SERVICE LETTER

Time Limits/Maintenance Checks – Scheduled Maintenance Checks – Revision to Line Maintenance Manual

1. Planning Information

A. Effectivity:

This document applies to the following Williams International turbofan engine(s):

ENGINE MODEL NUMBER	ENGINE PART NUMBER	ENGINE SERIAL NUMBER(S)
FJ44-3A	67000-200	AS REQUIRED
FJ44-3A	67000-202	AS REQUIRED
FJ44-3A-24	75000-200	AS REQUIRED

B. Reason:

To revise the Line Maintenance Manual to extend the Compressor Section Inspection (CSI) (even numbered Major Periodic Inspections) interval 500 hours for TAP engines.

C. Compliance:

Not Applicable.

D. Coverage:

Not Applicable.

E. Description:

This service document revises the FJ44-3A/3A-24 Line Maintenance Manual and FJ44-3A (67000-202) Line Maintenance Manual 05-20-00-601 Scheduled Maintenance Checks to extend the CSI (even numbered Major Periodic Inspections) interval 500 hours for TAP engines.

F. Approval:

The technical content of this service document is FAA approved as applicable to the engine model(s) and serial number(s) identified. It is the aircraft owner/operator responsibility to coordinate with the appropriate aviation authority overseeing the aircraft maintenance and operations, as required, prior to flight.

G. Manpower:

Not Applicable.

H. Material:

Not Applicable.

I. Tooling Required:

Not Applicable.

J. Weight and Balance:

Not Applicable.

K. Electrical Load Data:

Not Applicable.

L. Software Configuration:

Not Applicable.

M. References:

FJ44-3A/3A-24 Line Maintenance Manual.
FJ44-3A (67000-202) Line Maintenance Manual.

N. Other Publications Affected:

Not Applicable.

O. Family Tree Charts of Modification Relationships:

Not Applicable.

2. Accomplishment Instructions

A. In the FJ44-3A/3A-24 Line Maintenance Manual FJ-AAA-05-20-00-805A-300A-A Scheduled Maintenance Checks, Examinations, tests and checks is revised as follows:

Scheduled Maintenance Checks

Examinations, tests and checks

General

This task contains intervals for routine and major periodic inspection of the engine and requirements for routine periodic inspections. Refer to the following: Table 5 Routine Periodic Inspections.

NOTE:

1. The time limits in this schedule are the minimum necessary to keep an engine in serviceable condition.

2. You must do the checks in this task at the intervals described.

3. Engine Operating Hours are equivalent to Flight Hours as defined in Airworthiness Limitations, 05-10-00-201.

Procedure

1. Intervals – Routine Periodic Inspection

1.1. **NOTE:**

1. For Routine Periodic Inspection requirements, refer to Table 5 Routine Periodic Inspections.

2. Specified inspection intervals shall not be exceeded by more than 30 engine operating hours.

1.2. Preflight Check - Inspection procedure performed before each flight.

1.3. Postflight Check - Inspection procedure performed after each flight.

1.4. Hourly - Special inspection or maintenance at the engine operating hours interval shown.

1.5. Check 1 - Inspections at every 300 engine operating hours.

1.6. Check 2 - Inspections at every 600 engine operating hours, but no more than 300 engine operating hours after Check 1 was performed (whichever occurs first).

2. Intervals - Major Periodic Inspections

2.1 Major Periodic Inspections are performed at intervals of engine operating hours. The intervals for specific engines are determined by: (1) engine maintenance program enrollment, and (2) incorporation of certain Service Bulletins.

2.2 To determine Major Periodic Inspection intervals for specific engines, answer the questions in Table 1 Determination of Major Periodic Inspection Intervals, below, and follow the reference to the applicable table.

Table 1 Determination of Major Periodic Inspection Interval

START

↓

Is engine enrolled in Total Assurance Program (TAP) or TAP Advantage?	NO →	Major Periodic Inspection Intervals are as defined in Table 3 Major Periodic Inspections for Engines, below.

YES

↓

Is engine included on the Effectivity list for any of the Service Bulletins listed in Table 2 Service Bulletins Affecting Major Periodic Inspection Intervals, below? (Refer to Service Bulletin for specific engine serial number effectivity).	NO →	Major Periodic Inspection Intervals are as defined in Table 4 Major Periodic Inspections for Engines, below.

YES

↓

Has engine complied with all of the Service Bulletins from Table 2 Service Bulletins Affecting Major Periodic Inspection Intervals which it is affected by?	NO →	Major Periodic Inspection Intervals are as defined in Table 3 Major Periodic Inspections for Engines, below.

YES

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Major Periodic Inspection Intervals are as defined in Table 4 Major Periodic Inspections for Engines, below.

NOTE:

1. For Major Periodic Inspection requirements, refer to Task FJ-AAA-05-20-00-822A-300A-A in the Elite Line Maintenance Manual, Engine Inspection Manual, or the Engine Manual.

2. Life limited parts should be reviewed to determine if lives will be exceeded before the next inspection interval.

3. Specified inspection intervals shall not be exceeded by more than 50 engine operating hours.

4. Additional checks will be added, as necessary, when engines approach the end of the intervals listed below.

5. Hot Section Inspections (HSI) are performed as part of odd numbered Major Periodic Inspections (Check 3, 5, 7, 9). Compressor Section Inspections (CSI) are performed as part of even numbered Major Periodic Inspections (Check 4, 6, 8, 10). Major Periodic Inspection (Check 3, 4, 5, 6, etc.) requirements that are outside the scope of an HSI or CSI, may be required as defined per the applicable Major Periodic Inspection.

6. If engine is de-enrolled in TAP or Tap Advantage and has exceeded the 1750 operating hour inspection interval, inspection becomes due immediately (not to be exceeded by more than 50 operating hours).

Table 2 Service Bulletins Affecting Major Periodic Inspection Intervals

Service Bulletin Number	Title
FJ44-72-093	Engine - Diffuser Case Assembly - Replace
FJ44-72-106	Engine - 2nd Reduction Pinion Bearing Housing - Replace
FJ44-72-124	Engine - HP Turbine Blades - Replace
FJ44-72-151	Engine - Bearing and Pinion Assembly - Install

Table 3 Major Periodic Inspections for Engines

The Major Periodic Inspection intervals shown in this table are applicable only to engines as defined in Table 1 Determination of Major Periodic Inspection Intervals.

NOTE:

If engine has accumulated 2000 engine operating hours after an HSI (Check 3/5/7/9/etc.) was performed but has not accumulated 4000 operating hours since new or after last CSI (Check 4/6/8/10/etc.), then HSI has to be repeated or next CSI has to be performed early at that time.

Check 3	Perform inspection at no later than 2000 engine operating hours.
Check 4	Perform inspection at no later than 4000 engine operating hours.
Check 5	Perform inspection at no later than 2000 engine operating hours after Check 4 was performed.
Check 6	Perform inspection at no later than 4000 engine operating hours after Check 4 was performed.
Check 7	Perform inspection at no later than 2000 engine operating hours after Check 6 was performed.
Check 8	Perform inspection at no later than 4000 engine operating hours after Check 6 was performed.
Check 9	Perform inspection at no later than 2000 engine operating hours after Check 8 was performed.
Check 10	Perform inspection at no later than 4000 engine operating hours after Check 8 was performed.

Table 4 Major Periodic Inspections for Engines

The Major Periodic Inspection intervals shown in this table are applicable only to engines as defined in Table 1 Determination of Major Periodic Inspection Intervals.

NOTE:

If engine has accumulated 3500 engine operating hours after an HSI (Check 3/5/7/9/etc.) was performed but has not accumulated 5500 operating hours since new or after last CSI (Check 4/6/8/10/etc.), then HSI has to be repeated or next CSI has to be performed early at that time.

Check 3	Perform inspection at no later than 3500 engine operating hours.

Check 4	Perform inspection at no later than 5500 engine operating hours.
Check 5	Perform inspection at no later than 3500 engine operating hours after Check 4 was performed.
Check 6	Perform inspection at no later than 5500 engine operating hours after Check 4 was performed.
Check 7	Perform inspection at no later than 3500 engine operating hours after Check 6 was performed.
Check 8	Perform inspection at no later than 5500 engine operating hours after Check 6 was performed.
Check 9	Perform inspection at no later than 3500 engine operating hours after Check 8 was performed.
Check 10	Perform inspection at no later than 5500 engine operating hours after Check 8 was performed.

3. Time Between Overhaul (TBO)

NOTE:

1. Component Operating Hours are equivalent to Flight Hours accumulated on the component.
2. The intervals shown for TBO of accessories shall not be exceeded by more than 100 component operating hours.

3.1. Fuel Delivery Unit:

FDU Part Number(s)	TBO (Component Operating Hours)
77690, 77691, 77697, 78834, 115357, 115887, 117072, 117073, 117074, 117075, 118113, 118114, 118115	4000
119148, 119149, 119150	8000

3.2. Lube and Scavenge Pump: 5000 Component Operating Hours.

3.3. Fuel Control Unit: 5000 Component Operating Hours.

4. Storage Limits

NOTE: Storage shelf life limits are the maximum allowable when the unit is packaged and stored per the component maintenance manual specification requirements. If storage time limits for the following components are exceeded, contacting Williams International Product Support How to Contact Williams International (FJ-AAA-00-00-00-829A-042A-A) is recommended.

4.1. Fuel Delivery Unit: 10 years

4.2. Lube and Scavenge Pump: 4 years

4.3. FADEC: 10 years

5. Support Equipment Maintenance

5.1. Refer to 70-53-00-201 for maintenance and calibration requirements for special tools.

6. Job Set-up

7.1. Prepare the engine for inspection checks.

7.1.1. Install DO NOT OPERATE signs.

7.1.2. Open the cowl doors. Refer to the Aircraft Maintenance Manual.

7. Routine Periodic Inspection Requirements

7.1. Do the inspection checks at the time interval given. Refer to Table 5 Routine Periodic Inspections.

Table 5 Routine Periodic Inspections

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Inspect the engine inlet, fan rotor, fan tip shroud, fan stator, and 2nd LP turbine rotor for evidence of foreign object damage (FOD). Remove any obstructions.	Preflight			Aircraft Flight Manual		
Inspect engine inlet and exhaust areas for evidence of oil leakage. If you find evidence of oil leakage, isolate the cause and correct.	Preflight			Aircraft Flight Manual		
Check the oil filter differential pressure (delta P) indicator. If indicator is extended, refer to troubleshooting.	Preflight			Aircraft Flight Manual		
Check the oil level and add oil as required.	Preflight			72-00-03-301		
Check No Dispatch annunciator.	Preflight Post Flight			Aircraft Flight Manual		
Check the overboard fuel drain ports for fuel leakage.	Preflight			Aircraft Flight Manual		
Use EMT to interrogate FADEC for operational limit exceedances. Resolve applicable exceedances, as required before returning the engine to service.		x	x	Refer to 73-26-01-201		

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Use EMT to Interrogate FADEC for faults. Troubleshoot applicable faults, as required. Before returning the engine to service, verify that the TLD annunciator is not illuminated.		X	X	Isolate BIT fault per 71-00-00-101		
Use EMT to Save Engine and FADEC data and send to Williams International.		x	x	Refer to 73-26-01-201		
Install new oil filter. NOTE (2)		x	x	79-21-01-401		
Visually inspect and clean fuel start nozzle and start nozzle adapter. NOTE (1)		x	x	73-12-01-601		
Check fuel start nozzle spray pattern. NOTE (1)		x	x	73-12-01-601		
Remove and visually inspect the igniter plugs.		x	x	74-22-01-601		
Dimensionally inspect the igniter plugs. NOTE (1)		x	x	74-22-01-601		
Do an operational test on the ignition system after inspection and reinstallation of the igniter plugs.		x	x	74-00-10-501		
Remove and inspect magnetic chip collectors.		x	x	79-30-01-601		

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Review engine logbook for instances where bonding agent was not applied to electrical connectors (since last Routine Periodic Inspection). If indicated, apply bonding agent to applicable connectors.		x	x	Electrical Connector Maintenance (FJ-AAA-70-04-01-8-01A-913A-A)		
Clean fan rotor and visually inspect for defects.			x	72-31-20-601		
Visually inspect the installed spinner.			x	75-30-10-601		
Review Special Inspection Requirements coinciding with Check 2.			x	Table 6 Special Inspections		
Change Oil.			X	72-00-03-301		
Inspect acceleration bleed system.			x	75-30-01-601		
Visually check installed electrical component bonding surfaces and harness connectors, identified in Component Bonding Requirements Table, to make sure that there are no visible signs of corrosion. If corrosion is present, clean surfaces.			x	73-03-01-201		
(Applicable only to engines with FADEC software effectivity C, or later) Perform PMA Phase Out Test on FADEC and FDU. NOTE (3)			X	73-26-01-201		

NOTES:

(1) If parts are replaced/exchanged with new or certified-serviceable parts, inspection tasks do not need to be accomplished.
(2) Removed oil filter should be retained pending results of magnetic chip collector inspection.
(3) Only applicable to FADEC equipped engines. Not applicable to ECU equipped engines. Reference IPC Section 73-26-01 to determine the installed FADEC or ECU configuration.

8. Routine Periodic Inspection Requirements

8.1. Do the inspection checks at the time interval given. Refer to Table 6 Special Inspections.

Table 6 Special Instructions

Nature of Inspection	Interval	Comply with Section or Task	Mech	Insp Remarks
Fuel Filter Replacement Note: Review engine logbook for last fuel filter replacement. If fuel filter will exceed this inspection's interval by the next Check 2, replace the fuel filter and record a new engine logbook entry indicating the fuel filter replacement.	At every 1200 engine operating hours (coincides with every other Check 2) NOTE (1) (2)	73-14-01-401		

NOTES: (1) Specified inspection intervals shall not be exceeded by more than 120 engine operating hours.
(2) Prior to manual revision 57, the fuel filter was replaced at every Check 2 Inspection.

9. Job Close-up

9.1. Put the engine back to normal.

9.1.1. Close the cowl doors. Refer to the Aircraft Maintenance Manual.

9.1.2. Remove DO NOT OPERATE signs.

B. In the FJ44-3A ((67000-202) Line Maintenance Manual FJ-AAA-05-20-00-812A-300A-A Scheduled Maintenance Checks, Examinations, tests and checks is revised as follows:

Scheduled Maintenance Checks

Examinations, tests and checks

General

This task contains intervals for routine and major periodic inspection of the engine and requirements for routine periodic inspections. Refer to the following: Table 5 Routine Periodic Inspections.

NOTE:

1. The time limits in this schedule are the minimum necessary to keep an engine in serviceable condition.

2. You must do the checks in this task at the intervals described.

3. Engine Operating Hours are equivalent to Flight Hours as defined in Airworthiness Limitations, 05-10-00-201.

Procedure

1. Intervals – Routine Periodic Inspection

1.1. **NOTE:**

1. For Routine Periodic Inspection requirements, refer to Table 5 Routine Periodic Inspections.

2. Specified inspection intervals shall not be exceeded by more than 30 engine operating hours.

1.2. Preflight Check - Inspection procedure performed before each flight.

1.3. Postflight Check - Inspection procedure performed after each flight.

1.4. Hourly - Special inspection or maintenance at the engine operating hours interval shown.

1.5. Check 1 - Inspections at every 300 engine operating hours.

1.6. Check 2 - Inspections at every 600 engine operating hours, but no more than 300 engine operating hours after Check 1 was performed (whichever occurs first).

2. Intervals - Major Periodic Inspections

2.1 Major Periodic Inspections are performed at intervals of engine operating hours. The intervals for specific engines are determined by: (1) engine maintenance program enrollment, and (2) incorporation of certain Service Bulletins.

2.2 To determine Major Periodic Inspection intervals for specific engines, answer the questions in Table 1 Determination of Major Periodic Inspection Intervals, below, and follow the reference to the applicable table.

Table 1 Determination of Major Periodic Inspection Intervals

START

↓

Is engine enrolled in Total Assurance Program (TAP) or TAP Advantage?

NO → Major Periodic Inspection Intervals are as defined in Table 3 Major Periodic Inspections for Engines, below.

YES

↓

Is engine included on the Effectivity list for any of the Service Bulletins listed in Table 2 Service Bulletins Affecting Major Periodic Inspection Intervals, below? (Refer to Service Bulletin for specific engine serial number effectivity).

NO → Major Periodic Inspection Intervals are as defined in Table 4 Major Periodic Inspections for Engines, below.

YES

↓

Has engine complied with all of the Service Bulletins from Table 2 Service Bulletins Affecting Major Periodic Inspection Intervals which it is affected by?

NO → Major Periodic Inspection Intervals are as defined in Table 3 Major Periodic Inspections for Engines, below.

YES

↓

Major Periodic Inspection Intervals are as defined in Table 4 Major Periodic Inspections for Engines, below.

NOTE:

1. For Major Periodic Inspection requirements, refer to Task FJ-AAA-05-20-00-822A-300A-A in the Elite Line Maintenance Manual, Engine Inspection Manual, or the Engine Manual.

2. Life limited parts should be reviewed to determine if lives will be exceeded before the next inspection interval.

3. Specified inspection intervals shall not be exceeded by more than 50 engine operating hours.

4. Additional checks will be added, as necessary, when engines approach the end of the intervals listed below.

5. Hot Section Inspections (HSI) are performed as part of odd numbered Major Periodic Inspections (Check 3, 5, 7, 9). Compressor Section Inspections (CSI) are performed as part of even numbered Major Periodic Inspections (Check 4, 6, 8, 10). Major Periodic Inspection (Check 3, 4, 5, 6, etc.) requirements that are outside the scope of an HSI or CSI, may be required as defined per the applicable Major Periodic Inspection.

6. If engine is de-enrolled in TAP or Tap Advantage and has exceeded the 1750 operating hour inspection interval, inspection becomes due immediately (not to be exceeded by more than 50 operating hours).

Table 2 Service Bulletins Affecting Major Periodic Inspection Intervals

Service Bulletin Number	Title
FJ44-72-124	Engine - HP Turbine Blades - Replace
FJ44-72-151	Engine - Bearing and Pinion Assembly - Install

Table 3 Major Periodic Inspections for Engines

The Major Periodic Inspection intervals shown in this table are applicable only to engines as defined in Table 1 Determination of Major Periodic Inspection Intervals.

NOTE:

If engine has accumulated 2000 engine operating hours after an HSI (Check 3/5/7/9/etc.) was performed but has not accumulated 4000 operating hours since new or after last CSI (Check 4/6/8/10/etc.), then HSI has to be repeated or next CSI has to be performed early at that time.

Check 3 Perform inspection at no later than 2000 engine operating hours.

Check 4	Perform inspection at no later than 4000 engine operating hours.
Check 5	Perform inspection at no later than 2000 engine operating hours after Check 4 was performed.
Check 6	Perform inspection at no later than 4000 engine operating hours after Check 4 was performed.
Check 7	Perform inspection at no later than 2000 engine operating hours after Check 6 was performed.
Check 8	Perform inspection at no later than 4000 engine operating hours after Check 6 was performed.
Check 9	Perform inspection at no later than 2000 engine operating hours after Check 8 was performed.
Check 10	Perform inspection at no later than 4000 engine operating hours after Check 8 was performed.

Table 4 Major Periodic Inspections for Engines

The Major Periodic Inspection intervals shown in this table are applicable only to engines as defined in Table 1 Determination of Major Periodic Inspection Intervals.

NOTE:

If engine has accumulated 3500 engine operating hours after an HSI (Check 3/5/7/9/etc.) was performed but has not accumulated 5500 operating hours since new or after last CSI (Check 4/6/8/10/etc.), then HSI has to be repeated or next CSI has to be performed early at that time.

Check 3	Perform inspection at no later than 3500 engine operating hours.
Check 4	Perform inspection at no later than 5500 engine operating hours.
Check 5	Perform inspection at no later than 3500 engine operating hours after Check 4 was performed.
Check 6	Perform inspection at no later than 5500 engine operating hours after Check 4 was performed.

Check 7	Perform inspection at no later than 3500 engine operating hours after Check 6 was performed.
Check 8	Perform inspection at no later than 5500 engine operating hours after Check 6 was performed.
Check 9	Perform inspection at no later than 3500 engine operating hours after Check 8 was performed.
Check 10	Perform inspection at no later than 5500 engine operating hours after Check 8 was performed.

3. Time Between Overhaul (TBO)

NOTE:

1. Component Operating Hours are equivalent to Flight Hours accumulated on the component.
2. The intervals shown for TBO of accessories shall not be exceeded by more than 100 component operating hours.

3.1. Fuel Delivery Unit:

FDU Part Number(s)	TBO (Component Operating Hours)
77690, 77691, 77697, 78834, 115357, 115887, 117072, 117073, 117074, 117075, 118113, 118114, 118115	4000
119148, 119149, 119150	8000

3.2. Lube and Scavenge Pump: 5000 Component Operating Hours.

4. Storage Limits

NOTE: Storage shelf life limits are the maximum allowable when the unit is packaged and stored per the component maintenance manual specification requirements. If storage time limits for the following components are exceeded, contacting Williams International Product Support How to Contact Williams International (FJ-AAA-00-00-00-829A-042A-A) is recommended.

4.1. Fuel Delivery Unit: 10 years

4.2. Lube and Scavenge Pump: 4 years

4.3. FADEC: 10 years

5. Support Equipment Maintenance

5.1. Refer to 70-53-00-201 for maintenance and calibration requirements for special tools.

6. Job Set-up

7.1. Prepare the engine for inspection checks.

7.1.1. Install DO NOT OPERATE signs.

7.1.2. Open the cowl doors. Refer to the Aircraft Maintenance Manual.

7. Routine Periodic Inspection Requirements

7.1. Do the inspection checks at the time interval given. Refer to Table 5 Routine Periodic Inspections.

Table 5 Routine Periodic Inspections

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Inspect the engine inlet, fan rotor, fan tip shroud, fan stator, and 2nd LP turbine rotor for evidence of foreign object damage (FOD). Remove any obstructions.	Preflight			Aircraft Flight Manual		
Inspect engine inlet and exhaust areas for evidence of oil leakage. If you find evidence of oil leakage, isolate the cause and correct.	Preflight			Aircraft Flight Manual		
Check the oil filter differential pressure (delta P) indicator. If indicator is extended, refer to troubleshooting.	Preflight			Aircraft Flight Manual		

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Check the oil level and add oil as required.	Preflight			72-00-03-301		
Check No Dispatch annunciator.	Preflight Post Flight			Aircraft Flight Manual		
Check the overboard fuel drain ports for fuel leakage.	Preflight			Aircraft Flight Manual		
Use EMT to interrogate FADEC for operational limit exceedances. Resolve applicable exceedances, as required before returning the engine to service.		x	x	Refer to 73-26-01-201		
Use EMT to Interrogate FADEC for faults. Troubleshoot applicable faults, as required. Before returning the engine to service, verify that the TLD annunciator is not illuminated.		x	x	Isolate BIT fault per 71-00-00-101		
Use EMT to Save Engine and FADEC data and send to Williams International.		x	x	Refer to 73-26-01-201		
Install new oil filter. NOTE (2)		x	x	79-21-01-401		
Visually inspect and clean fuel start nozzle and start nozzle adapter. NOTE (1)		x	x	73-12-01-601		
Check fuel start nozzle spray pattern. NOTE (1)		x	x	73-12-01-601		

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Remove and visually inspect the igniter plugs.		x	x	74-22-01-601		
Dimensionally inspect the igniter plugs. NOTE (1)		x	x	74-22-01-601		
Do an operational test on the ignition system after inspection and reinstallation of the igniter plugs.		x	x	74-00-10-501		
Remove and inspect magnetic chip collectors.		x	x	79-30-01-601		
Review engine logbook for instances where bonding agent was not applied to electrical connectors (since last Routine Periodic Inspection). If indicated, apply bonding agent to applicable connectors.		x	x	Electrical Connector Maintenance (FJ-AAA-70-04-01-8-01A-913A-A)		
Clean fan rotor and visually inspect for defects.			x	72-31-20-601		
Visually inspect the installed spinner.			x	75-30-10-601		
Review Special Inspection Requirements coinciding with Check 2.			x	Table 6 Special Inspections		
Change Oil.			x	72-00-03-301		
Inspect acceleration bleed system.			x	75-30-01-601		

Nature of Inspection	Preflight Hourly	Check 1	Check 2	Comply with Section or Task	Mech	Insp Remarks
Visually check installed electrical component bonding surfaces and harness connectors, identified in Component Bonding Requirements Table, to make sure that there are no visible signs of corrosion. If corrosion is present, clean surfaces.			x	73-03-01-201		
(Applicable only to engines with FADEC software effectivity C, or later) Perform PMA Phase Out Test on FADEC and FDU. NOTE (3)			x	73-26-01-201		

NOTES: (1) If parts are replaced/exchanged with new or certified-serviceable parts, inspection tasks do not need to be accomplished.
(2) Removed oil filter should be retained pending results of magnetic chip collector inspection.

8. Routine Periodic Inspection Requirements

8.1. Do the inspection checks at the time interval given. Refer to Table 6 Special Inspections

Table 6 Special Inspections

Nature of Inspection	Interval	Comply with Section or Task	Mech	Insp Remarks
Fuel Filter Replacement Note: Review engine logbook for last fuel filter replacement. If fuel filter will exceed this inspection's interval by the next Check 2, replace the fuel filter and record a new engine logbook entry indicating the fuel filter replacement.	At every 1200 engine operating hours (coincides with every other Check 2) NOTE (1) (2)	73-14-01-401		

NOTES: (1) Specified inspection intervals shall not be exceeded by more than 120 engine operating hours.
(2) Prior to manual revision 57, the fuel filter was replaced at every Check 2 Inspection.

Inspection.

9. Job Close-up

9.1. Put the engine back to normal.

9.1.1. Close the cowl doors. Refer to the Aircraft Maintenance Manual.

9.1.2. Remove DO NOT OPERATE signs.