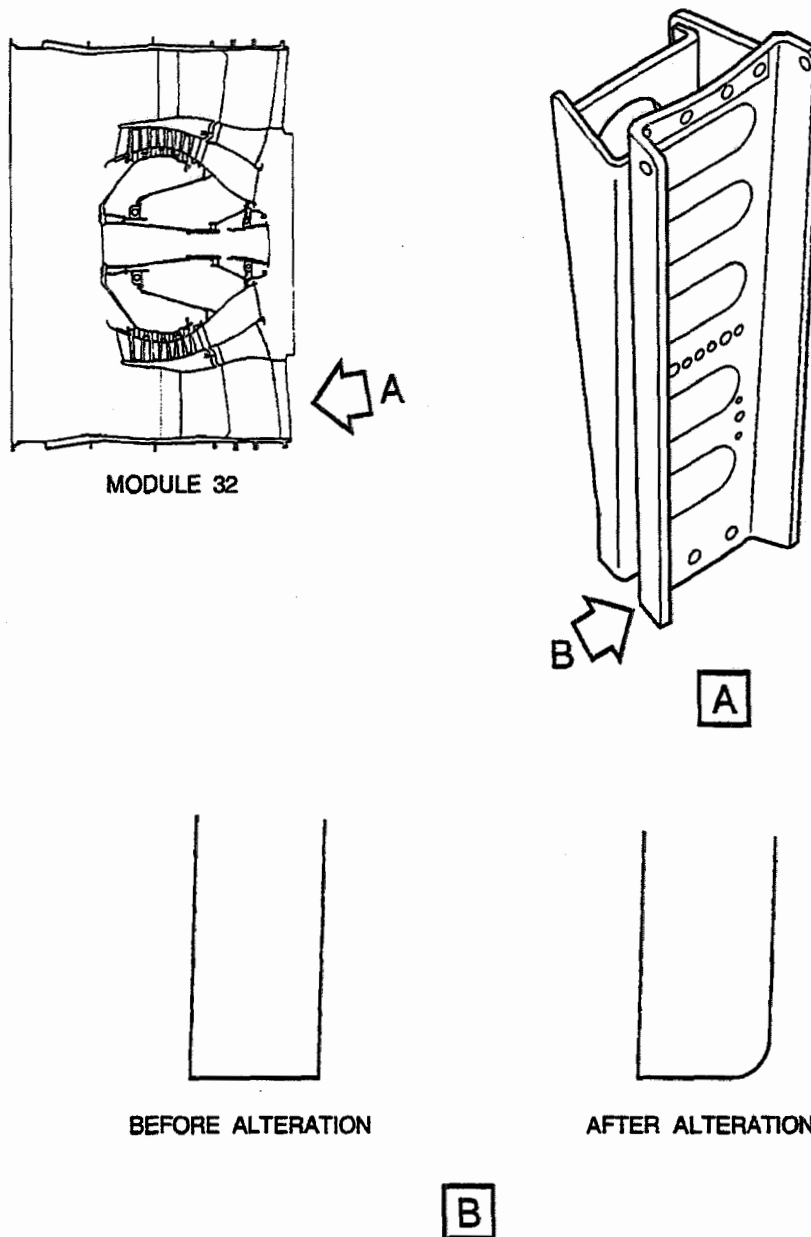
- (1) V2500 Engine Illustrated Parts Catalog, Chapter/Section 72-32-03.
- (2) V2500 Engine Manual (E-V25001-1IA), Chapter/Section 72-32-00, Disassembly-02 Config-1 (for V2500-A1) and Config-2 (for V2500-A5), Assembly-14 Config-1 (for V2500-A1) and Config-2 (for V2500-A5).
- (3) A319/A320/A321 Aircraft Maintenance Manual (AMM), Chapter/Section 78-32-00 and 70-11-12.
- (4) V2500 Standard Practices/Processes Manual (SPP-V2500-1IA), Chapter/Section 70-03-00 Special handling of materials and solutions-01, Chapter/Section 70-11-26 Solvent cleaning-03, Chapter/Section 70-23-05 Penetrant inspection, Chapter/Section 70-09-00 Marking of parts.

### M. Other publications affected

- (1) V2500 Engine Illustrated Parts Catalog, Chapter/Section 72-32-03.
- (2) V2500 Engine Manual (E-V2500-1IA), Chapter/Section 72-32-03, Cleaning-01, Config-1.
- (3) V2500 Engine Manual (E-V2500-1IA), Chapter/Section 72-32-03, Inspection/Check-01, Config-1.
- (4) V2500 Engine Manual (E-V2500-1IA), Chapter/Section 72-32-03, Repair, VRS1901, VRS1902, VRS1903.

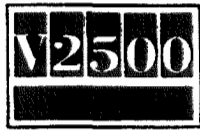


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**Before and after alteration of  
the No.6 strut fairing panel  
Figure 1**

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# International Aero Engines SERVICE BULLETIN

## 2. Accomplishment Instructions

NOTE: Do part 1 for accomplishment in service, do Part 2 for accomplishment in shop.

### PART 1: For accomplishment in service

#### A. Job Set-up Instructions

- (1) Open the thrust reverser halves. For the correct procedures, refer to the A319/A320/A321 Aircraft Maintenance Manual (AMM), Chapter/Section 78-32-00, Maintenance Practices, Task 78-32-00-010-010.

#### B. Rework Instructions

WARNING: YOU HAVE TO MAKE SURE OF THE A319/A320/A321 AIRCRAFT MAINTENANCE MANUAL (AMM) CHAPTER/SECTION 70-11-12 BEFORE YOU REWORK CAUSE THE PART MATERIAL IS TITANIUM ALLOY.

CAUTION: 1. TITANIUM COMPONENTS. SILICON CARBIDE TYPE WHEELS, TONES AND ABRASIVE PAPERS ARE TO BE USED FOR THIS REWORK.

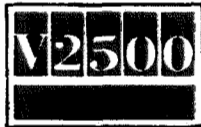
2. ALUMINUM OXIDE MUST NOT BE USED.

3. THE MATERIAL WILL OXIDIZE AND CRACK IF MECHANICAL CUTTERS ARE USED HEAVILY. THIS HAS OCCURRED IF THE COMPONENT SHOWS DARK STRAW TO BLUE DISCOLORATION.

4. WHEN TWO CORNERS OF NO.6 STRUT FAIRING PANEL ROUND OFF, TAKE CARE THAT TUBE OR HARNESS OF THAT PANEL VICINITY NOT GET HURT.

#### (1) Consumable Materials

V01-124 Isopropyl Alcohol  
V05-019 Waterproof silicon carbide abrasive paper or  
V05-020 Waterproof silicon carbide abrasive paper or  
V05-021 Waterproof silicon carbide abrasive paper or  
V05-064 Waterproof silicon carbide abrasive paper  
V06-063 Fluorescent penetrant or  
V06-064 Fluorescent penetrant

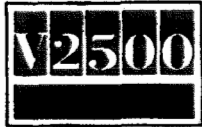


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- (2) Rework the 5A0352 No.6 strut fairing panel (Ref.72-32-03, Fig/Item No. 02-100) and reidentify as follows;

<u>Procedure</u>	<u>Supplementary Information</u>				
(a) Set-up and make sure of the shape corners of No.6 strut fairing panel (two positions).	Refer to Figure 2.				
(b) Mask the spring vicinity of open latch indicator with applicable covers.					
(c) Clean the affected areas.	Use a clean paper tissues or a clean lint-free cloth soaked V01-124 isopropyl alcohol.				
(d) Round off two corners to a radius 0.20in (5,0 mm).	Use portable grinding of equipment, Refer to Figure 2.				
(e) Examine the reworked areas.	Refer to Figure 2.				
(f) Remove all sharp edges from the new corners and make a smooth surface.	Use V05-019, 05-020, 05-021, or 05-064 waterproof silicon carbide abrasive paper.				
(g) Clean the affected areas.	Use a clean paper tissues or a clean lint-free cloth soaked V01-124 isopropyl alcohol.				
(h) Do a crack test of the affected areas.	Use V06-063 or 06-064 fluorescent penetrant (medium post-emulsified), Refer to AMM Chapter/ Section 70-23-05 TASK 70-23-05-230-501; no crack allowed.				
(i) Make a mark of the new part No. on the No.6 strut fairing panel adjacent to the old part No., make a line ( - ) on the old part No. to erase it.	Use the Vibro-Peen, Refer to Figure 2.				
	<table><tr><td><u>Old Part No.</u></td><td><u>New Part No.</u></td></tr><tr><td>5A0352</td><td>5A1838</td></tr></table>	<u>Old Part No.</u>	<u>New Part No.</u>	5A0352	5A1838
<u>Old Part No.</u>	<u>New Part No.</u>				
5A0352	5A1838				





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### C. Job Close-down Instructions

- (1) Close the thrust reverser halves. For the correct procedures, refer to the A319/A320/A321 Aircraft Maintenance Manual (AMM), Chapter/Section 78-32-00, Maintenance Practices, Task 78-32-00-410-010.

### D. Record Instructions

A record of accomplishment is necessary.

### PART 2: For accomplishment in shop

#### A. Rework Instructions

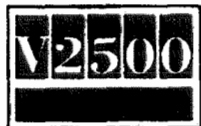
##### (1) Consumable Materials

CoMat 05-075 Waterproof silicon carbide abrasive paper or  
CoMat 05-076 Waterproof silicon carbide abrasive paper or  
CoMat 05-077 Waterproof silicon carbide abrasive paper or  
CoMat 05-078 Waterproof silicon carbide abrasive paper or  
CoMat 05-079 Waterproof silicon carbide abrasive paper or  
CoMat 05-080 Waterproof silicon carbide abrasive paper or  
CoMat 05-081 Waterproof silicon carbide abrasive paper or  
CoMat 05-082 Waterproof silicon carbide abrasive paper or  
CoMat 05-083 Waterproof silicon carbide abrasive paper or  
CoMat 05-084 Waterproof silicon carbide abrasive paper or  
CoMat 05-085 Waterproof silicon carbide abrasive paper  
CoMat 06-063 Fluorescent penetrant or  
CoMat 06-064 Fluorescent penetrant

- (2) Rework the 5A0352 No.6 strut fairing panel (Ref.72-32-03, Fig/Item No. 02-100) and reidentify as follows;

**WARNING:** YOU HAVE TO MAKE SURE OF THE STANDARD PRACTICES/PROCESSES MANUAL (SPM) TASK 70-03-00-100-501, SPECIAL HANDLING OF MATERIALS AND SOLUTIONS-01 BEFORE YOU REWORK BECAUSE THE PART MATERIAL IS TITANIUM ALLOY.

- CAUTION:**
1. TITANIUM COMPONENTS. SILICON CARBIDE TYPE WHEELS, STONES AND ABRASIVE PAPERS ARE TO BE USED FOR THIS REWORK.
  2. ALUMINUM OXIDE MUST NOT BE USED.
  3. THE MATERIAL WILL OXIDIZE AND CRACK IF MECHANICAL CUTTERS ARE USED HEAVILY. THIS HAS OCCURRED IF THE COMPONENT SHOWS DARK STRAW TO BLUE DISCOLORATION.



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### Procedure

### Supplementary Information

- |  |   |
|--|---|
| (a) Set-up and make sure of the shape corners of No.6 strut fairing panel (two positions).   | Refer to Figure 2.  |
| (b) Clean the affected areas.  | Refer to SPM TASK 70-11-26-300-503 solvent cleaning-03.   |
| (c) Round off two corners to a radius 0.20in (5,0 mm).   | Use portable grinding of equipment, Refer to Figure 2.  |
| (d) Examine the reworked areas.  | Refer to Figure 2.  |
| (e) Remove all sharp edges from the new corners and make a smooth surface.   | Use CoMat 05-075, 05-076, 05-077, 05-078, 05-079, 05-080 05-081, 05-082, 05-083, 05-084 or 05-085 waterproof silicon carbide abrasive paper.          |
| (f) Clean the affected areas.  | Refer to SPM TASK 70-11-26-300-503 solvent cleaning-03.   |
| (g) Do a crack test of the affected areas.   | Use CoMat 06-063 or 06-064 Fluorescent penetrant (medium post-emulsified), Refer to SPM TASK 70-23-05-230-501 penetrant inspection; no crack allowed. |
| (h) Make a mark of the new part No. on the No.6 strut fairing panel adjacent to the old part No., make a line ( - ) on the old part No. to erase it. | Use the Vibro-Peen method, Refer to Figure 2 and SPM TASK 70-09-00-400-501 marking of parts.  |

<u>Old Part No.</u>	<u>New Part No.</u>
5A0352	5A1838

### B. Assembly Instructions

- (1) Remove the No.6 strut fairing panel, (5A0352, 1 off) from the fan frame and the fan case. For the correct procedures, refer to the Engine Manual (EM), Chapter/Section, 72-32-00, Disassembly-02 Config-01 (for V2500-A1) or Config-02 (for V2500-A5).

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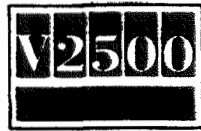


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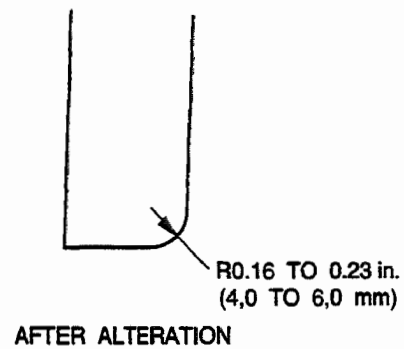
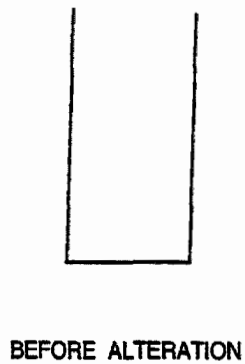
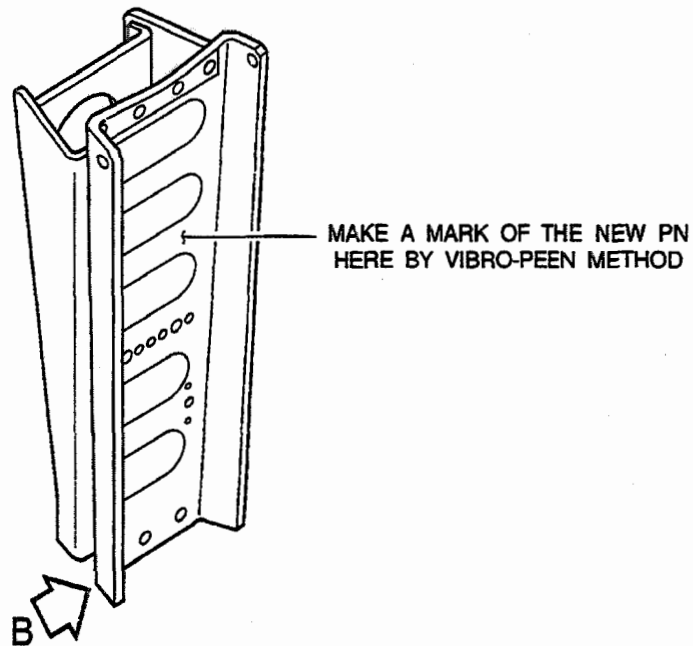
- (2) Install the new No.6 strut fairing panel, (5A1838, 1 off) onto the fan frame and the fan case. For the correct procedures, refer to the Engine Manual (EM), Chapter/Section, 72-32-00, Assembly-14 Config-01 (for V2500-A1) or Config-02 (for V2500-A5).

### C. Record Instructions

A record of accomplishment is necessary.

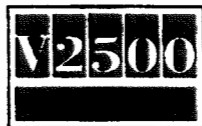


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B

Cutting of sharp edges of  
the No.6 strut fairing panel  
Figure 2



# International Aero Engines SERVICE BULLETIN

## 3. Material Information

**Applicability:** For each V2500-A1 and V2500-A5 Engines to incorporate this Bulletin.

### A. Kits associated with this Bulletin:

None.

### B. Parts affected by this Bulletin:

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instruction/ Disposition
5A1838 (72-32-03)	1		.Panel, A/O Fairing No.6	5A0352 (02-100)	(A) (B) (1D)

**NOTE:** The unit prices, if shown, are an estimate and they are given for the purposes of planning only. For information about actual prices, refer to the IAE Price Catalog or contact IAE's Spare arts Sales Department.

### C. Instruction/Disposition Code Statements:

- (A) New part is currently available.
- (B) Old part will no longer be available.
- (1D) New part can be obtained by rework.

