P U B L I C A T I O N T R A N S M I T T A L

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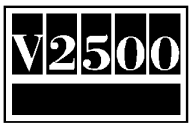

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DATER Oct. 6/03

V2500-A5/D5 SERIES PROPULSION SYSTEMS NON-MODIFICATION SERVICE BULLETIN

This document transmits Revision 1 to Service Bulletin EV2500-72-0425

Document History

Service Bulletin Revision Status		Supplement Revision Status
Initial Issue	Apr.30/02	

Bulletin Revision 1

Remove	Incorporate	Reason for change
All pages of the Service Bulletin	Pages 1 to 4 of the Service Bulletin	To allow inspection to be carried out in overhaul shop if necessary.

V2500-ENG-72-0425

CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED
If any have not been received please advise Publication Services, Rolls-Royce plc, Derby, England

LIST OF EFFECTIVE PAGES

The effective pages to this Service Bulletin following incorporation of Revision 1 are as follows:

Page		Revision Number	Revision Date
	Bulletin		
R	1	1	Oct.6/03
R	2	1	Oct.6/03
R	3	1	Oct.6/03
R	4	1	Oct.6/03

ENGINE - LP COMPRESSOR FAN BLADES - LEADING EDGE INSPECTION REQUIREMENTS - NON-MODIFICATION SERVICE BULLETIN

1. Planning Information

A. Effectivity

(1) Airbus A319, A320, A321

V2500-A5 All Engines

(2) Boeing Longbeach Division MD-90

V2500-D5 All Engines

B. Concurrent Requirements

None.

C. Reason

(1) This NMSB is written to separate out the leading edge inspection requirement from NMSB 72-0386 (A5) and NMSB 72-0409 (D5).

(2) Leading edge sampling has been carried out on a mumber of operators' fan sets and results have revealed severe leading edge erosion for some operators.

(3) This NMSB therefore instructs inspection compliance thresholds as previously communicated through the above NMSB's.

D. Compliance

Category Code 3

R NOTE: THIS SERVICE BULLETIN IS TO BE CARRIED OUT AT C CHECK INTERVALS. IN
R CIRCUMSTANCES WHERE C CHECK INSPECTION COULD NOT BE CARRIED OUT DUE TO
R UNPLANNED ENGINE REMOVAL, THIS SERVICE BULLETIN CAN BE CARRIED OUT IN
R THE OVERHAUL SHOP TO MEET CUSTOMERS REQUIREMENTS.

NOTE: THIS NMSB IS ISSUED TO PROVIDE INSPECTION INSTRUCTIONS FOR THE FAN BLADES LEADING EDGES ONLY.

NOTE: THERE IS AN EXISTING INSPECTION AND REPAIR FOR FAN BLADE LEADING EDGE EROSION IN THE AIRCRAFT MAINTENANCE MANUAL. IAE RECOMMEND THIS TO BE ACCOMPLISHED AT 'C' CHECK, AS DEFINED IN THE IAE ENGINE MAINTENANCE MANAGEMENT PLAN (EMMP). THEREFORE FOR OPERATORS WHO HAVE NOT COMPLETED THE LEADING EDGE INSPECTION/REPROFILING AT THE LAST 'C' CHECK, THIS NMSB INSTRUCTS TO CARRY OUT THE EXISTING AIRCRAFT MAINTENANCE MANUAL INSPECTION/REPAIR (AS REQUIRED) FOR LEADING EDGE EROSION.

NOTE: IN ORDER TO REDUCE THE POTENTIAL FOR MULTIPLE ENGINE IN-FLIGHT SHUTDOWN, POWER LOSS, OR OTHER ANOMALIES DUE TO MAINTENANCE ERROR, IAE RECOMMENDS THAT OPERATORS AVOID PERFORMING MAINTENANCE ON MULTIPLE ENGINES INSTALLED ON THE SAME AIRCRAFT AT THE SAME TIME. IF IT IS NOT POSSIBLE TO AVOID MAINTENANCE ON MORE THAN ONE ENGINE AT THE SAME TIME, IAE RECOMMENDS THAT ADDITIONAL CONTROLS BE APPLIED IN ORDER TO ENSURE THAT MAINTENANCE TASKS HAVE BEEN COMPLETED AS DEFINED. MAINTENANCE GUIDELINES SHOULD BE REVISED WHERE POSSIBLE, TO PROMOTE THIS RECOMMENDATION.

(1) Fan Blade Leading Edge Inspection/Repair

NOTE: The requirement below was introduced by the re-issue of NMSB's 72-0386 (A5) and 72-0409 (D5) in October 2001.

NOTE: The release of this NMSB does not mean the threshold is effective from the receipt of this issue. The threshold compliance should be dated from the second issue of the NMSB's (12/Oct. 01).

(a) For in service engines with fan blade life of GREATER THAN 1500 CYCLES since new, action as below:

COMPLIANCE	Within 2500 cycles of NMSB receipt (October 2001 revision) (see *Note) or At next 'C' check, whichever is sooner

ACTION	Inspect and repair (if necessary) the fan blade leading edges (AMM, 72-31-11, Inspection/Check, VRS1065)

NOTE: * 2500 cycles compliance is for initial inspection only, further inspections are to be performed at 'C' check intervals.

NOTE: 1. If the fan blades leading edges have been inspected and repaired in accordance with VRS1064 at shop visit, but have not had a 'C' check inspection thereafter, then the blades should be inspected at next 'C' check.

NOTE: 2. If VRS1065 has already been accomplished at the last 'C' check, then the fan blades leading edges should be inspected and repaired (if necessary) at the next 'C' check.

NOTE: 3. If the fan blades leading edges have been inspected and repaired (if necessary) in accordance with VRS1065 since last 'C' check, then the fan blades should also be inspected and repaired (if necessary) at the next 'C' check.

NOTE: 4. If the fan blades have not yet had a first 'C' check inspection, then the fan blades should be inspected and repaired (if necessary) at the next 'C' check.

(b) For in service engines with fan blade life of LESS THAN 1500 CYCLES since new, action as below:

INTERVAL	'C' check
ACTION	Inspect and repair (if necessary) the fan blade leading edges (AMM, 72-31-11, Inspection/Check, VRS1065)

E. Approval

The compliance of statement 1.D. and the procedures outlined in Section 3 of this Non-Modification Service Bulletin, comply with the Federal Aviation Regulations and are FAA approved for the engine models listed

F. Manpower

Estimate of manhours to embody this Service Bulletin in full:

(1) In service

Inspection - 44 mins

Repair - 4 hours (whole set)

(2) In shop

Not applicable

G. References

R (1) Internal reference numbers - 02VJ608, 03VR926

(2) Other references

(a) In service

(i) A319, A319CJ, A320, A321 Aircraft Maintenance Manual (AMM), 72-31-11, Inspection/Check, Repair VRS1065.

(ii) MD-90 Aircraft Maintenance Manual (AMM), 72-31-11, Repair VRS1065.

R (iii) A5 engines - NMSB V2500-ENG-72-0386.

R (iv) D5 engines - NMSB V2500-ENG-72-0409.

R (3) ATA Locator

R 72-31-00

2. Material Information

None.

3. Accomplishment Instructions

A. Use of published Repair VRS1065 in line with compliance stated in 1.D.