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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

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### International Aero Engines AG V2500 series

**AD/V2500/3**

**No. 3 Bearing**

**4/2007**

**Applicability:** International Aero Engines AG (IAE) V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines with engine serial numbers V10601 through V11335 inclusive and bearings part number (P/N) 2A1165 installed.

*Note 1: These engines are installed on, but not limited to, Airbus Industrie A319, A320, and A321 series aeroplanes.*

**Requirement:**

1. For engines listed in Table 1 of Appendix 1 of IAE Service Bulletin (SB) No. V2500-ENG-72-0452, Revision 4, dated 30 September 2005, and that have a No. 3 bearing, P/N 2A1165, installed at new production build, inspect the master MCD or the No. 1, 2, 3 bearing chamber MCD.

*Note 2: It is recommended that the inspection of the master MCD or the No. 1, 2, 3 bearing chamber MCD, as detailed in Requirement 1 of this AD, on all engines installed on the same aeroplane, not be done by the same individual before the same flight. This is to minimize the chances of maintenance error on multiple engine aeroplanes.*

2. If bearing material is found on the master MCD or No. 1, 2, 3 bearing chamber MCD, remove the engine from service.
3. Remove the No. 3 bearing from service.
4. Do not install any No. 3 bearing, P/N 2A1165, removed in accordance with Requirement 3 of this AD, into any engine.
5. Remove the HPC stubshaft that has a low-energy plasma coating.

### Terminating Action

Performing the requirements specified in Requirements 3 and 5 of this AD is terminating action to the repetitive MCD inspections specified in Requirement 1 of this AD.

*Note 3: FAA AD 2006-25-01Amdt 39-14841 dated 27 November 2006 refers.*

**International Aero Engines AG V2500 series**

AD/V2500/3 (continued)

- Compliance:
1. Within 125 hours time-in-service (TIS) after the effective date of this AD, thereafter, at intervals not to exceed 125 hours time-since-last inspection of the master MCD or the No. 1, 2, 3 bearing chamber MCD.
  2. Before further flight after the effective date of this AD.
  3. At the next shop visit, for engines listed in Table 1 of Appendix 1 of IAE SB No. V2500-ENG-72-0452, Revision 4, that have a serial number (SN) from V10601 through V11335 inclusive, and that have a No. 3 bearing, P/N 2A1165 installed at new production.
  4. From the effective date of this AD.
  5. At the next shop visit, for engines listed in Table 1 of Appendix 1 of IAE SB No. V2500-ENG-72-0452, Revision 4, that have a SN from V10601 through V11335 inclusive.

This Airworthiness Directive becomes effective on 12 April 2007.

Background: The issuing of this AD is to prevent failure of the No. 3 bearing, which could result in an in-flight shutdown and smoke in the cockpit and cabin. The smoke is a result of oil escaping from the bearing compartment due to a fracture of the No. 3 bearing race.



David Punshon  
Delegate of the Civil Aviation Safety Authority

21 February 2007