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| No. | CF-2003-17 | 1/1 |
| Issue Date | 23 June 2003 | |

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.

Number: CF-2003-17

Subject: JT15D Engine Series – Borescope Inspection of Impeller Rear Face

Effective: 31 July 2003

Applicability: All Pratt & Whitney Canada (P&WC) JT15D-1, JT15D-1A, JT15D-1B engines which incorporate impeller P/N 3020365; and

1. Which were not previously inspected per Overhaul Manual Revision 14; or later revisions; or
2. Which have Serial Numbers not listed in Table 1 of P&WC Service Bulletin (SB) 7590.

Compliance: As detailed below, unless already accomplished.

Background: Incidents of impeller fracture and uncontained liberation of high energy fragments have occurred. Machining marks on the back face of the impeller were identified as the cause of these failures.

This AD calls for a borescope inspection of the impeller rear face to determine if machining marks are present. P&WC has issued Service Bulletin (SB) 7590 to provide the instructions to perform a borescope inspection and acceptance criteria of the impeller back face.

Corrective Actions: Perform the inspection as per P&WC SB 7590 dated 23 May 2003, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada:

1. At the engine's next shop visit; or
2. Within the next 250 cycles, for engines that have impellers with a Total Cycles Since New (TCSN) equal to or greater than 5000 cycles;

whichever occurs first.

Impellers that do not meet the inspection requirements as per SB 7590 are to be repaired or replaced prior to further operation of the engine.

Authorization: For Minister of Transport

Anthony Wan
Acting Chief, Continuing Airworthiness

Contact: Mr. Luc Deniger Continuing Airworthiness, Ottawa, telephone (613) 952-5385, facsimile (613) 996-9178 or e-mail denigel@tc.gc.ca or any Transport Canada Centre.