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V2500-A1/A5/D5 SERIES PROPULSION SYSTEM NON-MODIFICATION SERVICE BULLETIN

Printed in Great Britain

This document transmits Revision 1 to Non-Modification Service Bulletin
V2500-ENG-75-0104

NOTE: The intent and the content of Non-Modification Service Bulletin
V2500-ENG-75-0104 is hereby cancelled. For record purposes, a copy of this
Non-Modification Service Bulletin V2500-ENG-75-0104 should be retained on
file.

Document History

Service Bulletin Revision Status

Initial Issue Aug.14/07

Service Bulletin Revision 1

Remove	Incorporate	Reason for change
All pages of the	Pages 1 to 4 of the	To cancel the Non-Modification
Service Bulletin	Service Bulletin	Service Bulletin.

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Transmittal - Page 1 of 1

CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED
If any have not been received please advise Customer Data Services, Rolls-Royce plc, Derby, England
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ENGINE – NON MODIFICATION – ADDITIONAL ENGINE RUNNING REQUIREMENT AFTER INSTALLATION
OF A NEW OR ZERO TIME SINCE REPAIR VARIABLE STATOR VANE ACTUATOR

1. Planning Information

A. Effectivity

(1) Airbus A319

R (a) ALL V2522-A5, V2524-A5, V2527M-A5 Engines.

(2) Airbus A320.

R (a) ALL V2500-A1 Engines.

R (b) ALL V2524-A5, V2527-A5, V2527E-A5 Engines.

(3) Airbus A321

R (a) ALL V2530-A5, V2533-A5 Engines.

(4) Boeing MD-90

R (a) ALL V2525-D5, V2528-D5 Engines.

B. Reason

R A limited number of events in service and during aircraft pre-delivery testing have been caused by loss of positional control of the VSV actuator at very low cyclic lives.

R As a result of service experience and actions taken at manufacture, overhaul
R and repair of VSV actuators by the supplier, the requirement to conduct
R additional VSV cycles for on-wing actuator installation as specified in the
R initial issue of this Non-Modification Service Bulletin has been removed for
R all standards of VSV actuators.

R As a result this Non-Modification Service Bulletin is cancelled now.

C. Description

R None – Action withdrawn.

D. Compliance

R None – Action withdrawn.

E. Approval

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

F. Manpower

R None.

G. References

- (1) IAE All Operators Wire AOW 1080 Issue 1 dated 13-June-2007.
 - (2) A319/A320/A321 Aircraft Maintenance Manual, Chapter 75-32-41 Removal/Installation of VSV actuator.
 - (3) A319/A320/A321 Aircraft Maintenance Manual, Chapter 71-00-00 Test No. 11: High Power Assurance Test.
 - (4) Boeing MD 90 Aircraft Maintenance Manual, Chapter 75-31-01 Removal/Installation of VSV actuator.
 - (5) Boeing MD 90 Aircraft Maintenance Manual, Chapter 71-02-11 Test 11: Engine Power Assurance Test.
 - (6) IAE V2500 Engine Manual (E-V2500-1IA, E-V2500-3IA), Chapters 71-00-00 Test 10: Performance Test.
 - (7) V2500 Engine Illustrated Parts Catalogs (S-V2500-1IA, S-V2500-2IA, S-V2500-2IB, S-V2500-3IA, S-V2500-3IB, S-V2500-3IC, S-V2500-5IA, S-V2500-5IB, S-V2500-6IA, S-V2500-6IB, S-V2500-7IA and S-V2500-7IB), Chapter/Section 75-32-41.
 - (8) Internal Reference No.:
- R Engineering Change No. 07VC853A.
- (9) ATA Locator - 75-32-41.

2. Material Information

None

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3. Accomplishment Instructions

A. General

R None – Action withdrawn.

R NOTE: Operators are, however, reminded of the multiple engine maintenance
R caution statement for all actuator removal and installation activities:

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