
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

International Aero Engines AG V2500 series**AD/V2500/1****Critical Life Limited Parts****10/2004**

Applicability: International Aero Engines AG (IAE) V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527- A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines.

Note 1: These engines are installed on, but not limited to, Airbus Industrie A319, A320, and A321 series, and McDonnell Douglas MD-90 aeroplanes.

Requirement: Revise the Airworthiness Limitations Section (ALS) and Maintenance Scheduling Section (MSS) of the Instructions for Continued Airworthiness (ICA) located in the Time Limits Manual (Chapter 05- 10-00) of the Engine Manuals, part number (P/N) E-V2500-11A and P/N E-V2500-31A, and for air carrier operations revise the approved continuous airworthiness maintenance program, by

(a) Adding the following to paragraph 1, entitled "Airworthiness Limitations:"
"Refer to paragraph 2--Maintenance Scheduling for information that sets forth the operator's maintenance requirements for the V2500 On-Condition engine."

(b) Adding the following to paragraph 2, entitled "Maintenance Scheduling:"

"Whenever a Group A part identified in this paragraph (see 4.0 for definition of Group A) satisfies both of the following conditions:

The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the engine manufacturer's engine manual; and

The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine; then that part is considered to be at the piece-part level and it is mandatory to perform the inspections for that part as specified in the following table:

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Part nomenclature	Part number (P/N)	Inspect per engine manual chapter
Fan Disk	All	Chapter 72-31-12, Subtask 72-31-12-230-054.
Stage 1 HP Turbine Hub	All	Chapter 72-45-11, Task 72-45-11-200-002.
Stage 2 HP Turbine Hub	All	Chapter 72-45-31, Task 72-45-31-200-004.
High Pressure Compressor (HPC) Stage 3-8 Drum.	All	Chapter 72-41-11, Subtask 72-41-11-230-104.
HPC Stage 9-12 Drum	All	Chapter 72-41-12, Subtask 72-41-12-230-079.
HPC Rear Shaft	All	Chapter 72-41-13, Subtask 72-41-13-230-097 & 72-41-13-230-098.
HPC Stage Rear Rotating Seal	All	Chapter 72-41-14, Subtask 72-41-14-230-064 & 72-41-14-230-065.
Stages 3 through 7 Low Pressure Turbine (LPT) Disks.	All	Chapter 72-50-31, Task 72-50-31-200-006.

Note 2: FAA AD 2004-12-08 Amdt 39-13667 refers.

Note 3: The requirements of this Directive have been met when the engine manual changes are made and operators have modified their systems of maintenance to reflect the requirements in the Engine Manuals.

Compliance: Within the next 90 days after the effective date of this Directive.

This Airworthiness Directive becomes effective on 30 September 2004.

International Aero Engines AG V2500 series

AD/V2500/1 (continued)

Background: The actions specified by this AD are intended to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the aeroplane.



Bernard Malcolm Hole
Delegate of the Civil Aviation Safety Authority

30 July 2004