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

RR-DERBY

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DATER Feb.13/03

V2500-A5 SERIES NACELLE SERVICE BULLETIN

This document transmits Revision 2 to Service Bulletin NV2500-71-0206

Document History

Service Bulletin Revision Status		Supplement Revision Status
Initial Issue	Sep.19/00	
Revision 1	Nov.14/01	

Bulletin Revision 2

Remove	Incorporate	Reason for change
All pages of the Service Bulletin	Pages 1 to 17 of the Service Bulletin	To add new Mounting Bracket and Sealing Block to work instructions and to kit list.

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 2 are as follows:

	Page	Revision Number	Revision Date
	Bulletin		
R	1	2	Feb.13/03
R	2	2	Feb.13/03
R	3	2	Feb.13/03
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R	12	2	Feb.13/03
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R	16	2	Feb.13/03
R	17	2	Feb.13/03

NACELLE - POWERPLANT - COWL, AIR INTAKE - REWORK TO ACCOMMODATE LONGER P2T2 PROBE

1. Planning Information

A. Effectivity

(1) Airbus: A319, A320 and A321

(2) Nacelle: All V2500-A5 Nacelle Inlets in the fleet of those operators operating the following engine ratings and conditions:

(a) All V2533-A5

(b) V2530-A5 from airfields above 3000 feet

(c) V2527E-A5 from airfields above 5000 feet

(d) V2527M-A5 from airfields above 5000 feet

(e) V2524-A5 from airfields above 11000 feet

B. Concurrent Requirements

Service Bulletin V2500-ENG-73-0152 must be incorporated concurrently with this Service Bulletin.

C. Reason

(1) Condition

The requirement to install a longer P2/T2 Probe for higher thrust/altitude applications has resulted in the need to reinforce and strengthen the Inlet Cowl at the P2T2 opening.

(2) Objective

The intent of this Service Bulletin is to rework the Air Intake Cowl to accommodate a new longer P2/T2 Probe. This will fulfil the higher thrust/altitude operating requirements of the V2500-A5 Nacelle.

(3) Substantiation

Trial installation of the new configuration has been shown to be satisfactory.

(4) Effect of Bulletin on:

(a) Removal/Installation

Not affected.

(b) Disassembly/Assembly

Not affected.

(c) Cleaning

Not affected.

(d) Inspection/Check

Not affected.

(e) Repair

Not affected.

(f) Testing

Not affected.

(5) Supplemental Information

None.

D. Description

(1) The changes introduced by this Service Bulletin are as follows:

(a) The wire mesh around the P2T2 area is removed and the underlying honeycomb core filled with potting compound. After the potting compound is cured the area is sealed with a layer of carbon fibre material.

(b) The backing skin of the Intake Panel around the P2T2 area is drilled, the deep cell honeycomb core is cut and the cells filled with potting compound.

(c) A stainless steel reinforcing plate is fitted to the P2T2 rework area. This plate and a new Mounting Bracket are installed using Composi-loc fasteners.

E. Approval

The part number changes and/or part modification described in Section 2 and 3 of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved for the equipment model(s) listed.

F. Compliance

(1) Category 4

For all operators operating the following engine ratings and conditions:

(a) All V2533-A5

(b) V2530-A5 from airfields above 3000 feet

(c) V2527E-A5 from airfields above 5000 feet

(d) V2527M-A5 from airfields above 5000 feet

(e) V2524-A5 from airfields above 11000 feet

Accomplish at the first visit of the Nacelle or Nacelle component to a maintenance base capable of compliance with the accomplishment instructions regardless of the planned maintenance action for the nacelle, or nacelle component.

NOTE: Accomplish before or at the next aircraft C-Check.

(2) Category 8

All Operators not specified in Category 4 above. Accomplish based upon experience with the prior configuration.

G. Manpower

Estimated man-hours to incorporate the intent of this Service Bulletin on each engine:

(1) In Service

To gain access - 0.45 M/Hrs

To embody - 12.0 M/Hrs

Total - 12.45 M/Hrs

H. Material Price and Availability

R The parts to accomplish this Service Bulletin are available from IAE Spares as
R Kit No. V2571206-551K1-1. To assist with the modification of the Inlet, IAE will provide the Kits free of charge to ACES, Aerolloyd, Air Macau, Asiana, British Midland, Dragonair, Egyptair, Lacsa, Middle East, Monarch, Sichuan, TACA and Transasia. These customers were known to be operating per Para 1. A. (2) from Entry Into Service. To obtain the Kits, these customers should submit a Free of Charge Purchase Order to IAE Spares for the required quantity of Kit
R No. V25710206-551K1-1. All Purchase Orders must quote IAE internal tracking number CAS487AUI, Service Bulletin Number and the Aircraft Serial Number which the modification is to be incorporated.

The Purchase Order must be forwarded to:

IAE International Aero Engines AG

400 Main Street, M/S121-10

East Hartford, CT 06108 USA

Attn: IAE Spares Division (Service Bulletin V2500-NAC-71-0206)

I. Tooling Price and Availability

Lok-Fast Tool DNH6AA-BF is recommended for installation of Composi-Loks.

Omega Technologies

725 Via Alondra

Camarillo, CA 93012

Phone - 805-388-0082

Fax - 805-388-0084

J. Weight and Balance

(1) Weight Change

Plus 2.73 lbs

(2) Moment Arm

57.805in Forward of Datum

(3) Datum

Engine Front Mount Centreline (Power Plant Station PPS 100).

K. Electrical Load Data

Not affected.

L. References

(1) A319/A320/A321/V2500-A5 Aircraft Maintenance Manual (E-V2500-1IA), Chapter/Section 71-11-11

(2) IAE V2500 Standard Practices/Processes Manual (SPP-V2500-1IA), Chapter/Section 70-09-00

(3) SB V2500-ENG-73-0152 - Introduction of Longer P2T2 Probe

(4) Airbus Modification No. A32-73-1066

(5) Internal Reference No. - 96VN207/A/C/E

(6) ATA Locator - 71-00-00, 73-00-00

M. Other Publications Affected

(1) A320/A321/V2500-A5 Powerplant Illustrated Parts Catalog (All variants), Chapter/Section 71-11-11 and 73-22-11

(2) A320/V2500-A5 Engine Illustrated Parts Catalog (All variants), Chapter/Section 71-11-11 and 73-22-11

2. Material Information

A. Kits associated with this Bulletin:

Applicability: For each V2500-A5 Nacelle to incorporate this Bulletin

	NEW PART No	QTY	PART TITLE	INSTR/DISP
R	V2571206-551K1-1	1	Kit, Rework to accommodate longer P2T2 probe	(A)
	Consisting of:			
	745-3085-9501	1	Reinforcing plate	
R	740-3336-503	1	Mounting Bracket	
R	740-3093-503	1	Sealing Block	
	MBF 2110S-6-250	29	Fastener, Composi-loc	
	MBF 2110S-6-300	18	Fastener, Composi-loc	

B. Parts affected by this Bulletin:

71-11-11

FIG ITEM NO.	NEW PART NO.	QTY	PART TITLE	MAT	OLD PART NO.	INSTR DISP
01-005	745-3000-9503	1	.Cowl, Air Intake	-	745-3000-503	(1D)(2D)
01-005	745-3000-9511	1	.Cowl, Air Intake	-	745-3000-507	(1D)(2D)
01-005	745-3000-511	1	.Cowl, Air Intake	-	745-3000-507	(2D)(3D)

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C. Instruction/Disposition Codes

(A) Kit is available.

(1D) Old part number can be reworked to new part number as instructed in this Service Bulletin.

(2D) Old part number can be used only where old part number was installed. New part number is an acceptable replacement for the old or new part number.

(3D) Old part number is an acceptable alternative for the old or new part number, except where the longer P2T2 Probe is required. Refer to Service Bulletin V2500-ENG-73-0152.

D. Materials required to incorporate this Service Bulletin:

CoMat 01-076 Solvent

CoMat 01-457 Solvent

CoMat 02-099 Lint free cloth

CoMat 02-007 Teflon tape

CoMat 02-162 Syringe

CoMat 02-168 Non porous parting film

CoMat 08-050 EA9390 Resin, Parts A and B

CoMat 08-021 EA934NA Resin, Parts A and B

CoMat 05-021 Abrasive paper

CoMat 08-059 Dry carbon fibre fabric

CoMat 02-087 Brush, tymex nylon

NOTE: To identify consumable materials, refer to the Overhaul Processes and Consumable Index (PCI-V2500-1IA).

3. Accomplishment Instructions

A. Pre-requisite Instructions

(1) Remove the Cowl, Air Intake as instructed in the Aircraft Maintenance Manual (E-V2500-1IA) TASK 71-11-11-020-001.

NOTE: Prior to rework the P2T2 Probe must be disconnected and removed.

(2) Position the Air Intake Cowl with the P2T2 rework area at bottom dead centre to maintain contour and prevent the filler material from flowing out of the holes in the facing skin.

B. Rework Instructions

WARNING: SOLVENT IS FLAMMABLE AND THE VAPOUR IS HARMFUL. USE IN A WELL VENTILATED AREA. AVOID PROLONGED BREATHING OF VAPOURS OR PROLONGED OR REPEATED CONTACT WITH SKIN. HIGH CONCENTRATIONS MAY CAUSE IMPAIRED JUDGEMENT. PROTECTIVE GLOVES SHOULD BE WORN DURING USE. MAY CAUSE DERMATITUS BY REMOVING SKIN OILS. PRIOR TO USE OF THIS PRODUCT, READ THE MATERIAL SAFETY DATA SHEET AND FOLLOW ALL LISTED SAFETY AND HEALTH PRECAUTIONS.

(1) Clean the area with a clean lint-free cloth (CoMat 02-099) made moist with solvent (CoMat 01-076) or (CoMat 01-457). Wipe the area dry before the solvent evaporates.

(2) Draw a pencil line around the area of steel mesh to be removed as shown. Refer to Figure 1 Sheet 1.

(3) Cut the stainless steel mesh with a sharp knife and carefully remove. Make sure you do not damage the underlying loose weave carbon fibre layer.

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(4) Clean the area with a clean lint-free cloth (CoMat 02-099) made moist with solvent (CoMat 01-076) or (CoMat 01-457). Wipe the area dry before the solvent evaporates.

WARNING: EA934NA STRUCTURAL ADHESIVE IS CLASSIFIED AS A HAZARDOUS MATERIAL WHICH MAY CAUSE INJURY OR ILLNESS IF NOT PROPERLY USED. THIS PRODUCT SHOULD BE USED ONLY IN ACCORDANCE WITH THE MANUFACTURERS SPECIFIC SAFETY AND HEALTH RECOMMENDATIONS. PRIOR TO USE OF THIS PRODUCT, CAREFULLY READ THE APPLICABLE MATERIAL SAFETY DATA SHEET AND FOLLOW ALL LISTED SAFETY AND HEALTH PRECAUTIONS.

(5) Obey the above warning and mix a quantity of EA934NA Resin (CoMat 08-021) in accordance with the manufacturers instructions.

(6) Mask off the area for resin injection with Teflon tape (CoMat 02-007) as shown. Refer to Figure 1 Sheet 1.

(7) Fill a syringe (CoMat 02-162) with the mixed EA934NA Resin.

(8) Fill the cells beneath the loose weave carbon fibre layer with EA934NA Resin to overflow.

(9) Spread the overflow EA934NA Resin with a plastic spatula to cover the surface inside the masked off area. Keep the overflow spread to a minimum.

(10) Put a piece of Non-porous Parting Film (CoMat 02-168) on top of the masked off area and hold in position with tape (CoMat 02-007).

(11) Cure the rework area in accordance with the manufacturers instructions for AE934NA Resin. Typically an elevated cure can be achieved at 93 Deg.C for one hour using a suitable heat source (heat lamps or blankets).

(12) Remove the rework materials from the Intake Panel.

(13) Smooth the rework area with 1000 grit abrasive paper (CoMat 05-021). Make sure the Resin is level with the original air-wet surface.

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(14) Clean the area with a clean lint-free cloth (CoMat 02-099) made moist with solvent (CoMat 01-076) or (CoMat 01-457). Wipe the area dry before the solvent evaporates.

(15) Install a protective outer ply of carbon fibre material over the rework area as follows:

(a) Use a suitable heat lamp to dry the area. Keep the temperature of the rework area at 176 Deg.F (80 Deg.C) for 3 hours. The rework materials must be applied immediately at the end of the 3 hours.

WARNING: YOU MUST USE PROTECTIVE CLOTHING, GLOVES, DUST MASK AND SAFETY GOGGLES TO PROTECT YOU AGAINST DUST AND LOOSE PARTICLES WHICH CAN BE DANGEROUS TO YOUR HEALTH.

WARNING: EA9390 RESIN IS CLASSIFIED AS A HAZARDOUS MATERIAL WHICH MAY CAUSE INJURY OR ILLNESS IF NOT PROPERLY USED. THIS PRODUCT SHOULD BE USED ONLY IN ACCORDANCE WITH THE MANUFACTURERS SPECIFIC SAFETY AND HEALTH RECOMMENDATIONS. PRIOR TO USE OF THIS PRODUCT, CAREFULLY READ THE APPLICABLE MATERIAL SAFETY DATA SHEET AND FOLLOW ALL LISTED SAFETY AND HEALTH PRECAUTIONS.

(b) Cut one piece of dry carbon fibre material (CoMat 08-059) so that it has a 1.0in (25.4 mm) overlap around the rework area. To prevent fraying, cut the material to the finished dimensions after it has been soaked with resin. Refer to Figure 1 Sheet 2.

(c) Obey the above warning and mix a quantity of EA9390 Resin (CoMat 08-050) in accordance with the manufacturers instructions.

(d) Put the carbon fibre ply on a sheet of non-porous parting film (CoMat 02-168) and soak with resin. Use a brush (CoMat 02-087) to force the resin into the carbon ply.

(e) Cover the ply with another sheet of non-porous parting film (CoMat 02-168) and cut to the finished size.

(f) Apply a layer of resin (CoMat 08-050) to the rework area using a brush (CoMat 02-087).

(g) Remove the non-porous parting film (CoMat 02-168) from one side of the carbon ply.

(h) Put the ply, with the wet side down onto the rework area. Make sure the ply has an equal overlap around the rework area. Use a roller to remove trapped air from the resin and to make the carbon ply smooth.

(i) Remove the remaining non-porous parting film from the ply and put four temperature probes in position around the rework area. Secure the probes with Teflon tape (CoMat 02-007).

(j) Cure the rework area in accordance with the manufacturers instructions for (CoMat 08-050) resin. Typically a cure can be achieved between 180 and 200 Deg.F (82 to 93 Deg.C) for two hours using a suitable heat source (heat lamps or blankets).

NOTE: The rate of temperature increase and subsequent decrease must not be faster than 5.5 Deg. F (3 Deg. C) in each minute. Start to measure the time for the resin to cure when the temperature reaches 180 Deg. F (82 Deg. C).

(k) Remove any unwanted material and debris from the Air Intake Cowl.

WARNING: YOU MUST USE PROTECTIVE CLOTHING, GLOVES, DUST MASK AND SAFETY GOGGLES TO PROTECT YOU AGAINST DUST AND LOOSE PARTICLES WHICH CAN BE DANGEROUS TO YOUR HEALTH.

CAUTION: DO NOT CAUSE DAMAGE TO THE CARBON PLY OF THE REWORK AREA OR THE STAINLESS STEEL MESH. BE CAREFUL AND ONLY REMOVE MATERIAL FROM THE EDGE OF THE OUTER PLY. DO NOT USE A LIQUID WITH THE ABRASIVE PAPER.

(16) Make the edges of the rework area smooth with silicon carbide abrasive paper (CoMat 05-021).

WARNING: SOLVENT IS FLAMMABLE AND THE VAPOUR IS HARMFUL. USE IN A WELL VENTILATED AREA. AVOID PROLONGED BREATHING OF VAPOURS OR PROLONGED OR REPEATED CONTACT WITH SKIN. HIGH CONCENTRATIONS MAY CAUSE IMPAIRED JUDGEMENT. PROTECTIVE GLOVES SHOULD BE WORN DURING USE. MAY CAUSE DERMATITUS BY REMOVING SKIN OILS. PRIOR TO USE OF THIS PRODUCT, READ THE MATERIAL SAFETY DATA SHEET AND FOLLOW ALL LISTED SAFETY AND HEALTH PRECAUTIONS.

(17) Clean the area with a clean lint-free cloth (CoMat 02-099) made moist with solvent (CoMat 01-076) or (CoMat 01-457). Wipe the area dry before the solvent evaporates.

(18) Gain access to the other side of the P2T2 rework area. Refer to Figure 1 Sheet 3.

(19) Use a 3/16 in (5.10 mm) drill to remove the 12 off Composi-loc fasteners that attach the 740-3090-501 Mounting Bracket and 740-3093-501 Sealing Block to the intake panel.

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(20) Clean the area with a clean lint-free cloth (CoMat 02-099) made moist with solvent (CoMat 01-076) or (CoMat 01-457). Wipe the area dry before the solvent evaporates.

(21) Mask off the area for resin injection with Teflon tape (CoMat 02-007) as shown. Refer to Figure 1 Sheet 3.

WARNING: YOU MUST USE PROTECTIVE CLOTHING, GLOVES, DUST MASK AND SAFETY GOGGLES TO PROTECT YOU AGAINST DUST AND LOOSE PARTICLES WHICH CAN BE DANGEROUS TO YOUR HEALTH.

CAUTION: MAKE SURE THAT YOU DO NOT DRILL THE HOLES MORE THAN 0.5 IN (12,5 MM) INTO THE INTAKE PANEL. IF YOU DRILL MORE THAN 0.5 IN (12,5 MM) YOU MAY DAMAGE THE SEPTUM LAYER. USE A DRILL STOP IF AVAILABLE.

R (22) Use the 745-3085-9501 Reinforcing Plate and 740-3336-503 Mounting Bracket as templates and drill 47 off 0.125in (3,175 mm) dia. holes in the backing skin as shown. If necessary use the P2T2 Probe to locate the 745-3085-9501
R Reinforcing Plate and 740-3336-503 Mounting Bracket.

(23) Remove the Reinforcing Plate and 740-3336-503 Mounting Bracket and drill the remaining 13 off holes 0.125in (3,175 mm) dia. in the backing skin as shown.

(24) Cut away the honeycomb from below the holes as shown. Use the cutting tool shown in Figure 1 Sheet 4.

(25) Drill out the 47 off Composi-loc holes in the backing skin to 0.205in (5,20 mm) dia. as shown.

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(26) Obey the above warning and mix a quantity of EA934NA Resin (CoMat 08-021) in accordance with the manufacturers instructions.

(27) Fill a syringe (CoMat 02-162) with the mixed EA934NA Resin.

(28) Fill the cells beneath the carbon fibre layer with EA934NA Resin to overflow.

(29) Spread the overflow EA934NA Resin with a plastic spatula to cover the surface inside the masked off area. Keep the overflow spread to a minimum.

(30) Wet install the Reinforcing Plate as shown with EA934NA Resin and 29 off MBF 2110S-6-250 Composi-loc fasteners. For recommended tooling see section 1 (I). Make sure the fasteners are installed before the EA934NA Resin cures.

R (31) Wet install the 740-3336-503 Mounting Bracket and 740-3093-503 Sealing Block as shown with 18 off MBF 2110S-6-300 Composi-loc fasteners. For recommended tooling see section 1 (I). Make sure the fasteners are installed before the EA934NA Resin cures.

(32) Cure the rework area in accordance with the manufacturers instructions for EA934NA resin. Typically an elevated cure can be achieved at 93 Deg.C for one hour using a suitable heat source (heat lamps or blankets).

(33) Remove any unwanted material and debris from the Air Intake Cowl.

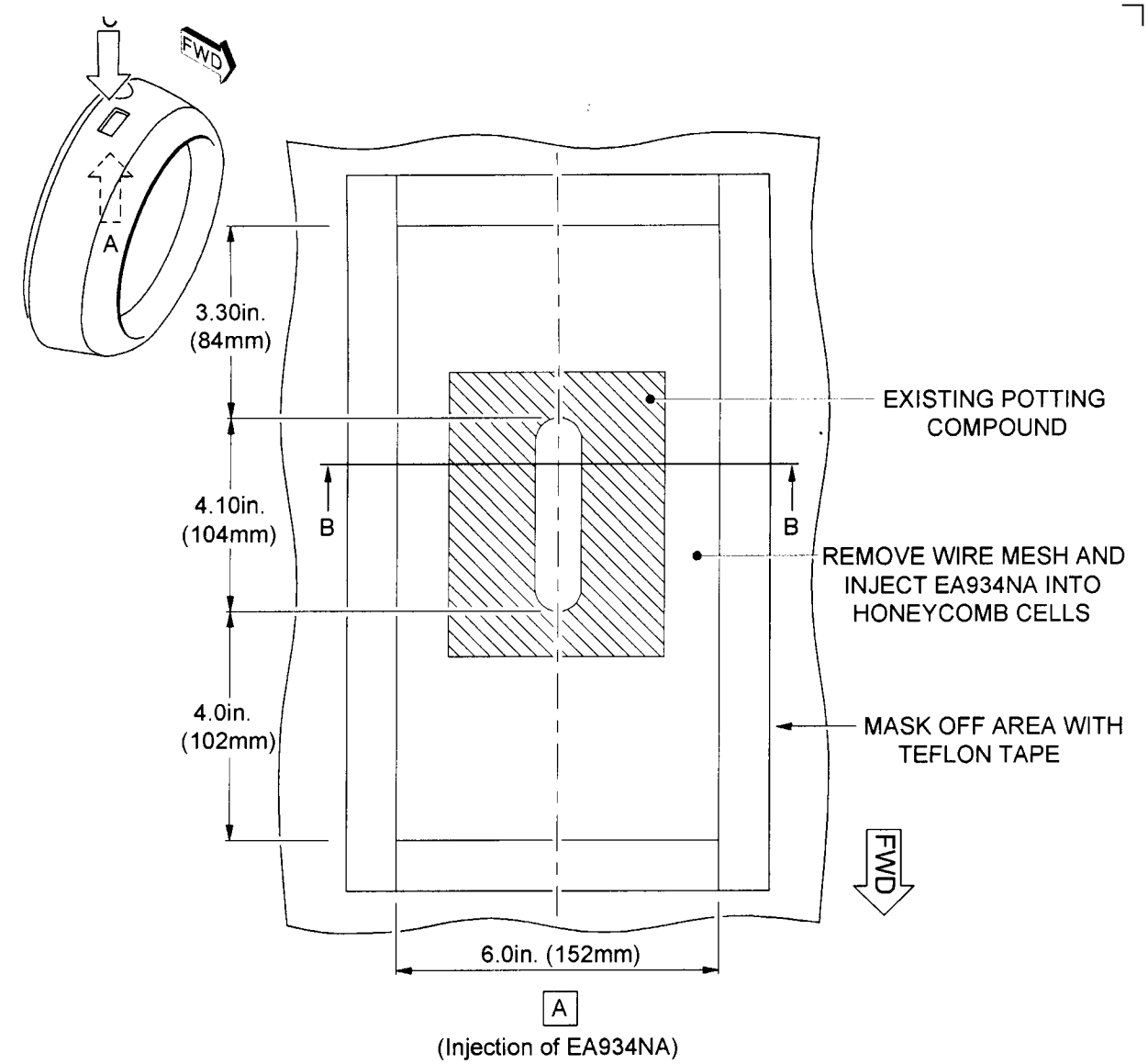
(34) Identify the modified 745-3000-503 Air Inlet Cowl as 745-3000-9503. Alternatively, identify the modified 745-3000-507 Air Inlet Cowl as 745-3000-9511. Use the metal stamp or vibro-etch method. Refer to the IAE V2500 Standard Practices/Processes Manual, Chapter 70-09-00.

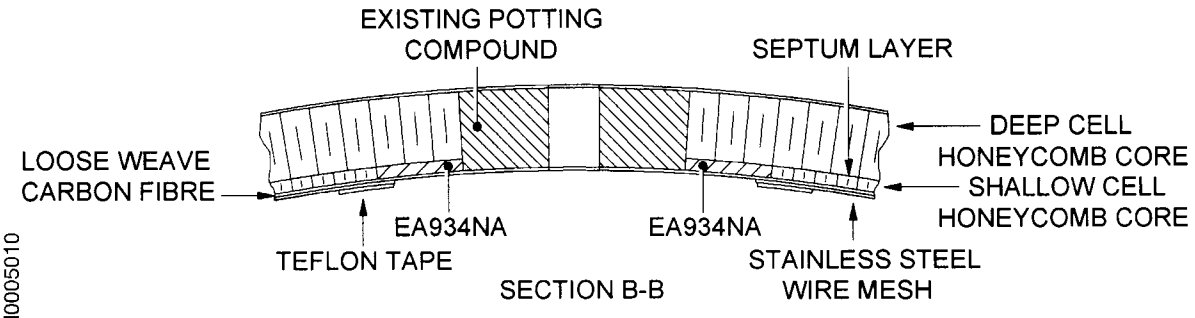
C. Post-requisite instructions

Install the Cowl, Air Intake as instructed in the Aircraft Maintenance Manual (E-V2500-1IA) TASK 71-11-1-420-001.

D. Recording Instructions

Write in the Aircraft Log Book and vibro-etch or electro-etch on the Inlet Cowl data plate that Service Bulletin V2500-NAC-71-0206 has been done. Refer to the IAE V2500 Standard Practices/Processes Manual, Chapter 70-09-00.





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Modification of P2/T2 Support Structure
Figure 1 Sheet 1 of 4

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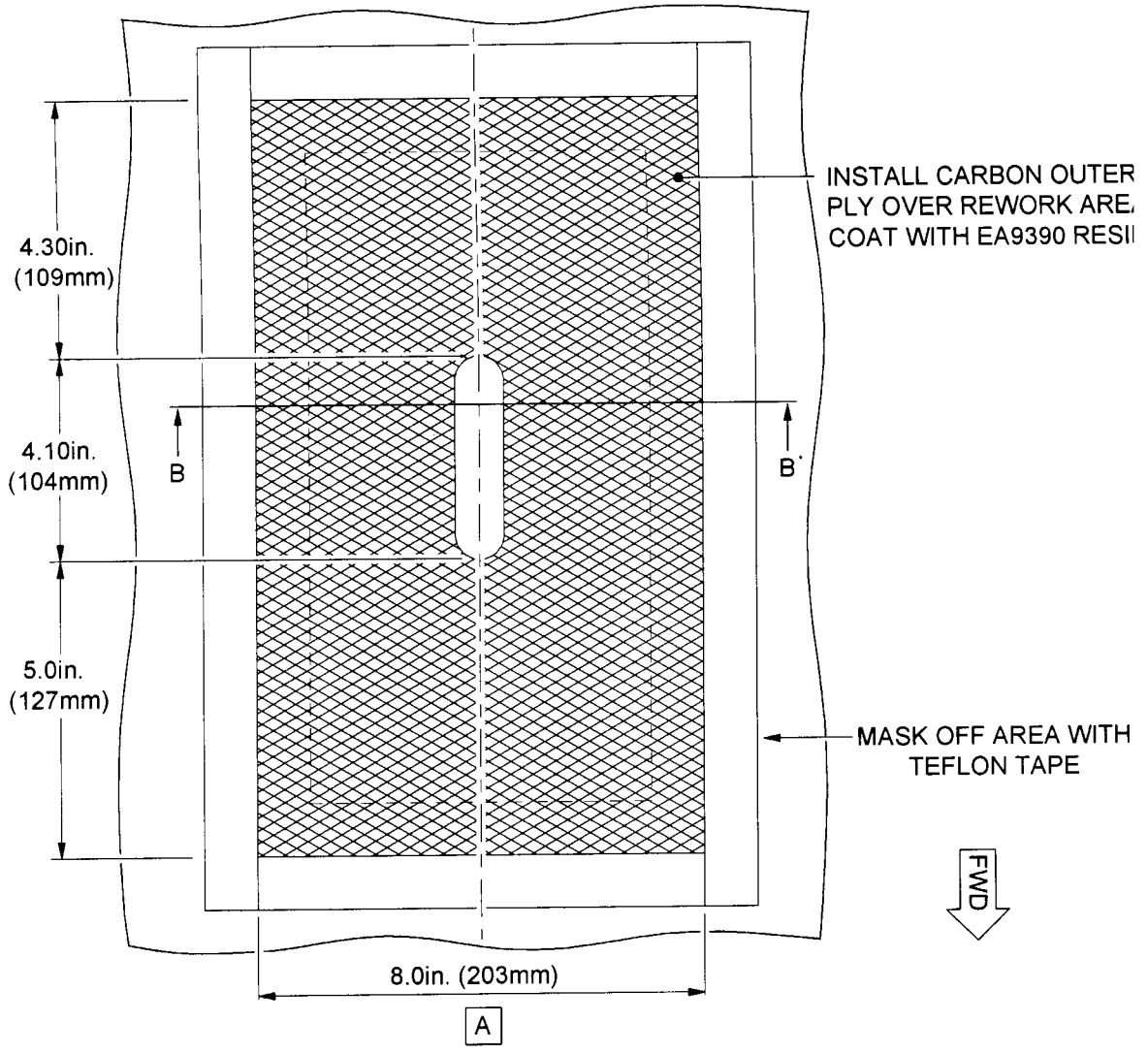
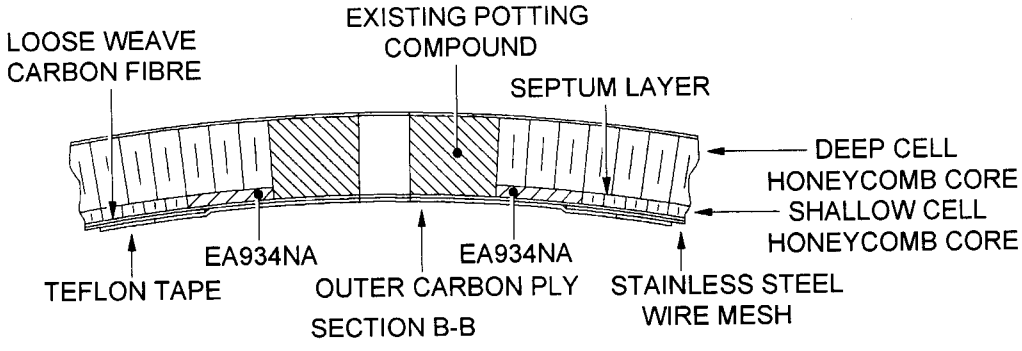


(Installation of outer carbon ply)



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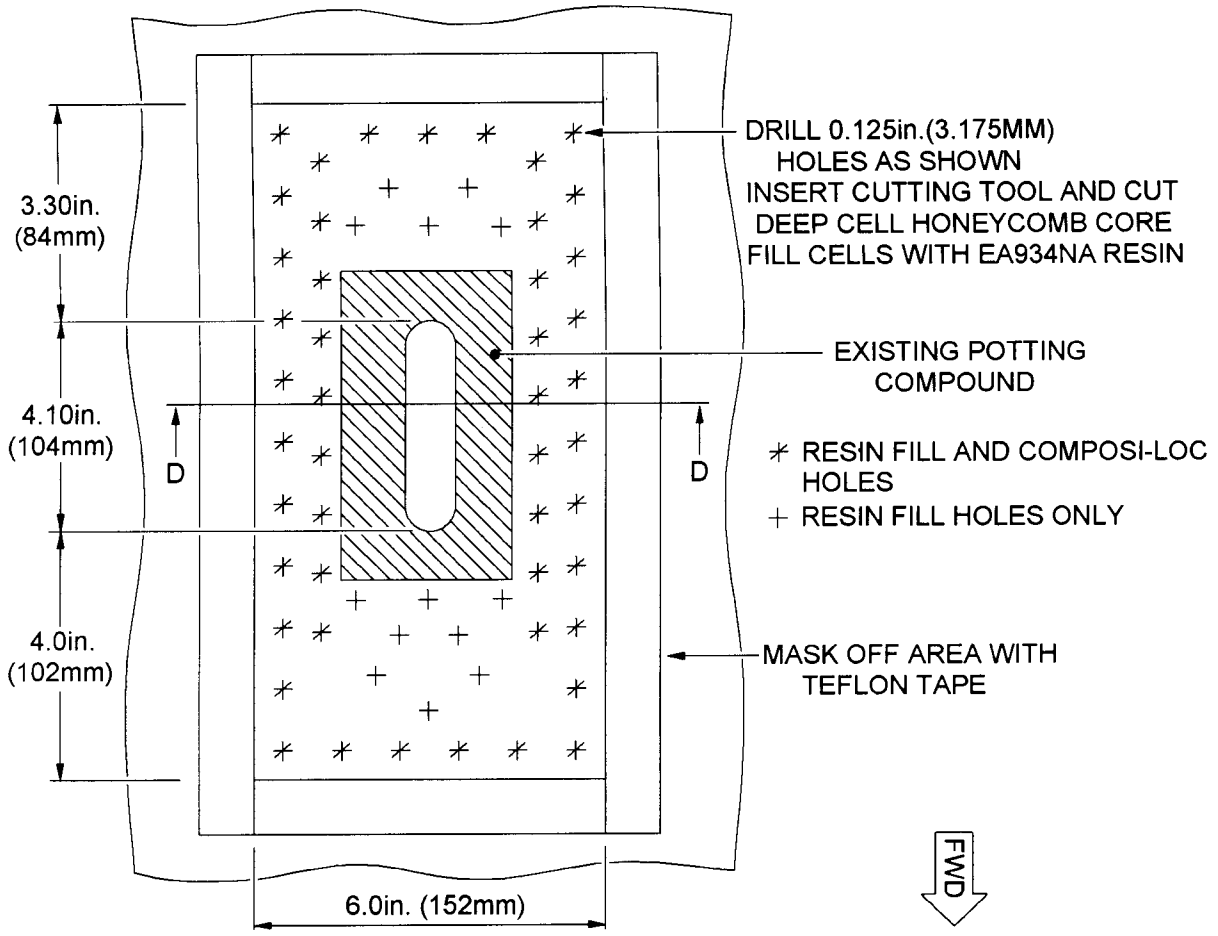
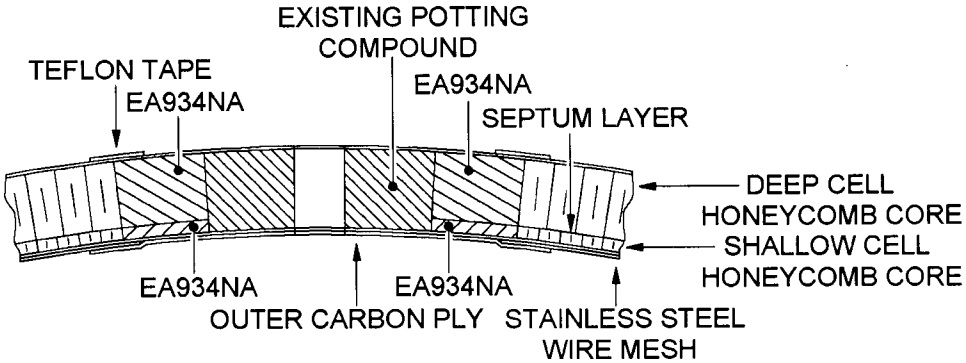
Modification of P2/T2 Support Structure
Figure 1 Sheet 2 of 4



C

(Application of EA934NA)



SECTION D-D

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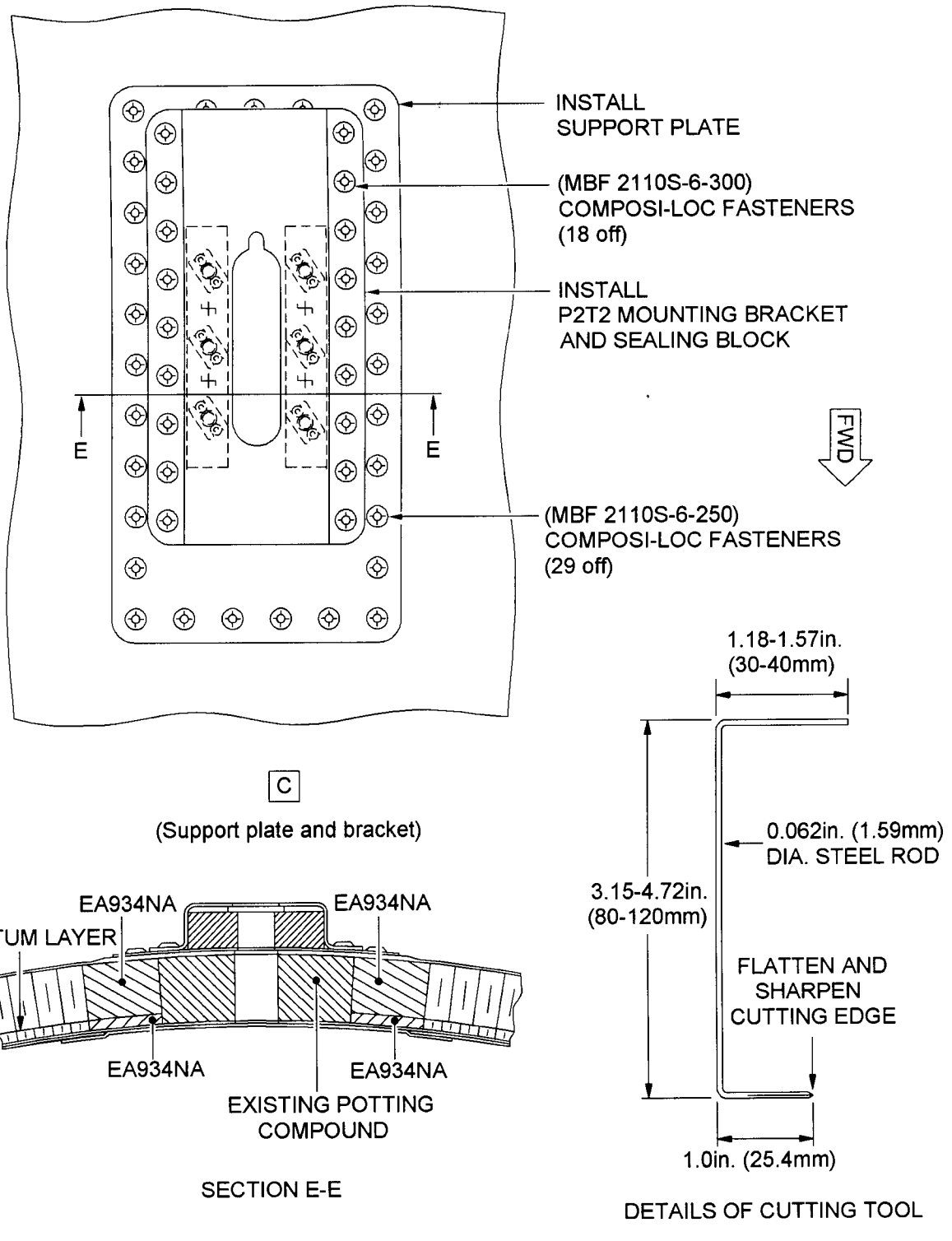
Modification of P2/T2 Support Structure
Figure 1 Sheet 3 of 4



Modification of P2/T2 Support Structure
Figure 1 Sheet 4 of 4