

CHECK BEING PERFORMED: Custom

ZONES: 430  
 A/C NUMBER:  
 REV. DATE: 04/19/04  
 FREQUENCY: PCI

W/C NUMBER: 542I7202  
 DATE:  
 W/O:  
 JAC CODE:



REFERENCES

AMM 36-11-18 AMM 78-30-00 AMM 72-00-00 AMM 72-40-00 AMM 72-53-00  
 542I7202

MECH            INSP

|  
 |                    NOTE: Items 7, 8 and 10 may be signed "N/A" if combustion  
 |                    liner inspection reveals no conditions which could  
 |                    have liberated material into the gas path.

|                    NOTE: If this work card is being used to accomplish an in-service  
 |                    re-inspection of specific components or defects, the  
 |                    non-applicable items may be signed as "N/A".

| \_\_\_\_\_ XXXXX 1. Lock isolation valve closed (Ref. AMM 36-11-18), or  
 |                    install deactivation valve pin (Ref. AMM 78-30-00).

\_\_\_\_\_ XXXXX 2. Remove gas generator fairing over combustion case.

\_\_\_\_\_ XXXXX 3. Open fan cowling.

\_\_\_\_\_ XXXXX 4. Remove the eight (8) blanking plugs in positions  
 |                    2, 4, 6, 8, 10, 12, 14 and 16 (Just aft of the fuel  
 |                    spray nozzles). Identify and retain plugs for  
 |                    reinstallation after completion of the inspection.  
 |                    List and Sign for each item removed below.

Position	Removed By	Position	Removed By
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

|                    NOTE: The No. 4 blanking plug may be of pre-Service  
 |                    Bulletin configuration, and have a P-4 "Muscle  
 |                    Air" line installed. This plug requires removal.  
 |                    The blanking plug just aft of the No. 18 fuel  
 |                    spray nozzle is not removed because of the  
 |                    attached P-4 sense line. The fuel spray nozzles  
 |                    are numbered clockwise as viewed from the exhaust

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collector, with the No. 1 fuel spray nozzle located just to the right of the 12 o'clock position on the engine.

NOTE: There is at least one HP nozzle guide vane intrascope access cover and plug approximately eight inches aft of the fuel spray nozzles (5:30 or 6:30 position). Generally, these are not removed. If removal should become necessary, a maintenance entry should be made to reinstall the HP nozzle guide vane intrascope access plug and cover.

|XXXX 5. Using borescope equipment (Ref. AMM 72-00-00 Inspection/Check), inspect combustion liner and fuel spray nozzles for damage.

Describe condition found: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

| NOTE: See AMM 72-40-00 for on-wing acceptance standards, or RB211 Engine Manual for shop visit acceptance standards.

| NOTE: If "Continue In Service" limits are exceeded, contact Maintenance Control before further engine operation.

XXXXX 6. Using borescope equipment, inspect nozzle guide vanes for damage and burning.

Describe condition found: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

| NOTE: See AMM 72-53-00 for on-wing acceptance standards, or RB211 Engine Manual for shop visit acceptance standards.

XXXXX 7. Remove access cover for hand turning tool adapter if required.

XXXXX 8. Using borescope equipment, inspect the leading edge of HP turbine blades. Use the N3 hand turning tool to

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rotate turbine.

Describe condition found: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

NOTE: See AMM 72-53-00 for on-wing acceptance standards, or RB211 Engine Manual for shop visit acceptance standards.

NOTE: If "Continue In Service" limits are exceeded, contact Maintenance Control before further engine operation.

CAUTION: ENSURE BORESCOPE BLANKING PLUGS ARE CORRECTLY FITTED AND SECURED AFTER BORESCOPE INSPECTION. FAILURE TO DO SO CAN RESULT IN ENGINE DAMAGE/ FIRE WARNING.

9. After applying a thin coat of dry lubricant, reinstall each blanking plug and any additional items listed in Step 4. Record all items listed in Step 4 and sign for reinstallation below.

Position	Reinstalled By	Position	Reinstalled By
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

NOTE: The fuel spray nozzles are numbered clockwise as viewed from the exhaust collector, with the No. 1 fuel spray nozzle located just to the right of the 12 O'clock position on the engine.

10. Remove HP system turning tool and secure access plate.

CAUTION: IF FAIRINGS ARE PROPERLY INSTALLED, THERE WILL BE NO GAP AT THE HINGE LINE. PHYSICALLY ENTER THE FAN STREAM AREA TO CHECK THAT THE HOOKS ARE

#2 ENGINE HOT SECTION BORESCOPE CHECK

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PROPERLY ENGAGED ON THEIR ROLLERS, AND THAT  
NO GAP EXISTS.

\_\_\_\_\_ XXXXX 11. Install combustion case fairings.

CAUTION: IF FAIRINGS ARE PROPERLY INSTALLED, THERE WILL  
BE NO GAP AT THE HINGE LINE. PHYSICALLY ENTER  
THE FAN STREAM AREA TO CHECK THAT THE HOOKS ARE  
PROPERLY ENGAGED ON THEIR ROLLERS, AND THAT  
NO GAP EXISTS.

XXXXX \_\_\_\_\_ 12. Inspect core fairing for proper fair, loose fasteners,  
and/or proper installation of straps and fasteners.

\_\_\_\_\_ XXXXX 13. Close fan cowling.

| \_\_\_\_\_ XXXXX 14. Unlock isolation valve (Ref. AMM 36-11-18), or remove  
deactivation valve pin.

\*\*\*\*\*END OF WORKCARD\*\*\*\*\*