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V2500-A1/A5 SERIES PROPULSION SYSTEMS NON-MODIFICATION SERVICE BULLETIN

Printed in Great Britain

This document transmits the Initial Issue of Service Bulletin NV2500-71-0299

Bulletin Initial Issue

Remove	Incorporate	Reason for change
	Pages 1 to 6 of the	Initial issue
	Service Bulletin	
	Page 1 of Appendix 1	Initial issue

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CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED
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LIST OF EFFECTIVE PAGES

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NACELLE – V2500–A5 AIR INTAKE COWL SRM CHAPTER 54–10–00 REPAIR NO.4, VRS 2802 – AFT
BULKHEAD HONEYCOMB REPAIR UPGRADE TO INSTALL FIRE SHIELD – NON-MODIFICATION SERVICE
BULLETIN

1. Planning Information

A. Effectivity

(1) Airplane:

(a) Airbus A319, A320, A321

(2) Engine:

(a) V2500–A1 hybrid and V2500–A5

(3) Nacelle:

(a) V2500–A1 hybrid inlet cowl (serial number V299 onwards) and V2500–A5 inlet cowls

B. Concurrent Requirements

None.

C. Reason

(1) Problem

In order to comply with Certification requirements, a stainless steel fire shield is required to be fitted over the repair on the aft face of the bulkhead.

(2) Evidence

As part of a detailed review of the published SRM repairs, SRM 54–10–00 Repair No. 4 – VRS2802 Aft bulkhead honeycomb repair assessed. It was noted that the repair as currently published does not re-instate the fire protection afforded by the original bulkhead parent material for the V2500–A1 hybrid inlet cowl (serial number V299 onwards) and V2500–A5 inlet cowls only, which provides an integral fire resistant barrier.

(3) Objective

This NMSB provides Accomplishment Instructions for operators who identify Air Intake Cowls that have had SRM Chapter 54–10–00 Repair number 4 applied.

(4) Substantiation

Not applicable.

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(5) Effect of bulletin on

(a) Operation

Not affected.

(b) Maintenance

Not affected.

(c) Overhaul

Not affected.

(d) Repair Scheme

SRM Chapter 54-10-00 Repair number 4 VRS 2802.

(e) Interchangeability

Not affected.

(f) Fits and Clearance

Not affected.

(6) Supplemental information

Not affected.

D. Compliance

Category 3, accomplish according to the specified interval.

- (1) The inspection described in Section 3 (Accomplishment Instructions), is to be performed at the next planned maintenance interval not exceeding 600 hours/750 cycles/100 days.
- (2) For all deteriorated repairs, rectify prior to next flight.
- (3) Installation of the fire shield to be incorporated within 1200 hours/1500 cycles/200 days (whichever occurs first) from date of inspection.

E. Approval

The technical content of this Non-Modification Service Bulletin has been approved under the authority of the EASA Design Organization Approval No. EASA.21J.031. The authorizing IAE document is EC 05VN179. In addition, the part number changes and/or part modifications that are given in sections 2 and 3 of this Non-Modification Service Bulletin comply with the applicable Federal Aviation Regulations and are FAA approved for the engine model(s) listed.

F. References

- (1) The SRM for the nacelle is published by IAE and can be found on the IAE Nacelle Maintenance Data CD, reference CDR0M-V2500-1IA-NAC.
- (2) SIL 234 Issue 1 – A1/A5 Nacelle Structural Repair Manual (SRM) Revalidation.
- (3) IAE V2500 Standard Practices/Processes Manual (SPP-V2500-1IA) A320/V2500-A1 A319/A320/A321/V2500-A5.
- (4) Aircraft Maintenance Manual (M-V2500-1IA).
- (5) Engineering Change No. – EC 05VN179.

G. Manpower

Estimate of man-hours necessary to embody this service bulletin in full:

- (1) In Service
 - (a) To gain access
1 hour
 - (b) To embody
4 hour
 - (c) To close up
30 minutes
Total 5 hours and 30 minutes
- (2) At overhaul
 - (a) To gain access
1 hour
 - (b) To embody
4 hour
 - (c) To close up
30 minutes
Total 5 hours and 30 minutes

2. Material Information

None.

3. Accomplishment Instructions

A. Procedure

- (1) If repair 54-10-00 Repair No. 4, VRS 2802 – Aft bulkhead honeycomb repair has been performed on any V2500-A1 hybrid inlet cowl (serial number V299 onwards) or V2500-A5 inlet cowl, there is a new requirement to install a fire shield in order to comply with Certification Requirements.

CAUTION:

IT IS A CERTIFICATION REQUIREMENT TO MAINTAIN THE FIRE WALL AT THE LOCATION OF THE INLET COWL AFT BULKHEAD. WHEREVER 54-10-00 REPAIR NO.4, VRS 2802 – AFT BULKHEAD HONEYCOMB REPAIR HAS BEEN PREVIOUSLY PERFORMED ON ANY V2500-A1 HYBRID INLET COWL (SERIAL NUMBER V299 ONWARDS) OR V2500-A5 INLET COWL, IT IS NECESSARY TO FOLLOW THE STEPS BELOW.

- (2) Gain access to the aft bulkhead of the Inlet Cowl
- (a) Open the fan cowl doors. Refer to Airbus Aircraft Maintenance Manual, Task 71-13-00-010-010.
 - (b) Deactivate the thrust reverser. Refer to Airbus Aircraft Maintenance Manual, Task 78-32-00-040-012.
- (3) Perform a detailed visual inspection of the Inlet Cowl aft bulkhead repair. Note evidence of disbond, delamination, edge damage, etc. Perform Tap Test of repair area.
- (a) If the repair shows no deterioration proceed to (c).
 - (b) For repairs that have deteriorated, then the entire repaired area must be removed. The structure should then be inspected and repaired in accordance with revalidated repair, VRS 2802 – Aft bulkhead honeycomb repair (SRM Chapter 54-10-00 Repair No. 4, July 2005 Revision). If the part is not repairable per the revalidated SRM repair limits, remove and replace the affected structure. Refer to 1. Planning Information, D. Compliance (2).
 - (c) Within the timescale in 1. Planning Information. D. Compliance. (3), install a new fire shield per the instructions provided in revalidated repair, VRS 2802 – Aft bulkhead honeycomb repair (SRM Chapter 54-10-00 Repair No. 4, July 2005 Revision). If a fire shield cannot be installed per revalidated repair, VRS 2802 – Aft bulkhead honeycomb repair (SRM Chapter 54-10-00 Repair No. 4, July 2005 Revision), then remove and replace the affected structure.

- (d) A record of accomplishment of repair inspection and fireshield incorporation is required. For each Nacelle Inlet Cowl, VRS 2802 – Aft bulkhead honeycomb repair (SRM Chapter 54-10-00 Repair No. 4) that has been inspected and upgraded in accordance with this NMSB, mark that Service Bulletin V2500-NAC-71-0299 has been done on the data plate or ink stamped data identification area. Use vibro-etch, electro-etch or ink stamp method. Refer to Standard Practices/Processes Manual (SPP-V2500-1IA).
- (4) Return the thrust reverser to operational condition.
 - (a) Reactivate the thrust reverser. Refer to Airbus Aircraft Maintenance Manual, Task 78-32-00-440-012.
 - (b) Close the fan cowl doors. Refer to Airbus Aircraft Maintenance Manual, Task 71-13-00-410-010.
- (5) Provide inspection results to manufacturer.
 - (a) Complete the attached Inspection Report form (Appx. 1 of this Non-Modification Service Bulletin) and fax to Mr. Phil Hosking of Goodrich Aerostructures at: (619) 691-6403. Please use only one form per affected Inlet i.e. only if original repair has been carried out.

APPENDIX 1

NMSB V2500-NAC-71-0299 - SRM Chapter 54-10-00 Repair No.4 Inspection Report

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Operator:

Date:

Aircraft MSN:

Flight Hours:

Flight Cycles:

Inlet S/N:

Repair shows signs of deterioration (i.e. corrosion, disbond, delamination, edge damage etc.)

No

Yes If yes, provide brief details:.....

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Please fax this form to: Mr Phil Hosking - Goodrich Aerostructures at (619) 691-6403.