

Airworthiness Directive Schedule

Engines

Pratt and Whitney Canada JT15D-1A and JT15D-1B

30 June 2022

- Notes**
1. This AD schedule is applicable to Pratt and Whitney Canada (P&WC) turbofan JT15D-1A and JT15D-1B engines manufactured under Transport Canada Type Certificate E-11.
 2. These engines are fitted on, but not limited to Cessna model 501 aircraft.
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
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DCA/JT15D/1 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue**Applicability:** Model JT15D-1A and JT15D-1B engines**Requirement:** Compliance with the following Transport Canada (TC) Airworthiness Directives (as applicable) is required:

Transport Canada AD No:	Pratt & Whitney Canada Service Information:	Subject:	AD Requirement:
CF-87-05R1	SB 7257 dated 23 April 1987	Non-conforming Fan Blades	Remove affected blades from service
CF-80-26R1	SB 7152 dated 27 Feb 1980, or SB 7258 dated 8 June 1987, or SB 7269 dated 29 March 1988 or later revisions and superseding SBs approved by TC	Bevel Gear Fatigue	Replace accessory gearbox input drive gear and bevel gear
CF-91-28	SB 7310 dated 6 June 1991 or later revision, or SB approved by TC	High Pressure Turbine Blades	Embody mod per the SB
CF-91-37R1	SB 7288 dated 7 May 1990 and SB 7306 dated 29 May 1991 or later revisions and superseding SBs approved by TC	Emergency Fuel Shut-off Linkage	Rework and replace the existing emergency fuel shut-off linkage
CF-2003-17	SB 7590 dated 23 May 2003 or later TC approved revisions	Impeller Rear Face	Borescope Inspection

Note: Each part of this AD (each individual Transport Canada AD) shall be certified in the aircraft log book separately.**Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.**Effective Date:** 27 May 2010

DCA/JT15D/2 HPT Disks – Inspection and Replacement

Applicability: Model JT15D-1, -1A, -1B, -4, -4B, -4C and -4D engines

These engines are installed on, but not limited to Cessna Citation I, Citation II/SII and Citation 500; Aerospatiale Corvette; Mitsubishi Diamond 1/1A and Agusta S211 aircraft.

Note 1: This AD supercedes Transport Canada AD CF-90-17 dated 31 July 1990.

Requirement: To prevent High Pressure Turbine (HPT) disks from releasing blades, accomplish the following:

1. For JT15D-4B, -4C and -4D engines not embodied with P&WC SB 7297, and either SB 7296 or SB 7307:

Accomplish the borescope inspection outlined in Temporary Revision (TR) 72-32 applicable to the JT15D-4C Maintenance Manual P/N 3032942 or TR 72-100 to the JT15D-1/D-4 Maintenance Manual P/N 3017542 whichever is applicable. If forward blade movement is found which exceeds the 0.020-inch limit specified in the Maintenance Manual, the high pressure turbine assembly shall be removed and replaced with a serviceable assembly before further flight.

2. For JT15D-4B, -4C and -4D engines not embodied with P&WC SB 7297, and either SB 7296 or SB 7307:

Embody P&WC SB 7297 dated 18 December 1990 and either SB 7296 dated 8 February 1991 or SB 7307 dated 15 May 1991, or their later approved revisions, or the superseding approved SBs.

Note 2: Compliance with requirement 2 is a terminating action for the repetitive inspections mandated by requirement 1 of this AD.

3. For JT15D-1, -1A, -1B and -4 engines not embodied with P&WC SB 7297:

Accomplish the borescope inspection outlined in TR 72-100 applicable to the JT15D-1/D-4 Maintenance Manual P/N 3017542. If forward blade movement is found which exceeds the 0.020-inch limit specified in the Maintenance Manual, the high pressure turbine assembly shall be removed and replaced with a serviceable assembly before further flight.

4. For JT15D-1, -1A, -1B and -4 engines not embodied with P&WC SB 7297:

Embody P&WC SB 7297 dated 18 December 1990 or later approved revisions, or the superseding approved SBs.

Note 2: Compliance with requirement 4 is a terminating action for the repetitive inspections mandated by requirement 1 of this AD.

Note 3: P&WC SIL 7046 dated 26 March 1991 and SIL 7037R1 dated 8 May 1991 pertains to the subject of this AD and provides preliminary information and inspection requirements.
(Transport Canada AD CF-91-18 refers)

Compliance: 1. Within the next 25 hours TIS or by 7 June 2010 whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 300 hours TIS until requirement 2 of this AD is accomplished.

2. At the next scheduled or unscheduled maintenance inspection when the high pressure turbine (HPT) area is exposed.

3. Within the next 300 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 300 hours TIS until requirement 4 of this AD is accomplished.

4. At the next scheduled or unscheduled maintenance inspection when the high pressure turbine (HPT) area is exposed.

Effective Date: 27 May 2010

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If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

* **CF-2022-27** **Compressor Impeller – Inspection**

Applicability: Model JT15D-1 with build specification (BS) 407 and BS 540 which are pre-Service Bulletin (SB) 7151 fitted with impeller P/N 3020365,
Model JT15D-1A with BS503 which are pre-SB 7151 fitted with impeller P/N 3020365,
and
Model JT15D-1B with BS623 which are pre-SB 7151 fitted with impeller P/N 3020365.

Effective date: 30 June 2022