


EASA	AIRWORTHINESS DIRECTIVE
	AD N° : 2004-0004 Issued/Date: 14, <i>December 2004</i>

No person may operate a product to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name	Type/Model designation(s)
Pratt & Whitney	PW JT8D-200 engines modified according to IBERIA Engineering Bulletin 72-8525
TCDS Number: FAA E9NE	
Foreign AD: None	
Supersedure: This AD supersedes EASA member states AD numbers: Spain 05/00 R1 and France 2000-233(B) R1	

ATA 72 - Second stage airseal LP turbine - inspection and eventually replacement

Manufacturer:	Pratt & Whitney
Applicability:	Pratt & Whitney JT8D-200 engines, known to be installed in, but not limited to, McDonnell Douglas (now Boeing) MD-80 aircraft with IBERIA Engineering Bulletin No. 72-8525 embodied, especially serial numbers 725502, 726895, 725901, 726893, 725873, 726904, 725621, 725585, 725868, 725863, 726094, 725969, 725525, 725963, 725467, 725906, 725968, 725569, 725656, 725508, 725922, 725478, 726808, 726897, 725626, 725996, 718587, 725871, 725669, 726849, 725571, 725516, 718271, 725546, 725538, 726818, 725632, 725894, 725557, 725589, 725622, 725584, 725905, 726806, 725653, 726062, 725893, 725900, 725645, 726910, 725958, 726883, 725842, 726885, 726035, 725574, 725864, 725590, 725687, 726906, 725602, 725886, 725517, 725880, 726896, 725422, 726028, 726855, 726881, 726891, 726911, 726927, 726946, 726954, 726977, 696373, 696377, 725424, 725651, 725668, 718431, 718190, 718074, 725829, 718184, 718078, 718079, 718189, 725601, 718558, 718071, 718186, 725730, 718146, 718123, 725377, and any other Pratt &

	Whitney JT8D-200 engine with IBERIA Engineering Bulletin No. 72-8525 embodied.
Reason:	JT8D-200 engines with IBERIA Engineering Bulletin No. 72-8525 embodied present a risk of detachment of the independent ring integrated with the air seal in the second stage of the low pressure turbine. If not corrected, this situation can lead to engine malfunction.
(14) Effective Date:	14 December 2004
(15) Compliance:	<p>The following actions are required for engines that have accumulated more than 2000 flight hours since the incorporation of the IBERIA Engineering Bulletin No.72-8525 unless already accomplished as per DGAC-France AD 2000-233(B)R1 or DGAC-Spain AD 05/00 R1.</p> <ol style="list-style-type: none"> 1. An inspection of the affected airseal assembly, in accordance with the IBERIA Engineering Communication No. 72-8038, dated May 08, 2000, must be performed no later than 10 days from the effectivity date of this AD. This inspection must be repeated at intervals not exceeding 250 engine flight hours. 2. Any engine in which 2 adjacent fastening pins are found detached, or which 2 ring segments (adjacent or not) are found loose, shall be removed from service. Only one ferry flight to a maintenance base is allowed. 3. Any engine in which the independent ring is found broken or with a crack that could provoke the breakage of the ring shall be removed from service as soon as possible, but no later than 15 days or 100 flight hours from detection of the defect whichever occurs first. 4. If any of the events in the paragraph 2. or in the paragraph 3 is found, the second engine installed on the same aircraft should be immediately inspected. If a breakage of the ring or a crack that could provoke its breakage are found in both engines of the same airplane, at least one of the engines must be replaced before further flight with an engine with the ring intact. 5. The replacement of the affected airseal with an airseal having Pratt & Whitney Service Bulletin No. 6245 correctly embodied will put an end to the inspections mandatory by this AD.
(16) Ref. Publications:	Pratt & Whitney Service Bulletin No. 6245
(17) Remarks	Enquiries regarding this Airworthiness Directive should be referred to: Mr Klaus Böwing, EASA Certification Manager Propulsion; klaus.boewing@easa.eu.int

	EASA Postfach 101253 D-50452 Köln Germany
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