

1. Approving Competent Authority/Country
CA/United Kingdom

AUTHORISED RELEASE CERTIFICATE

EASA FORM 1

3. Form Tracking Number
008270

4. Approved Organisation Name and Address:

VECTOR
 A E R O S P A C E

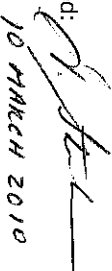
Vector Aerospace Engine Services UK Limited
 12 Imperial Way, Croydon,
 Surrey, CR9 4LE
 United Kingdom

Tel: 020 8688 7777
 Fax: 020 8688 6603

5. Work Order/Contract/Invoice Number
 O/I: 542-202
 W/O: 29-15935
 Customer Order: R410877


6. Item	7. Description	8. Part Number	9. Eligibility *	10. Qty	11. Serial/Batch Number	12. Status/Work
1	ALF502R-5-103A AERO ENGINE	2-003-040-18	BAe146	1	LF05691AC	INSPECTED/TESTED/REPAIRED

13. Remarks
 This engine was inspected, repaired and tested in accordance with the Honeywell Engine Maintenance Manual, 286.1, Rev 27, dated the 27th of August, 2004 at total engine time: 27146 and cycles: 22260.
 Airworthiness Directives 2002-22-12 and 2000-1-1-15 (Fan Disc) were carried out this shop visit and A/D 2002-22-06 was verified as being previously complied with.

This civil aeronautical product has been maintained, altered, or modified (as appropriate) in accordance with U.S. Federal Aviation Regulations under FAA Certificate number FAXY222K.
 Signed: 
 Date: 10 MARCH 2010

14. Certifies the items identified above were manufactured in conformity to:
 Approved design data and are in a condition for safe operation.
 Non-approved design data specified in Block 13.

19. PART-145.A.50 Release to Service Other Regulation specified in block 13
 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with PART-145 and in respect to that work the items are considered ready for release to service.

15. Authorised Signature	16. Approval/Authorisation Number	20. Authorised Signature	21. Certificate/Approval Ref No.
			UK.145.00633
17. Name (typed or printed)	18. Date (d/m/y)	22. Name (typed or printed)	23. Date (d/m/y)
		G STONOKHA	10 Mar 2010

* Installer must cross-check eligibility with applicable technical data



ENGINEERING INVESTIGATION REPORT

ALF502/LF507

Report No: 542-202-001

INVESTIGATION TOPIC: Condition Report following engine disassembly

Engine S/N: LF05691AC

Engine Model: R-5-103A

Customer: IAP

Work Order: 29-15935

ENGINE – S/N

TSN: 27146 TSO: NA TSR: N/A TSHSI: 5063

CSN: 22260 CSO: NA CSR: N/A CSHSI: 2662

BACKGROUND: This engine was sent in for a Performance Test only.

Report written by: G. Stonoha

Approved By: D'Arcy Poirier

Technical Support Engineer

Director of Operations

Signature:

ENGINEERING INVESTIGATION

RECORD OF REVISIONS:

542-202-001 Original Report

ENGINEERING INVESTIGATION

SUMMARY OF FINDINGS:

The Logbook review revealed that the following Airworthiness Directives were open;

A/D 2002-22-12 – Tite Flex Hoses

A/D 2002-22-06 – Combustor Liner

A/D 2000-11-15 Fan Disc – Inspection of Fan Disc

The receipt inspection revealed that a fuel overtemp condition had occurred requiring the Heat Exchanger to be replaced, two Leading Edge Struts had damaged anti erosion tape and one of the five Thermocouple Harnesses had failed electrical checks.

ACTIONS TAKEN:

A/D 2002-22-12 and 2000-11-15 were carried out and A/D 2002-22-06 was investigated and found to be in compliance. The Heat Exchanger was replaced with a Customer supplied unit P/N 2-303-491-02, S/N 402 and the Damaged Leading Edge Strut Tape was replaced. The Customer was notified of the unserviceable Thermocouple Harness and he decided not to replace it based on the fact that the Engine Maintenance Manual allows for two of these harnesses to be unserviceable without affecting the serviceability of the engine.

MAINTENANCE HISTORY

ENGINE -- S/N

Previous Module Maintenance Activity						
Module	Date	Location	TSN	CSN	Workscope	WO
Engine						
Engine						

TEARDOWN FINDINGS AND OBSERVATIONS:

None

ENGINEERING INVESTIGATION

DISCUSSION AND CONCLUSIONS:

After the Inspections and repairs mentioned above were carried out the engine was sent to test, a Full Performance Test was carried out. All test parameters were met except for the NH Speed which was 98.1% or .1% over the limit. The Customer was notified and it was agreed by the Customer and Vector Aerospace to concede the .1% variation. The engine was Final Inspected and Boxed and returned to the customer.
