



No.	CF-2007-24R1	1/2
Issue Date	21 December 2007	

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-2007-24R1

Subject: PW 200 Compressor Turbine Disk Inspection and Retaining Nut Replacement

Effective: 10 January 2008

Revision: Supersedes Airworthiness Directive (AD) CF-2007-24 dated 25 October 2007

Applicability:

PW206A	Serial No.	PCE-BA0031	and earlier
PW206B	Serial No.	PCE-BB00126	and earlier
PW206B2	Serial No.	PCE-BJ0369	and earlier
PW206C	Serial No.	PCE-BC0605	and earlier
PW206E	Serial No.	PCE-BE0048	and earlier
PW207C	Serial No.	PCE-BH0054	and earlier
PW207D	Serial No.	PCE-BF0135	and earlier
PW207E	Serial No.	PCE-BG0106	and earlier
PW207K	Serial No.	PCE-BK0032	and earlier

Compliance: As indicated below in "Corrective Actions" in the " ", unless already accomplished.

Background: PW206 and PW207 Compressor Turbine (CT) Disk bore areas may experience impact damage resulting from bending or fracture of the CT Disk Retaining Nut. Damage of the CT disk bore area can reduce LCF capabilities of the CT disk, resulting in disk fracture.

To preclude any potentially hazardous situation precipitated by a damaged CT disc, P&WC issued Alert Service bulletin PW200-72-A28280, requiring inspection of the CT disc bore area for damage and replacement of the existing Disk Retaining Nut with an improved designed part.

The most recent compliance data indicates that the majority of the affected engines, particularly those with high in-service time, still have not been inspected to service bulletin (SB) PW200-72-A28280 requirements and as such, are potentially susceptible to CT disc damage. This AD is issued to mandate the inspection of the CT disc bore area and replacement of the existing Disk Retaining Nut, in accordance with SB PW200-72-A28280 R4 instructions.

Pursuant to **CAR 202.51** the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the **Civil Aviation Communications Centre (AARC)** at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp



**Corrective
Actions:**

On all affected engines specified in the applicability section of this directive, accomplish the following:

1. For Engines that have never had a shop visit and have accumulated 4000 CT cycles or more since new, or

For Engines that have accumulated 2700 compressor turbine (CT) cycles or more since:

- a) last shop visit; or
- b) last CT disc inspection; or
- c) incorporation of SB. PW200-72- 28287.

Within 1150 hrs of engine operating time since 28 April 2006 (original issue date of SB PW200-72-A28280), but not later than March 21, 2008, whichever occurs first, accomplish the following in accordance with P&WC SB PW200-72-A28280 R4 or later revisions approved by the Chief, Continuing Airworthiness, Aircraft Certification, Transport Canada:

A. Inspect the CT disk bore area for damage and if any damage is noticed, replace the CT disc before next flight.

B. Replace the existing CT disc retaining nut and associated hardware.

2. For engines that have never had a shop visit and have accumulated less than 4000 CT cycles since new, before the engine reaches 4000 CT cycles or not later than March 21, 2008, whichever occurs later, accomplish the corrective actions in paragraphs 1.A. and 1.B. above in accordance with P&WC SB PW200-72-A28280 R4 or later revisions approved by the Chief, Continuing Airworthiness, Aircraft Certification, Transport Canada.

3. For engines that have accumulated less than 2700 CT cycles since:

- a) last shop visit; or
- b) last CT disc inspection; or
- c) incorporation of P&WC SB pw200-72-28287.

Before the engine reaches 2700 CT cycles or not later than March 21, 2008, whichever occurs later, accomplish the correction actions in paragraphs 1.A. and 1.B. above in accordance with P&WC SB PW200-72-A28280 R4 or later revisions approved by the Chief, Continuing Airworthiness, Aircraft Certification, Transport Canada.

Note: Compliance with earlier versions of SB PW200-72-A28280 requirements prior to the effective date of this directive satisfies the corrective action requirements of this directive.

Authorization: For Minister of Transport, Infrastructure and Communities

Bohdan Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Robin Lau, Continuing Airworthiness, Ottawa, telephone (613) 952-4461, facsimile (613) 996-9178 or e-mail laur@tc.gc.ca or any Transport Canada Centre.