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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DATE: Apr.30/08

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

This document transmits Revision 2 to Non-Modification Service Bulletin V2500-NAC-71-0308

Document History

Service Bulletin Revision Status

Initial Issue	Jan.22/07
Revision 1	Apr.18/07

Service Bulletin Revision 2

Remove	Incorporate	Reason for change
All pages of the Service Bulletin	Pages 1 to 5 of the Service Bulletin	To revise the Effectivity and to update the inspection criteria.
All pages of Appendix 1	Pages 1 to 4 of Appendix 1	To revise the Effectivity update the inspection criteria.

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

International Aero Engines

SERVICE BULLETIN

NON-MODIFICATION SERVICE BULLETIN - NACELLE - FAN COWL - INSPECTION FOR FAN COWL DISBOND (FOR CONTROLLED SERVICE USE)

1. Planning Information

A. Effectivity

R (1) Airplane

R (a) Airbus A319/A320/A321

R (2) Model

R (a) V2500 A1/A5 Nacelles - Fan Cowl Doors flown in UAL, USA, TACA, TAM and
R JBU fleet regardless of serial number.

B. Concurrent Requirements

None.

C. Reason

Fan cowl doors have been found with disbond in service.

This Non-Modification Service Bulletin will provide on-wing inspection criteria and disposition based on the size of the disbond, should any be found.

D. Compliance

Category Code 8

Accomplish based upon experience with the prior configuration.

E. Approval

The technical content of this Non-Modification Service Bulletin has been approved under the authority of the EASA Design Organization Approval No.
R EASA.21J.031. The authorizing IAE document is EC 07VN502B. In addition, the part number changes and/or part modifications described in sections 2 and 3 of this Non-Modification Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the engine model(s) listed.

F. Manpower

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

	VENUE	Estimated Man-Hours
R (1)	In Service	
R	(a) To gain access	0.5 M/Hr
R	(b) To inspect	2.0 M/Hr (per aircraft)
R	(c) To restore to serviceable condition	0.5 M/Hr

G. Material Price and Availability

No kit required.

H. Tooling Price and Availability

Special tools are not required.

I. References

(1) A320/V2500-A1, A319/A320/A321/V2500-A5 Aircraft Maintenance Manual (AMM), Chapter 05-24-30.

(2) A319/A320/A321 Nondestructive Testing Manual (NTM), Chapter 51-10-03.

(3) Internal Reference No.

R Engineering Change No. 07VN502B.

2. Material Information

None.

3. Accomplishment Instructions

A. Inspection Instructions

(1) Conduct a general visual inspection of the fan cowl (Refer to the AMM 05-24-30-200-003).

(2) Conduct a tap test on the fan cowl door (Refer to the NTM 51-10-03 for tap test instructions and Figure 1 and Figure 2 for inspection areas).

(3) If a disbond is discovered, determine the affected area

(a) If a disbonded area in the upper region is less than or equal to 576 sq. in. (3716 sq. cm) or in the lower region less than or equal to 186 sq in. (1200 sq cm), refer to step 3.A.(3)(b)(i) and (ii). If the disbonded area is greater than the limit or there is disbond in both the upper and the lower region, skip to 3.A.(3)(b)(iii). Refer to Figures 1 and 2 for area definition.

(b) Any disbond must be within the main panel body as indicated in Figures 1 and 2.

NOTE: The total disbond area should include the discrepant area from both the inner and outer skins. Any overlapping areas of disbond should only be counted once.

(i) If the disbond area is less than or equal to the limit, complete the form in Appendix 1 and submit the appropriate figure with an approximation of the disbond area drawn directly
R onto the figure to Goodrich. See step 3.A.(4) for contact information.

R (ii) Any fan cowl which meets the limits in Step 3(b)(i) above may
R continue to fly for 6000 flight hours (FH) with re-inspection
R every subsequent 600 FH (an A-check interval). Each subsequent
R inspection requires the submission of an additional inspection
R report prior to next inspection. Once the aircraft arrives at
R 6000 FH (a C-check interval), it is recommended that the
R disbonded fan cowl be removed and repaired.

R (iii) If the disbond is greater than the limits posted in Step (3)(a)
R above, but less than 1000 sq. in. (6452 sq. cm) in the upper
R 2-ply region and/or 400 sq. in. (2581 sq. cm) in the lower
R 2-ply region, complete the form in Appendix 1 and submit the
R appropriate figure with an approximation of the disbond area
R drawn directly onto the figure to Goodrich. See step 3.A.(4)
R for contact information.

R (iv) Any fan cowl which meets the limits in Step 3(b)(iii) above, may continue to fly for 600 flight hours (FH) with re-inspection every subsequent 100 FH. Each subsequent inspection requires the submission of an additional inspection report prior to next inspection. Once the aircraft arrives at 600 FH (an A-check interval), it is recommended that the disbonded fan cowl be removed and repaired.

R (v) A disbond greater than the indicated limit and less than or equal to 1680 sq. in. (10838 sq. cm) in the upper 2-ply region and/or less than or equal to 544 sq. in. (3510 sq. cm) in the lower 2-ply region requires a One Time Concession (OTC) request from the Goodrich Repair group to enable fly-on. Duration of fly-on and interval of inspection will be assessed on a case-by-case basis. Complete a Nacelle Damage Description (NDD) form and submit the document to your regional Goodrich Airline Support Manager (ASM). For any damage strictly above 1680 sq. in. (10838 sq. cm) in the upper region and/or 544 sq. in. (3510 sq. cm) in the lower region, the part must be removed and repaired.

R (4) Complete the form in Appendix 1 and the appropriate figure, and fax a copy to:

R Goodrich Aerostructures

R Attn: V2500 A1/A5 Project Engineer

R Re: V2500-NAC-71-0308, Rev 2

R Fax Number: 619-691-6403

R Or scan and email a copy to :

R nacellerepairs@goodrich.com

APPENDIX 1

Fan Cowl Disbond Inspection

Operator:

Aircraft MSN:

R Aircraft F/H:

R Aircraft F/C:

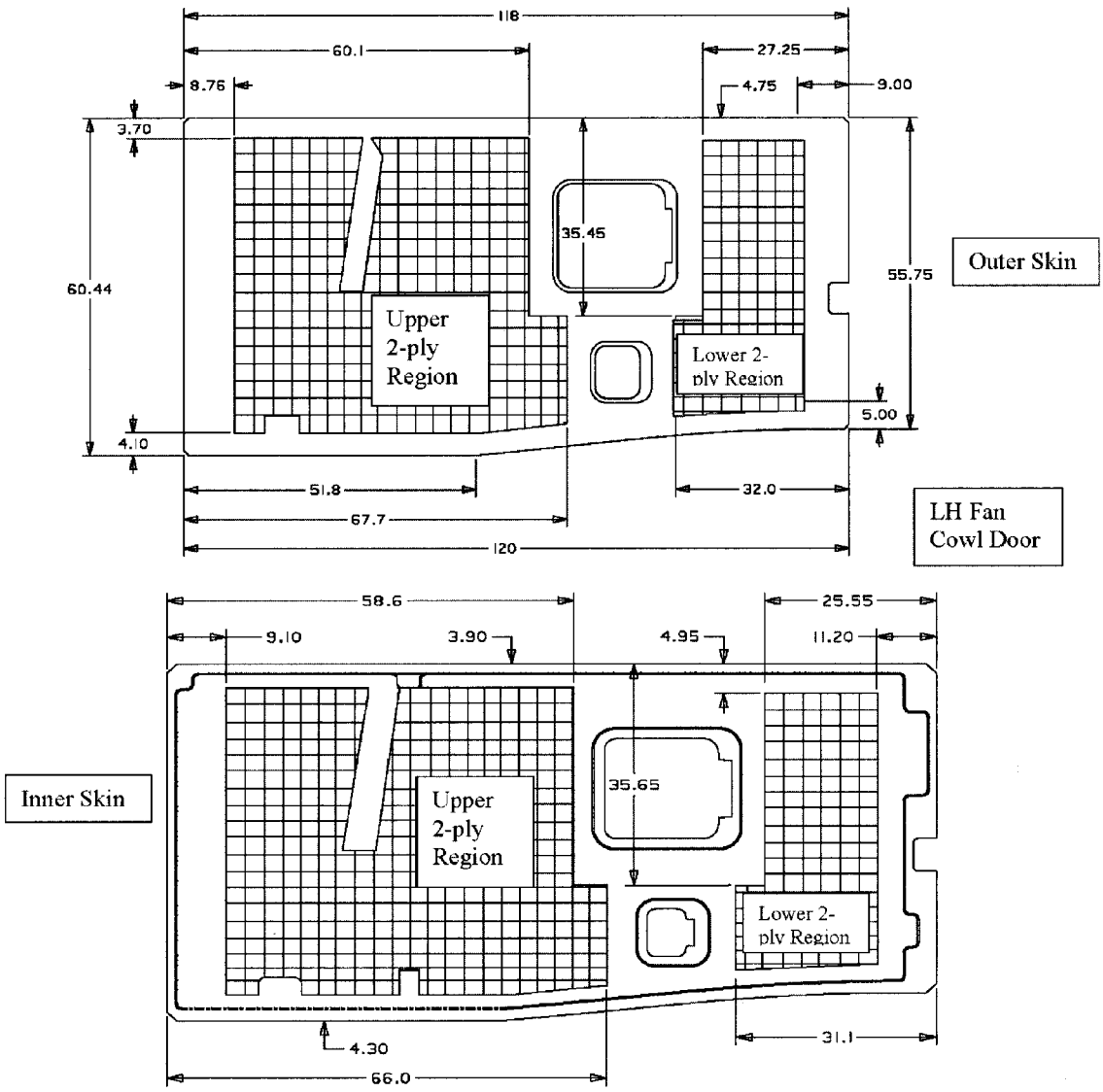
Fan Cowl Part Number:

Fan Cowl Serial Number:

(Circle one for each of the following)

Engine Position: #1 / #2

All dimensions shown in inches.



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Left Hand Door
Figure 1

Operator:

Aircraft MSN:

R Aircraft F/H:

R Aircraft F/C:

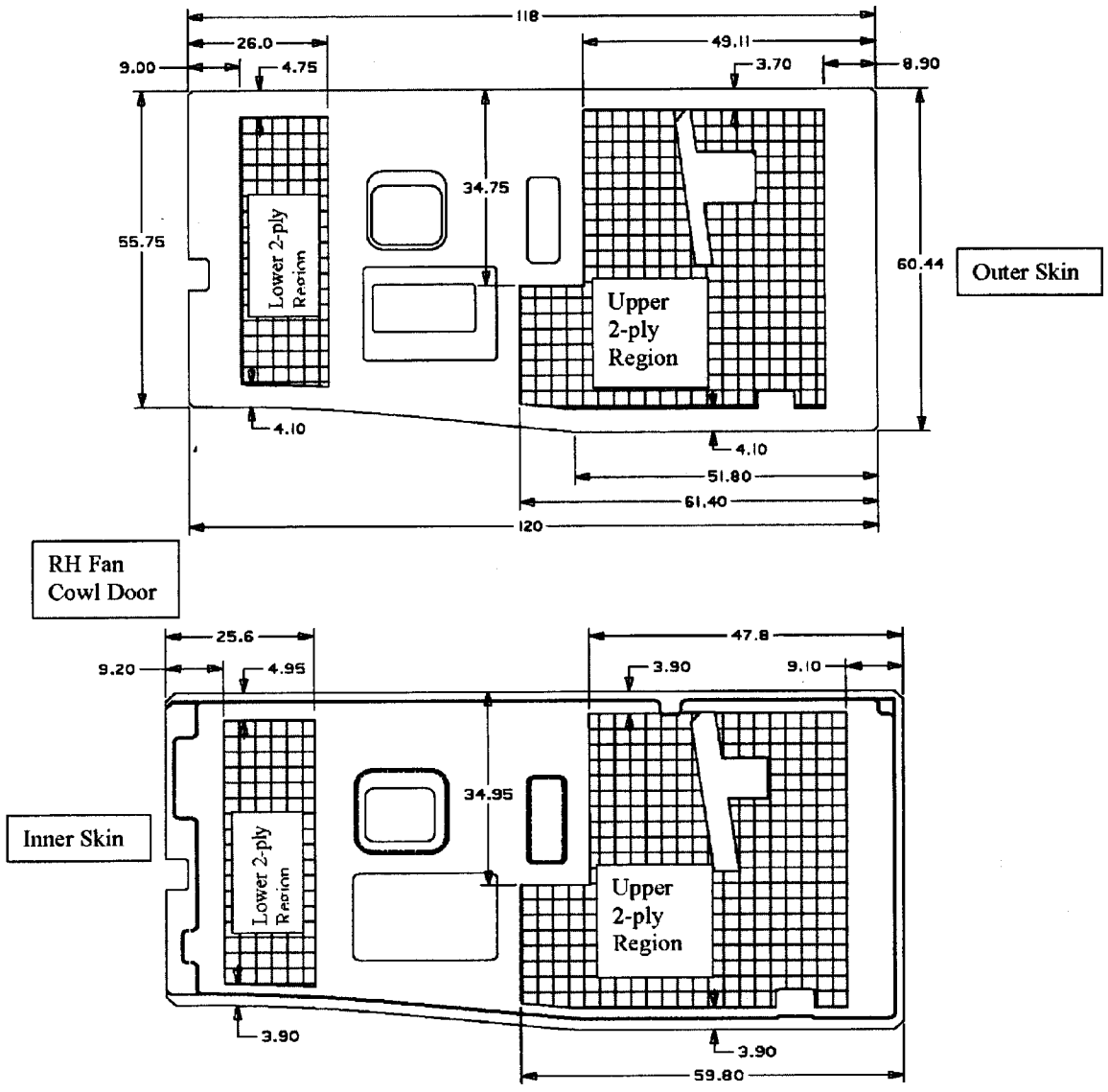
Fan Cowl Part Number:

Fan Cowl Serial Number:

(Circle one for each of the following)

Engine Position: #1 / #2

All dimensions shown in inches.



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Right Hand Door
Figure 2