

DUNCAN INTELLIGENCE

Pratt & Whitney Fuel Manifold SB for PW545A, PW535A and PW530A

• *Ken Kuchenreuther*

In the first quarter of 2007, Pratt & Whitney upgraded SB 30197 to revision 5 and deleted the PW545A engine. The PW545A engine is now covered by its own bulletin A30319. All that is left in SB 30197R5 is the PW530A engine (PW535A engine achieved dedicated SB coverage last year with the issuance of SB A30314). For the PW530A engines in SB30197R5 there are 10 engines in table 1 that need new fuel manifolds in 150 flight hours. The rest of the PW530A engines need to have the fuel manifold replaced with new at the next access. With the PW530A engine, next access might be overhaul due to no hot section inspection interval requirement.

For the PW535A engines up to and including SN DC0143 not incorporating SB 30197, SB A30314 requirements are: If less than 1500 flight hours on fuel manifold, replace manifold within 150 hours or 90 days, whichever comes first. If you have more than 1500 hours, do SB within 50 flight hours or 60 days, whichever comes first.

For the PW545A engines under SB A30319 not incorporating SB 30197, if you have less than 2500 hours the recommendation is to change the fuel manifolds within 300 hours. If you have over 2500 hours or have one of the 21 engines listed in table 1, changing the fuel manifold within the next 150 hours is recommended.

Pratt & Whitney is supplying some financial support (parts and/or labor) for operators as per Commercial Support Program Notification #1000639R04.

PW545A and PW545B Engines Inspection Of Retaining Bolts

• *Ken Kuchenreuther*

In third quarter of 2007, Pratt & Whitney released SB 30335 pertaining to PW545A and PW545B engines. Some bolts have been found loose

at the gas generator case to intermediate case mounting flange due to loss of preload. For all PW545B engines, and for PW545A engines which are post SB 30126, Pratt & Whitney recommends the bolts be borescoped at the next Hot Section Inspection (HSI) if first HSI has not been done. If HSI has already been accomplished, perform borescope at 3600 hours total time or within 500 hours, whichever comes later.

Pratt & Whitney is offering parts and labor support per Commercial Support Program Notification # 1002883.

PW305A and PW305B Engine Fan Blade Inspection

• *Ken Kuchenreuther*

On August 17, 2007, Pratt & Whitney released Service Information Letter PW300-092 informing operators of another significant in-flight event. (See Duncan Intelligence P&W Engines Summer 2007 for more information.) Two fan blades were released due to blade fractures just above the platform. On August 23 the SIL was upgraded to R1 indicating an alert SB would be released shortly. The next day SB PW300-72-A24588 was released affecting forty engines. It is indicated that the incidents referenced in SIL PW300-086 and SIL PW300-092R1 are related to and included in a batch of 40 engines between and including SN CA0192 to SN CA0300. These engines are suspected to have an under minimum condition on the airfoil towards the root trailing edge area. Not all engines between those serial numbers are affected.

If you have questions about this, or any issue in the publication, please contact me by phone at 269.969.8486 or by email at Ken.Kuchenreuther@DuncanAviation.com.

