

Sektion 2. Utlandstillverkad flygmateriel

<b><u>TITEL:</u></b>	<b>Kontroll / modifiering av högtrycksturbinen</b>
<b><u>GÄLLER:</u></b>	JT15D-1, -1A, -1B, -4, -4B, -4C och -4D motorer installerade i, men ej begränsade till, Cessna Citation I, Citation II/III och Citation 500, Aerospatiale Corvette, Mitsubishi, Diamond 1/1A och Agusta S211.
<b><u>ÅTGÄRD:</u></b>	För att undvika förskjutning av högtrycksturbinens blad och bladseparation som följd utför åtgärder i enlighet med bifogad kopia av kanadensiskt AD CF-91-18.
<b><u>TID FÖR ÅTGÄRD:</u></b>	Inom tid och intervaller angivna i CF-91-18 räknat från detta LVD's utgivningsdatum om ej tidigare utförts.  Åtgärd enligt A.3 och B.3 upphäver kravet på repetitiv inspektion.
<b><u>UNDERLAG:</u></b>	CF-91-18, inklusive där nämnda underhållshandböcker och Service Bulletiner.
<b><u>REFERENS:</u></b>	CF-91-18.
<b><u>UTGIVNINGS- DATUM:</u></b>	1991-09-26

**LFS: 1991:21**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.  
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



Transport Canada    Transports Canada

Aviation Réglementation  
Regulation Aérienne

TP 7245E

No.	CF-91-18	1/2
Date	21 June 1991	

# AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 593 OF THE AIRWORTHINESS MANUAL.

## CF-91-18    PRATT & WHITNEY CANADA

Applies to Pratt & Whitney Canada (P&WC) JT15D-1, -1A, -1B, -4, -4B, -4C and -4D engines.

The above engines are installed on, but not necessarily restricted to, the Cessna Citation I, Citation II/SII and Citation 500, Aerospatiale Corvette, Mitsubishi Diamond 1/1A and Agusta S211 aircraft.

Compliance is required as indicated.

Transport Canada Airworthiness Directive (AD) CF-90-17 was issued on 31 July 1990 to require that all P&WC JT15D-4B engines be given a borescope inspection every 300 hours for high pressure turbine blade shift. Subsequently, there have been two recent instances wherein high pressure turbine blade shift in JT15D-4D engines resulted in the release of a blade from the disk.

To prevent high pressure turbine disks from releasing blades, accomplish the following:

- A. For JT15D-4B, -4C and -4D engines not incorporating P&WC Service Bulletins (SB) 7297, and either SB 7296 or SB 7307:
1. Within 25 hours of operation or 10 days after the effective date of this directive, whichever occurs first, unless previously inspected since 26 March 1991 or as required by AD CF-90-17, accomplish the borescope inspection requirement outlined in Temporary Revision (TR) 72-32 to the JT15D-4C Maintenance Manual (P/N 3032942) or TR 72-100 to the JT15D-1/D-4 Maintenance Manual (P/N 3017542), whichever manual is applicable.
  2. Repeat the inspections outlined in part A.1 of this directive at intervals not to exceed 300 hours.
  3. During the next time the high pressure turbine (HPT) area is exposed due to scheduled or unscheduled maintenance, incorporate P&WC SB 7297 (dated 18 December 1990), and either SB 7296 (8 February 1991) or SB 7307 (15 May 1991), or their later revisions, or superseding SBs that are "DOT Approved".

Compliance with part A.3 above constitutes terminating action for the inspections required by Parts A.1 and A.2 of this directive.

- B. For JT15D-1, -1A, -1B and -4 engines not incorporating P&WC SB 7297:
1. Within 300 hours of operation after the effective date of this directive, unless previously inspected since 26 March 1991, accomplish the borescope inspection requirement as outlined in TR 72-100 to the JT15D-1/D-4 Maintenance Manual (P/N 3017542).
  2. Repeat the inspections outlined in part B.1 of this directive at intervals not to exceed 300 hours.
  3. During the next time the HPT area is exposed due to scheduled or unscheduled maintenance, incorporate P&WC SB 7297 dated 18 December 1990, or later revisions, or superseding SBs that are "DOT Approved".

Compliance with part B.3 above constitutes terminating action for the inspections required by parts B.1 and B.2 of this directive.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this Directive was received and return to Transport Canada, AARCE, Ottawa, Ontario, K1A 0N8 (Full postage required).

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NOTE: P&WC Service Information Letters SIL 7046 (dated 26 March 1991) and SIL 7037R1 (8 May 1991) provide preliminary information and inspection requirements.

If evidence is found during any of the above inspections of forward blade movement in excess of the 0.020-inch limit described in the Maintenance Manual, the high pressure turbine assembly shall be removed from the engine and replaced with a serviceable assembly.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This directive supersedes and cancels Airworthiness Directive CF-90-17 dated 31 July 1990.

This directive becomes effective 31 July 1991.

For Minister of Transport



S.R. Didrikson  
Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Robin Lau, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4461 or facsimile (613) 996-9178.