



Ministerio de Fomento
Subsecretaría
Dirección General de Aviación Civil

AIRWORTHINESS

DIRECTIVE

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AFFECTED PRODUCT: Engines Pratt & Whitney JT-8D-200 with IBERIA Engineering Bulletin 72-8525 (P&W Service Bulletin 6245) embodied, serial numbers: 725502, 726895, 725901, 726893, 725873, 726904, 725621, 725585, 725868, 725863, 726094, 725969, 725525, 725963, 725467, 725906, 725968, 725569, 725656, 725508, 725922, 725478, 726808, 726897, 725626, 725996, 718587, 725871, 725669, 726849, 725571, 725516, 718271, 725546, 725538, 726818, 725632, 725894, 725557, 725589, 725622, 725584, 725905, 726806, 725653, 726062, 725893, 725900, 725645, 726910, 725958, 726883, 725842, 726885, 726035, 725574, 725864, 725590, 725687, 726906, 725602, 725886, 725517, 725880, 726896, 725422, 726028, 726855, 726881, 726891, 726911, 726927, 726946, 726954, 726977, 696373, 696377, 725424, 725651, 725668, 718431, 718190, 718074, 725829, 718184, 718078, 718079, 718189, 725601, 718558, 718071, 718186, 725730, 718146, 718123, 725377

MANUFACTURER: Pratt & Whitney

ISSUE DATE: 17 July 2000.

REFERENCE: IBERIA Engineering Bulletin 72-8525 (P&W Service Bulletin 6245), IBERIA Engineering Communication 72-8038, dated 8 May 2000

EFFECTIVE: At issuance date

DESCRIPTION: A potential detachment of the independent ring integrated with the airseal in the second stage of the low pressure turbine (LPT) introduced through EB 72-8525 (P & w SB 6245) has been detected, which, according to the manufacturer, has led to various reports of in service difficulties. To avoid any engine malfunction, the inspections required under Compliance below must be accomplished. The instructions to proceed in case breakage or cracks are detected will be found under the same heading

COMPLIANCE: For engines having accumulated more than 2000 flight hours from the incorporation of the IBERIA Engineering Bulletin 72-8525 (P&W Service Bulletin 6245), inspection of the affected airseal assembly, in accordance with the compliance instructions in IBERIA Engineering Communication mentioned under "Reference" above must be performed no later than 10 days from the effectivity date of this AD. This inspection must be repeated at intervals not exceeding 250 engine flight hours.

Any engine in which 2 adjacent fastening pins are found detached, or 2 ring segments (adjacent or not) are found loose, shall be removed from service within 24 hours from detection, with only a ferry flight to a maintenance base being allowed.

Any engine in which the independent ring is found broken or with a crack that could provoke the breakage of the ring shall be removed from service as soon as possible, but in any case not later than 15 days or 100 flight hours from detection, whichever occurs first.

If any of the events in the two paragraphs above is found, the other engine



installed on the same aircraft should be inspected for condition of the ring

If breakage of the ring or cracks that could provoke its breakage are found in both engines of the same airplane, at least one of the engines must be replaced before further flight with an engine with the ring intact, and the engine non replaced will be subject to the paragraphs above.

Any breakage or crack shall be reported to the contact person below, in DGAC, using the form provided in the IBERIA Engineering communication mentioned under "Reference" above.

To return an engine to service, the affected air seal must be replaced with a new one, or with an air seal having Pratt & Whitney Service Bulletin nr. 6245 correctly embodied. The provisions of this Airworthiness Directive will not be applicable to the engines so modified.

ADDITIONAL INFORMATION: For further information contact:

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