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Reference: B727 series /DC9 series
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To All B727 series and DC9 series operators

To Whom It May Concern:

Sir/Madam,

Pratt and Whitney JT8 series engine mountings and supports

This is due to a recent incident of B737 fitted with the affected engine type, where engine separation occurred. The intention is to alleviate the possibility of re-occurrence of the incident, which might have a disastrous outcome, and this is in no way attest to, or and indication to the cause of the incident. There is and independent process which the SACAA has undertaken and the results of such might or might not affect this notice. The purpose of this notice is to assure Safety on the affected aircraft type fitted with the above-mentioned engines operated with in the Republic.

Please be advised that the SACAA is currently in the process of developing an Emergency Airworthiness Directive to conduct a detailed visual inspection as per the NDT principles on the aircraft assemblies and subassemblies.

Confirm compliance to all applicable Airworthiness Directives and Service Bulletins related to engine and pylon mountings as well as support bolts as per the Manufacturer.

All operators will be notified as soon as the Emergency Airworthiness Directive has been issued.

Should you have any queries to above-mentioned matter please do not hesitate to contact this Authority.

Regards,

Bheki Mhlanga
Airworthiness Inspector Large Aircraft



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Emergency Airworthiness Directive

RSA AD No 07-002 Revision 1

Applicable to:

All Boeing 737-200 series aircraft fitted with Pratt and Whitney JT8D series.

Order in terms of the Aviation Act 74 of 1972:

Owners and operators of the abovementioned aircraft types issued with a certificate of airworthiness in terms of Part 21.01.4 and operating on an Aircraft Operating Certificate issued in terms of Part 121 of the South African Civil Aviation Regulations 1997, as amended are hereby advised that the grounding order issued, which prohibits the operation of these aircraft in the RSA until an acceptable level of safety can be demonstrated, shall remain in force subject to compliance with the conditions as laid down in the following paragraphs.

Affectivity:

This AD becomes effective on receipt and/or 09 November 2007, whichever occurs earliest.

Summary:

This is due to a recent incident on the affected aircraft type, where engine separation from airframe attachment occurred. The intention of this Emergency Airworthiness Directive is to alleviate the possibility of re-occurrence of such incident, which might have a disastrous outcome, and this is in no way attests to, nor gives an indication to the cause of the incident. There is an independent process which the SACAA has undertaken and the results of which might or might not affect this Emergency Airworthiness Directive. The purpose of this Emergency Airworthiness Directive is to assure Safety on the affected aircraft type operated with in the Republic.

Compliance

A. Conduct a detailed visual inspection as per the NDT principles on the following aircraft assemblies and subassemblies:

1. Inspect Airframe, specific to the Pylon attachments on the airframe.



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2. Inspect the pylons, specific to the attachment bolts, nuts and where applicable riveting area, both to the engine and the airframe.
3. Inspect all the support beam and attachments, specifically on and around the pylon.
4. Inspect all the engine controls, including and specific to the Thrust reverser.

B. Confirm compliance to the following Airworthiness Directives and the Service Bulletins dependant on applicability as per the Manufacturer:

The following Airworthiness Directives:

1. AD Number 99-26-07 dealing with the Failure of the secondary support.
2. AD Number 98-14-09 dealing with the Forward engine mount support fitting.
3. AD Number 89-21-02 dealing with the Engine mount cone bolt nut.

The following Service Bulletins:

1. All the applicable Pylon specific service bulletins (There are 13 specific ATA Chapter 54 Bulletins as of the 9th of November 2007).
2. Service Bulletin number 737-71A1430
3. Service Bulletin number 737-71A1462
4. Service Bulletin number 737-71A1212
5. Service Bulletin number 737-71-1250
6. Service Bulletin number 737-71-1289

C. Carry out the following inspections:

1. Check the complete engine mount and support brackets using an x-ray method of inspection.
2. Inspect engine diaphragm plate in the vicinity of the engine mounting area for signs of fretting possibly indicating loss of or incorrect torque or mount interference.
3. Inspect airframe-threaded boss and ensure internal threads are not pulled or damaged, or show any other signs of distress.
4. Should the installation differ from abovementioned an alternate means of compliance must be requested.
5. Inspect all engine to mounting frame sandwich and other support rubber bushings for condition as well as the support bolts in this area and replace as necessary.



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D. Notes:

Note a dual inspection of engine controls, and any other affected controls is mandatory. As well as the required certification in the applicable logbook and/or approved maintenance recording system of the maintenance performed during this inspection.

All positive and negative findings must be reported in writing to the CAA airworthiness section. This must be a comprehensive report indicating all that is required. Once all required maintenance has been performed and the aircraft certified safe for flight. The Commissioner must be informed of such on the contacts provided below.

Should an owner of one of the abovementioned type aircraft wish to submit an alternate method of compliance for consideration, which will achieve an acceptable level of safety, he/she may do so. This would be for consideration by the Senior manager Airworthiness and approval by the Commissioner for Civil Aviation, and therefore directed to the Senior Manager: Airworthiness on Fax number +2711 545 1013 or alternatively on e-mail: khumalod@caa.co.za or makatshwat@caa.co.za.

A special flight permit may be requested to position the aircraft to a maintenance facility where embodiment of the AD may be accomplished.

Compliance: Prior to further flight unless already accomplished.

Revision date: 9th November 2007

Reference: J15/12/215



Obert Chakarisa
Acting General Manager: Aircraft Safety Operations
South African Civil Aviation Authority