



Transport
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No. CF-91-03

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-91-03 PRATT & WHITNEY CANADA

Applies to Pratt & Whitney Canada (P&WC) JT15D-4B engines with the following serial numbers:

PC-E 102047 to 102050;

102053 to 102066; and

102069, 102070, 102073, 102082 and 102089.

The above engines are installed in, but not necessarily restricted to, the Cessna S550 or Citation II/SII.

Compliance is required as indicated unless already accomplished.

There has been an incident of a JT15D-4B engine gas generator case (GGC) rupture during aircraft takeoff roll. Investigation revealed that cracks had initiated in spot welds used to locate the GGC diffuser reinforcing strips. One of the cracks propagated sufficiently to cause a GGC rupture.

To detect the presence of a hazardous situation that could result in a GGC failure, accomplish the following:

1. Within 10 days after the effective date of this directive, unless previously inspected since 17 December 1990, perform a borescope inspection of the GGC in accordance with P&WC Maintenance Manual (Part No. 3017542) Temporary Revision (TR) 72-95 opposite page 604A, Chapter 72-00-50, "Periodic Inspection", paying particular attention to the spot welds. (Note: P&WC Service Information Letter (SIL) 7040 dated 17 December 1990 provides preliminary information and inspection requirements.)
2. Repeat the above inspection at intervals not to exceed 150 hours or 150 cycles, whichever occurs first.
3. In the event of a crack being detected, the engine must be removed from service and sent to an approved overhaul facility for replacement of the GGC.

During the next scheduled or unscheduled engine overhaul, install a new GGC in accordance with P&WC Service Bulletin (SB) 7240 Revision (R) No. 1 dated 21 April 1988, or SB 7262 R2 dated 3 December 1990, or SB 7286 R1 dated 6 April 1990, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa, unless already accomplished. Incorporation of P&WC SB 7240 R1, SB 7262 R2 or SB 7286 R1 constitutes terminating action for the inspections required by this directive.

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 becomes effective 8 April 1991.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.



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