



Transport
Canada

Transports
Canada

Canada

No. CF-92-03R2

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-92-03R2 PRATT & WHITNEY CANADA

Applies to Pratt & Whitney Canada (P&WC) PW118A, PW123, PW123AF, PW123B, PW124B, PW125B, PW126 and PW126A engine models. These engines are installed on, but not necessarily limited to, the EMB-120, DHC-8 Series 300, CL-215T, ATR-72, Fokker 50 and BAe ATP aircraft.

Compliance is required as indicated, unless already accomplished.

There have been several incidents of internal oil fires in the intercompressor case (ICC) in certain models of P&WC PW100 series engines. In five incidents, the fire penetrated the ICC and required flight crew action to extinguish the fire. It has been determined that spontaneous ignition of engine oil can cause an ICC fire. Oil may originate from two sources:

- Oil which accumulates in the ICC cavity; or
- Reverse flow (air/oil mist) into the ICC as a result of a No. 5 bearing failure.

In order to reduce the potential of an ICC fire and to ensure containment in the event of an ICC fire, accomplish the following:

Part A

Applies to:

- All PW123, PW123AF, PW124B and PW126A engines not incorporating either P&WC Service Bulletin (SB) 20957 (or its later revisions) or P&WC SB 20962 (or its later revisions);
- All PW125B and PW126 engines incorporating P&WC SB 20237, but not incorporating either P&WC SB 20957 (or its later revisions) or P&WC SB 20962 (or its later revisions);
- All PW118A engines prior to serial number 115072 incorporating P&WC SB 20237, but not incorporating either P&WC SB 20957 (or its later revisions) or P&WC SB 20962 (or its later revisions); and
- All PW118A engines, serial numbers 115072 and subsequent, not incorporating either P&WC SB 20957 (or its later revisions) or P&WC SB 20962 (or its later revisions).

Incorporate either one of the following service bulletins:

1. P&WC SB 20957R3 dated 12 August 1991, or its later revisions or superseding service bulletins, or subsequent service bulletins that meet the intent of P&WC SB 20957R3 and which are "DOT Approved"; or
2. P&WC SB 20962R1 dated 12 August 1991, or its later revisions or superseding service bulletins, or subsequent service bulletins that meet the intent of P&WC SB 20962R1 and which are "DOT Approved".

Compliance with Part A of this directive is required:

- (a) When the engine is disassembled sufficiently to afford access to the affected sub-assembly; or
- (b) During the next engine overhaul; or



Documents

Document Sharing Hub

(c) Before 30 June 1994;

whichever occurs first following the effective date of this directive.

Part B

Applies to all PW118A, PW123, PW123AF, PW123B, PW124B, PW125B, PW126 and PW126A engines.

Incorporate P&WC SB 21065 dated 25 June 1991, or its later revisions or superseding service bulletins, or subsequent service bulletins that meet the intent of P&WC SB 21065 and which are "DOT Approved".

Compliance with Part B of this directive is required:

- (a) When the engine is disassembled sufficiently to afford access to the affected sub-assembly; or
- (b) During the next engine overhaul; or
- (c) Before 31 December 1994;

whichever occurs first following the effective date of this directive.

Note: For PW123, PW123AF, PW123B, PW124B, PW125B, PW126 and PW126A engines, incorporation of P&WC SB 21211 dated 28 January 1993, or its later revisions or superseding service bulletins, or subsequent service bulletins that meet the intent of P&WC SB 21211 and which are "DOT Approved" is an alternative means of compliance with the requirements of Part B 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 revision supersedes Airworthiness Directive CF-92-03R1 issued 5 August 1993.

This directive becomes effective 16 September 1994.

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)



Documents

Document Sharing Hub