

# Nomad SERVICE BULLETIN

## FUEL — STORAGE — FUEL TANK SUMPS (MOD N15)

### 1. PLANNING INFORMATION

#### A. Effectivity

(1) Aircraft affected

(a) **N22 Series** line sequence numbers 1 to 9, 11 to 29, 31, 33, 35, 37, 39 to 41, 43, 45, 47 to 59, 61, 63, 65 to 70, 82 to 88, 90 to 95, 97, 100, 102 to 114, 116, 118, 125, 126, 131 to 134, 137, 138, 141, 143 to 170.

(b) **N24 Series** line sequence numbers 10, 30, 32, 34, 36, 38, 42, 44, 46, 60, 62, 64, 71 to 81, 89, 96, 98, 99, 101, 115, 117, 119 to 124, 127 to 130, 135, 136, 139, 140, 142.

Applies to any aircraft whose log books do not record the embodiment of **Mod N15**.

(2) Spares affected

None.

#### B. Reason

To replace original PVC sumps, which are prone to cracking. **Mod N15** introduces aluminium alloy fuel tank sumps.

#### C. Description

Early aircraft were fitted with PVC fuel sumps to both inboard and outboard fuel tanks. These are to be replaced with metal sumps. The outboard sumps require the outboard tank to be removed from the aircraft. The inboard sump does not require tank removal.

#### D. Compliance

(1) Compliance with this Service Bulletin is mandatory.

(2) Accomplish within the next 600 hours or 18 months, whichever comes first, following receipt of this Service Bulletin.

#### E. Approval

The requirement detailed herein has been approved by a person authorised under Civil Aviation Regulation 35 and conforms to the type certification requirements.

#### F. Manpower

Inboard sumps - 16 manhours per sump.

Outboard sumps - 30 manhours per sump.

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## G. **Materials, Price and Availability**

Price and availability of parts required to incorporate this Service Bulletin is available upon request from Nomad Customer Support - Boeing Aerospace Support - ASTA.

## H. **Tooling, Price and Availability**

None

## I. **Weight and Balance**

Negligible effect

## J. **References**

Maintenance Manual                      Chapter 28

## K. **Publications Affected**

None

## 2. **ACCOMPLISHMENT INSTRUCTIONS**

### A. **Outboard Fuel Tank Sump**

- (1) Remove outboard fuel tank sump.
  - (a) Remove outboard fuel tank (Ref MM Chap 28-10-00, Para 1.C.(1) to (15)).
  - (b) Remove outboard fuel tank sump (Ref MM Chap 28-10-00, Para 1.C.(16 and (17))).
- (2) Inspect tank bay in accordance with Service Bulletin NMD-57-15.
- (3) Install **Post-Mod N15** metal outboard fuel tank sump.
  - (a) Install outboard fuel tank and new sump (Ref MM Chap 28-10-00, Para 1.D.)

### B. **Inboard Fuel Tank Sump**

- (1) Remove inboard fuel tank sump (Ref MM Chap 28-10-00, Para 1.E.).
- (2) Remove boost pumps (Ref MM Chap 28-20-00, Para 2.A.).
- (3) Remove drain valve and discard pre-formed packing.
- (4) Fit boost pumps to new sump (Ref MM Chap 28-20-00, Para 2.B.).

#### **NOTE**

If replacement sump is a 1/N-57-290 i.e. Pre-Mod N620, it will be necessary to implement the provisions of Service Bulletin NMD-28-15.

- (5) Install drain valve with new pre-formed packing (MS29512-06).
- (6) Install **Post-Mod N15** (and/or **Post-Mod N620**) metal inboard fuel tank sump (Ref MM Chap 28-10-00, Para 1.F.).

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### 3. MATERIALS INFORMATION

#### A. Parts Required per Aircraft

NewParts		
Part No	Description	Qty
2/N-57-173	Sump Assembly, Outboard, LH (Post-Mod N15)	1
2/N-57-174	Sump Assembly, Outboard, RH (Post-Mod N15)	1
1/N-57-290	Sump Assembly, Inboard (Post-Mod N15)	2
2/N-57-290	Sump Assembly, Inboard (Post-Mod N15, Post-Mod N620) Alt.	2
7500-1/4	Washer, Threadseal	52
MS29512-06	Pre-formed packing	2

Parts removed			
Part No	Description	Qty	Instruction/Disposition
1/N-57-173	Sump Assembly, Outboard, LH (Pre-Mod N15)	1	Discard
1/N-57-174	Sump Assembly, Outboard, RH (Pre-Mod N15)	1	Discard
1/N-57-182	Sump Assembly, Inboard (Pre-Mod N15)	2	Discard
7500-1/4	Washer, Threadseal	52	Discard
MS29512-06	Pre-formed packing	2	Discard

#### B. Materials Required for Corrosion and Protection Treatments

Refer to Service Bulletin NMD-28-15.

### 4. SPECIAL TOOLS AND EQUIPMENT

None

### 5. RECORDING ACTION

Record compliance with Service Bulletin NMD-28-22 in the Airframe Log Book.