



Transport
Canada

Transports
Canada

Canada

No. CF-91-19

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-91-19 PRATT & WHITNEY CANADA

Applies to the following Pratt & Whitney Canada (P&WC) PW125B, PW126 and PW126A engines, not incorporating P&WC Service Bulletin (SB) 21018 dated 25 February 1991:

PW125B Engine Serial Nos. PC-E125001 to PC-E125074

PW125B, PW126, PW126A Engine Serial Nos. PC-E124001 to PC-E124458

The above engines are installed on, but not necessarily restricted to, the Fokker 50 and BAe ATP aircraft.

Compliance is required as follows:

Part A - Initially within 125 flight hours after the effective date of this directive, unless previously accomplished within the last 875 flight hours, and subsequently as indicated.

Part B - At the next shop visit or before 30 June 1994, whichever occurs first.

There has been an engine bearing failure due to oil starvation on a PW123 engine which caused the low pressure turbine (LPT) integral stub shaft to fracture, resulting in an LPT overspeed and a disk burst. P&WC has since identified a remote failure mode whereby the LPT disk on certain model PW100 engines could fail in a sequence resulting in incomplete containment of the resultant debris.

To ensure that the engine oil system inspections will detect metal contamination of the engine oil due to bearing deterioration, and to preclude the possibility of a similar incomplete containment event, accomplish the following:

Part A

1. Perform a turbomachinery chip detector operational check in accordance with the applicable engine maintenance manual (Reference: P&WC Maintenance Manuals P/N 3034932 for PW125B, and P/N 3034922 for PW126/PW126A).
2. Perform an operational check of the turbomachinery chip detector airframe circuitry and indicating system in accordance with the applicable aircraft maintenance manual (Reference: Fokker 50 Maintenance Manual Chapter 77-33-00, and BAe ATP Aircraft Maintenance Manual Chapter 79-33-00).
3. Repeat steps A.1 and A.2 of this directive at intervals not to exceed 1000 flight hours, or at the interval specified in the applicable Maintenance Review Board (MRB) document, whichever is the shorter interval.

Part B

Incorporate the modifications described in P&WC SB 21018 Revision 1 dated 18 March 1991, or its later revisions, or superseding SBs that are "DOT Approved".

Compliance with Part B above constitutes terminating action for the requirements of Part A of 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 31 July 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>.

24-0022 (01-2001)