LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL -1
(Tidligere Garrett)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-011 KONTROLL AV BRENNSTOFFKONTROLLER

Påbudet gjelder:

AlliedSignal Inc. Modell TPE331-3, -5. -6, -10, -11U, og -12 turboprop motorer som har «fuel controll assembly» P/N 897770-1 t.o.m. 897770-8 og 897780-1 t.o.m. 897780-11 installert i samsvar med AlliedSignal Service Bulletin No TPE 331-73-0217, datert 09.07.93.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Priority Letter AD 94-26-07.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA Priority Letter AD 94-26-07, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Priority Letter AD 94-26-07

Gyldighetsdato:

01.02.95.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

PRIORITY LETTER AIRWORTHINESS ~~DIRECTIVE~~

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

DATE: December 13, 1994
94-26-07

This priority letter Airworthiness Directive (AD) is prompted by reports of excessive wear of the internal fuel control drive splines in fuel controls, Part Numbers (P/N) 897770-1 through -8, and 897780-1 through -11, installed on certain AlliedSignal Inc. TPE331 series turboprop engines. In two instances the spline wear resulted in loss of fuel control governor drive. If this occurs, the underspeed fuel governor increases fuel flow, while the overspeed governor is inoperative and cannot limit engine speed.

The FAA has determined that the most serious consequence of a loss of fuel control governor drive is during reverse thrust when the engine suddenly develops uncommanded forward thrust causing an asymmetric thrust condition on a twin-engine aircraft. Another serious consequence of a loss of fuel control governor drive is during engine start when rapid engine acceleration beyond normal idle speed could result in rotor speed sufficient to cause an uncontained turbine separation. During flight, when the propeller is in propeller-governing mode, the result will be uncommanded increased engine torque and turbine temperature. These conditions, if not corrected, could result in an uncontained engine failure, damage to the aircraft, or loss of aircraft control.

The FAA has reviewed and approved the technical contents of the following service bulletins (SB): AlliedSignal Inc. Alert SB No. TPE331-A73-0221, Revision 2, dated October 10, 1994, applicable to model TPE331-11U engines, that describes procedures for dimensionally inspecting fuel control drive shaft splines; AlliedSignal Inc. SB No. TPE331-73-0224, dated August 17, 1994, and Revision 1, dated September 8, 1994, applicable to model TPE331-11U engines, that describe procedures for replacing affected fuel controls with alternate fuel controls; AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994, applicable to certain TPE331-3, -5, -6, -10, and -12 series engines, that describe procedures for dimensionally inspecting fuel control drive shaft splines; and AlliedSignal Inc. SB No. TPE331-73-0228, dated September 16, 1994, applicable to certain TPE331-3, -5, -6, -10, and -12 series engines TPE331 engines, that describe procedures for replacing affected fuel controls with alternate fuel controls.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD requires an amendment to the Emergency Procedures section of the applicable FAA Approved Airplane Flight Manual (AFM) for each applicable engine installation in an aircraft. This amendment to the applicable AFM describes conditions inflight, during ground start, and during reverse thrust operation that might indicate loss of fuel control governor drive, and provides required procedures for engine shutdown. These AFM changes have been coordinated with the FAA Directorate responsible for the certification of the aircraft involved.

In addition, this AD requires either initial and repetitive dimensional inspections of the fuel control drive shaft splines for wear, or replacing the affected fuel controls with alternate fuel controls. Replacement with the alternate fuel controls constitutes terminating action to the repetitive inspections. The actions are required to be accomplished in accordance with the service bulletins described previously.

This rule is issued under 49 U.S.C. Section 44701 (formerly section 601 of the Federal Aviation Act of 1958) pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this Priority Letter.

94-26-07 AlliedSignal Inc.: Priority Letter issued on December 13, 1994. Docket No. 94-ANE-46.

Applicability: AlliedSignal Inc. Models TPE331-3, -5, -6, -10, -11U, and -12 series turboprop engines with fuel control assembly Part Numbers (P/N) 897770-1 through 897770-8 and 897780-1 through 897780-11 installed in accordance with AlliedSignal Inc. Service Bulletin (SB) No. TPE331-73-0217, dated July 9, 1993. These engines are installed on but not limited to Mitsubishi MU-2B series (MU-2 series) Solitaire/Marquise, Construcciones Aeronauticas, S.A. C-212 series, British Aerospace (BAe) Jetstream 3101 and 3201 (31 and 32) series, Fairchild SA226 and SA227 series (Swearingen Merlin and Metro series), Twin Commander Models 680, 690, 695 (Jetprop Commander), Short Brothers and Harland, Ltd. SC7 (Skyvan), Dornier 228 series, Beech Model B-100 series aircraft, and Ayres S-2R series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the fuel control governor drive from excessive wear of the internal fuel control drive splines, which can result in loss of aircraft control, accomplish the following:

(a) Amend the applicable FAA Approved Airplane Flight Manual (AFM) to provide interim emergency procedures to flight crews, within 20 calendar days after receipt of this priority letter Airworthiness Directive (AD), by adding the following to the Emergency Procedures section. This may be accomplished by inserting a copy of this AD into the AFM:

"**Inflight:** in the event of an uncommanded engine torque and turbine temperature increase, or if engine power fails to respond when the power level is retarded, shut down the affected engine as soon as possible consistent with the safe operation of the aircraft.

Warning: be aware that the affected engine with a failed fuel control governor drive will typically exhibit an increase in power, and if the accepted "dead foot--dead engine" logic is employed, the wrong engine could be shut down because the malfunction will result in an increase in forward thrust from the affected engine. Use caution and monitor cockpit engine indications to aid in identifying the failure mode and the malfunctioning engine.

During Ground Start: if an engine exhibits rapidly increasing RPM above idle values, immediately terminate the start.

If an engine has been shutdown inflight as a result of exhibiting an uncontrolled increase in torque and turbine temperature, do not attempt a ground start until the fuel control is inspected in accordance with the applicable service bulletin.

During Reverse Operation: if an engine suddenly develops forward thrust, immediately terminate reverse thrust. If necessary, shutdown both engines in order to maintain directional control."

(b) For AlliedSignal Model TPE331-11U engines:

(1) Conduct initial and repetitive dimensional inspections of the fuel control drive shaft splines for wear in accordance with the compliance times and procedures described in AlliedSignal Alert Service Bulletin (SB) No. TPE331-A73-0221, Revision 2, dated October 10, 1994. The initial inspection compliance times start upon receipt of this priority letter AD.

(2) Prior to further flight replace with a serviceable part those fuel controls with drive shaft splines that do not meet the return to service criteria specified in AlliedSignal Alert SB No. TPE331-A73-0221, Revision 2, dated October 10, 1994.

(3) Replacement of fuel controls in accordance with the procedures described in AlliedSignal SB No. TPE331-73-0224, dated August 17, 1994, or Revision 1 of that SB, dated September 8, 1994, with alternate fuel controls constitutes terminating action to the AFM amendment specified in paragraph (a) of this AD, and the inspections specified in paragraph (b)(1) of this AD.

(c) For AlliedSignal TPE331-3, -5, -6, -10, and -12 series engines:

(1) Conduct initial and repetitive dimensional inspections of the fuel control drive shaft splines for wear in accordance with the compliance times and procedures described in AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994. The initial inspection compliance times become effective upon receipt of this priority letter AD.

(2) Prior to further flight replace with a serviceable part those fuel controls with drive shaft splines that do not meet the return to service criteria specified in AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994.

(3) Replacement of fuel controls in accordance with the procedures described in AlliedSignal Inc. SB No. TPE331-73-0228, dated September 16, 1994, with alternate fuel controls constitutes terminating action to the AFM amendment specified in paragraph (a) of this AD, and the inspections specified in paragraph (c)(1) of this AD.

(d) For the purpose of this AD, specific driveshaft operating hours as referenced in AlliedSignal Alert SB No. TPE331-A73-0221, Revision 2, dated October 10, 1994, and AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994, may be calculated using fuel control time tracking based on engine operating hours.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(g) Copies of the applicable service information may be obtained from AlliedSignal Inc., Aviation Services Division, Data Distribution, Dept. 64-3/2102-1M, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2548. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

(h) Priority Letter AD 94-26-07, issued December 13, 1994, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5246; fax (310) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL - 2
(Tidligere Garrett)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-033 "FUEL CONTROL GOVERNOR DRIVE"

Påbudet gjelder:

Allied Signal Inc. Modell TPE331-3, -5, -6, -10, -11U og -12, med serienummer som listet i vedlagte kopi av FAA AD 94-26-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 94-26-07.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 94-26-07, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 94-26-07.

Gyldighetsdato:

05.05.95.

Bilag til LDP 95-033

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation Administration

94-26-07 AlliedSignal Inc.: Amendment 39-9178. Docket 94-ANE-46.

Applicability: AlliedSignal Inc. Models TPE331-3, -5, -6, -10, -11U, and -12 series turboprop engines with fuel control assembly Part Numbers (P/N) 897770-1 through 897770-8 and 897780-1 through 897780-11 installed in accordance with AlliedSignal Inc. Service Bulletin (SB) No. TPE331-73-0217, dated July 9, 1993. These engines are installed on but not limited to Mitsubishi MU-2B series (MU-2 series) Solitaire/Marquise, Construcciones Aeronauticas, S.A. C-212 series, British Aerospace (BAe) Jetstream 3101 and 3201 (31 and 32) series, Fairchild SA226 and SA227 series (Swearingen Merlin and Metro series), Twin Commander Models 680, 690, 695 (Jetprop Commander), Short Brothers and Harland, Ltd. SC7 (Skyvan), Dornier 228 series, Beech Model B-100 series aircraft, and Ayres S-2R series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the fuel control governor drive from excessive wear of the internal fuel control drive splines, which can result in loss of aircraft control, accomplish the following:

(a) Amend the applicable FAA Approved Airplane Flight Manual (AFM) to provide interim emergency procedures to flight crews, within 20 calendar days after the effective date of airworthiness directive (AD), by adding the following to the Emergency Procedures section. This may be accomplished by inserting a copy of this AD into the AFM:

"**Inflight**: in the event of an uncommanded engine torque and turbine temperature increase, or if engine power fails to respond when the power level is retarded, shut down the affected engine as soon as possible consistent with the safe operation of the aircraft.

Warning: be aware that the affected engine with a failed fuel control governor drive will typically exhibit an increase in power, and if the accepted "dead foot--dead engine" logic is employed, the wrong engine could be shut down because the malfunction will result in an increase in forward thrust from the affected engine. Use caution and monitor cockpit engine indications to aid in identifying the failure mode and the malfunctioning engine.

During Ground Start: if an engine exhibits rapidly increasing RPM above idle values, immediately terminate the start.

If an engine has been shutdown inflight as a result of exhibiting an uncontrolled increase in torque and turbine temperature, do not attempt a ground start until the fuel control is inspected in accordance with the applicable service bulletin.

During Reverse Operation: if an engine suddenly develops forward thrust, immediately terminate reverse thrust. If necessary, shutdown both engines in order to maintain directional control."

(b) For AlliedSignal Model TPE331-11U engines:

(1) Conduct initial and repetitive dimensional inspections of the fuel control drive shaft splines for wear in accordance with the compliance times and procedures described in AlliedSignal Alert Service Bulletin (SB) No. TPE331-A73-0221, Revision 2, dated October 10, 1994. The initial inspection compliance times start upon the effective date of this priority letter AD.

(2) Prior to further flight replace with a serviceable part those fuel controls with drive shaft splines that do not meet the return to service criteria specified in AlliedSignal Alert SB No. TPE331-A73-0221, Revision 2, dated October 10, 1994.

(3) Replacement of fuel controls in accordance with the procedures described in AlliedSignal SB No. TPE331-73-0224, dated August 17, 1994, or Revision 1 of that SB, dated September 8, 1994, with alternate fuel controls constitutes terminating action to the AFM amendment specified in paragraph (a) of this AD, and the inspections specified in paragraph (b)(1) of this AD.

(c) For AlliedSignal TPE331-3, -5, -6, -10, and -12 series engines:

(1) Conduct initial and repetitive dimensional inspections of the fuel control drive shaft splines for wear in accordance with the compliance times and procedures described in AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994. The initial inspection compliance times become effective upon the effective date of this AD.

(2) Prior to further flight replace with a serviceable part those fuel controls with drive shaft splines that do not meet the return to service criteria specified in AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994.

(3) Replacement of fuel controls in accordance with the procedures described in AlliedSignal Inc. SB No. TPE331-73-0228, dated September 16, 1994, with alternate fuel controls constitutes terminating action to the AFM amendment specified in paragraph (a) of this AD, and the inspections specified in paragraph (c)(1) of this AD.

(d) For the purpose of this AD, specific driveshaft operating hours as referenced in AlliedSignal Alert SB No. TPE331-A73-0221, Revision 2, dated October 10, 1994, and AlliedSignal Inc. Alert SB No. TPE331-A73-0226, dated October 10, 1994, may be calculated using fuel control time tracking based on engine operating hours.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following SB's:

Document No.	**Pages**	**Revision**	**Date**
AlliedSignal Inc. Alert SB No. TPE331-A73-0226	1-8	Original	October 10, 1994
Woodward SB No. WG64050	1-13	Original	October 3, 1994
Total pages: 21.			
AlliedSignal Inc. Alert SB No. TPE331-A73-0221	1-3	2	October 10, 1994
	4	Original	June 27, 1994
Woodward SB No. WG64047	1-12	4	October 3, 1994
Total pages: 16.			
AlliedSignal Inc. SB No. TPE331-73-0224	1	1	September 8, 1994
	2	Original	August 17, 1994
	3-4	1	September 8, 1994
Total pages: 4.			
Woodward SB No. WG4044	1-3	Original	June 28, 1993
Total pages: 3.			

NOTE: The Woodward SB's are attached to the AlliedSignal Alert SB's.

Document No.	Pages	Revision	Date
AlliedSignal Inc. SB No. TPE331-73-0228	1-10	Original	September 16, 1994
Total pages: 10.			
AlliedSignal Inc. SB No. TPE331-73-0217	1-10	Original	July 9, 1993
Total pages: 10.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Inc., Aviation Services Division, Data Distribution, Dept. 64-3/2102-1M, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2548. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective April 18, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 94-26-07, issued December 13, 1994, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT:
Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5246; fax (310) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL - 3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-035 KONTROLL/UTSKIFTING AV "MAGNETIC SPEED PICKUPS"

Påbudet gjelder:

AlliedSignal Inc. modell LTS101-650B1, -750B1, -650C3/3A og -750C1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD note 95-08-14.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD note 95-08-14, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD note 95-08-14.

Gyldighetsdato:

01.06.95.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

Bilag til LDP 95-035

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-08-14 AlliedSignal, Inc.: Amendment 39-9203. Docket 94-ANE-58.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) Models LTS101-650B1, -750B1, -650C3/3A, and -750C1 turboshaft engines incorporating engine electronic overspeed protection system installed in production prior to the effective date of this airworthiness directive (AD), or retrofitted in accordance with Textron Lycoming Service Bulletin (SB) No. LTS101B-73-10-0127, Revision 2, dated August 14, 1992, or previous revisions; or SB No. LTS101C-73-10-0129, Revision 3, dated August 14, 1992, or previous revisions. These engines are installed on but not limited to Messerschmitt-Bolkow-Blohm BK117 series and Bell Helicopter Textron 222 series helicopters.

NOTE: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent the engine electronic overspeed protection system from failing to function as designed, which can result in the inability to arrest an uncontrolled power turbine (PT) rotor overspeed and damage to the aircraft, accomplish the following:

(a) Within 150 hours time in service after the effective date of this AD, accomplish either paragraph (a)(1) or paragraph (a)(2) of this AD.

(1) Replace magnetic speed pickups, P/N 4-301-356-01, in the engine electronic overspeed protection system, with a serviceable part in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994.

(2) Inspect magnetic speed pickups, P/N 4-301-356-01, in the engine electronic overspeed protection system, for polarity in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994, and prior to further flight, remove magnetic speed pickups with incorrect polarity, and replace with a serviceable part, in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994.

(b) Prior to installation, inspect all uninstalled magnetic speed pickups, P/N 4-301-356-01, for polarity, and replace pickups with incorrect polarity with a serviceable part, in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The inspection, and replacement, of the magnetic speed pickups shall be done in accordance with the following AlliedSignal Engines service document:

2 95-08-14

Document No.	Pages	Date
SB No. LTS101-73-10-0169	1-3	December 12, 1994

Total pages: 3.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; telephone (203) 385-1470, fax (203) 385-2256. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 9, 1995.

FOR FURTHER INFORMATION CONTACT:

ugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL - 4

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-036 UTSKIFTING/KONTROLL AV CECO BRENNSTOFFPUMPER

Påbudet gjelder:

AlliedSignal Engines LTS101 turboshaft motorer som har installert CECO brennstoffpumper med serienummer som listet i vedlagte kopi av FAA AD 95-09-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-09-02.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 95-09-02, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-09-02.

Gyldighetsdato:

01.06.95

AIRWORTHINESS DIRECTIVE

Bilag til LDP 95-036

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-09-02 AlliedSignal Engines: Amendment 39-9206. Docket No. 94-ANE-38. Supersedes Priority Letter AD 94-19-01, issued September 2, 1994.

Applicability: AlliedSignal Engines (formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines incorporating Chandler Evans (CECO) engine fuel pumps, Part Numbers 4-301-128-01, -02, -03, -04, -05, -06, -07, -08, -09, and -10. These engines are installed on but not limited to the following single-engine aircraft: Eurocopter France (formerly Aerospatiale) AS350D series helicopters and Airtractor AT302, PAC Aero Cresco, and Page (Ayres S-2R) Thrush airplanes. This AD is not applicable to engines installed on twin-engine aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine fuel pump failure, which can result in total engine power loss and possible loss of the aircraft, remove CECO engine fuel pumps, return to CECO for inspection, and replace with a serviceable part, in accordance with the following schedule:

(a) Remove from service CECO engine fuel pumps with greater than 1,300 hours time in service (TIS) since new or overhaul on the effective date of this airworthiness directive (AD), within the next 100 hours TIS after the effective date of this AD, in accordance with AlliedSignal Engines Service Bulletin (SB) No. LT101-73-20-0165, Revision 1, dated January 3, 1995, or previous revision.

(b) Remove from service CECO engine fuel pumps with greater than 850 hours TIS but less than or equal to 1,300 hours TIS since new or overhaul on the effective date of this AD, within the next 150 hours TIS after the effective date of this AD, in accordance with AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, or previous revision.

(c) Remove from service CECO engine fuel pumps with less than or equal to 850 hours TIS since new or overhaul on the effective date of this AD, within the next 300 hours TIS after the effective date of this AD, or prior to accumulating 1,000 hours TIS since new or overhaul, whichever occurs first, in accordance with AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, or previous revision.

(d) Thereafter, remove from service CECO engine fuel pump at intervals not to exceed 900 hours TIS since the last inspection in accordance with the Accomplishment Instructions of AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, or previous revision.

(e) Engine fuel pumps that exhibit wear beyond the limits specified in AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, or previous revision, may not be returned to service.

(f) For the purpose of this AD, a serviceable part is defined as a new part, or a part that has been inspected by CECO in accordance with AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, or previous revision, and that has not yet accumulated 900 hours TIS since new, or since inspection by CECO.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(i) The actions required by this AD shall be done in accordance with the following service bulletin:

Document No.	Revision	Pages	Date
AlliedSignal Engines SB No. LT101-73-20-0165	1	1-3	January 3, 1995
Total Pages: 3.			
Chandler Evans SB No. 73-13	1	1-5	January 3, 1995
Total Pages: 5.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; telephone (203) 385-2000. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment supersedes priority letter AD 94-19-01, issued September 2, 1994.

(k) This amendment becomes effective on May 10, 1995.

FOR FURTHER INFORMATION CONTACT:

Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL - 5

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-051 UTSKIFTING AV KOMPRESSORROTOR

Påbudet gjelder:

Allied Signal LTS101 turboshaft og LTP101 turboprop motorer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-16-04.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 95-16-04, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-16-04.

Gyldighetsdato:

01.09.95.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

Bilag til LDP 95-0

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-16-04 AlliedSignal, Inc.: Amendment 39-9323. Docket 94-ANE-64.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 turboshaft and LTP101 turboprop engines installed on but not limited to Aerospatiale AS 350 and SA366G, Bell 222, and Messerschmitt-Bolkow-Blohm (MBB) BK117 helicopters; Piaggio P166-DL3 and Airtractor AT302 airplanes.

NOTE: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine power loss and inflight engine shutdown, accomplish the following:

(a) Remove from service Part Numbers (P/N) 4-101-006-20, -21, -24, -26, -35, -36, and -40 cast material axial compressor rotors, as follows:

(1) For axial compressor rotors P/N 4-101-006-35 with serial number suffix "E," remove in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-30-0088, Revision 5, dated September 25, 1992, within 50 hours time in service (TIS), or 60 days after the effective date of this AD, whichever occurs first.

(2) For axial compressor rotors P/N 4-101-006-35 with serial number suffix other than "E," and all other axial compressor rotors with P/N listed in paragraph (a) of this airworthiness directive (AD), remove in accordance with Textron Lycoming SB No. LT 101-72-30-0088, Revision 5, dated September 25, 1992, as follows:

(i) For axial compressor rotors that have accumulated 600 hours or less TIS since new, remove within 100 hours TIS, or 120 days after the effective date of this AD, whichever occurs first.

(ii) For axial compressor rotors that have accumulated more than 600 but less than or equal to 1,200 hours TIS since new, remove within 300 hours TIS, or 240 days after the effective date of this AD, whichever occurs first.

(iii) For axial compressor rotors that have accumulated more than 1,200 but less than or equal to 2,400 hours TIS since new, remove within 600 hours TIS, or 360 days after the effective date of this AD, whichever occurs first.

(iv) For axial compressor rotors that have accumulated more than 2,400 hours TIS since new, remove within 1,200 hours TIS, or 720 days after the effective date of this AD, whichever occurs first.

(3) Replace with a serviceable wrought material axial compressor rotor P/N 4-101-006-28, -32, -39, or -41, as applicable, in accordance with Textron Lycoming SB No. LT 101-72-30-0088, Revision 5, dated September 25, 1992.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The actions required by this AD shall be done in accordance with the following SB:

Document No.	Pages	Revision	Date
Textron Lycoming SB No. LT 101-72-30-0088	1-4	5	September 25, 1992

Total Pages: 5.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal, Inc., 550 Main Street, Stratford, CT 06497. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on October 2, 1995.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL - 6

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-052 KONTROLL AV MOTOR

Påbudet gjelder:

Allied Signal Inc., Garrett type TPE331 og TSE331 motorer som listet i vedlagte kopi av FAA AD 95-16-08.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-16-08.

Tid for utførelse:

Til de tider og som beskrevet i vedlagte kopi av FAA AD 95-16-08, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-16-08

Gyldighetsdato:

01.09.95.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

Bilag til LDP 95-052

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-16-08 AlliedSignal, Inc.: Amendment 39-9328. Docket 94-ANE-10.

Applicability: AlliedSignal, Inc. (formerly Allied-Signal, Inc., Garrett Engine Division, Garrett Turbine Engine Company, and AiResearch Manufacturing Co. of Arizona), TPE331-25, -43, -1, -2, -3, -5, -6, -8, -10, -11, and -12 series, and -55B and -61A Model turboprop engines; and TSE331-3U Model turboshaft engines. These engines are installed on but not limited to Mitsubishi MU-2B series (MU-2 series); Construcciones Aeronauticas, S.A. (CASA) C-212 series; Jetstream 3101 and 3201 series; Fairchild SA226 and SA227 series; Prop-Jets, Inc. Model 400; Cessna Model 441; Twin Commander Aircraft Corp. 680, 690, and 695 series, and Model 681; Rockwell Commander or Ayres Corp. S-2R series; Short Brothers and Harland, Ltd. SC7; Dornier 228 Series; Beech Aircraft Corp. 18 and 45 series and Models JRB-6, 3N, 3NM, 3TM, and B100; Pilatus PC-6 series; DeHavilland DH 104 Dove series; Grumman Model TS-2A; Grumman American Model G-164C; and Schweizer Aircraft Corp. Model G-164 series aircraft.

NOTE: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncontained failure of turbine rotors, fire, or loss of aircraft control, accomplish the following:

(a) Within 400 cycles in service (CIS) after the effective date of this AD, review engine life limited part logs, engine repair and maintenance records, maintenance purchase receipts, and aircraft maintenance records (collectively referred to as "records") to identify any engine repair, assembly, or modification that was performed by, or any life limited turbine components received from Fliteline Maintenance, located in Wharton, Texas, domestic repair station certificate number GR2R856K; or Mr. Eugene E. Shanks, mechanic certificate number 1914482; or Mr. Carl Ramirez, mechanic certificate number 466432551 (collectively referred to as "Fliteline").

(b) Within 400 CIS after the effective date of this AD, for engines or components identified in accordance with paragraph (a) of this AD, accomplish the following:

(1) If records or other pertinent information indicate that the engine was disassembled beyond aft turbine mainshaft nut removal from the tie bolt by Fliteline, verify life limited turbine components and take appropriate action by the following methods:

(i) Remove, disassemble the engine, compare, and match each component's part number (P/N) and serial number (S/N) against that engine's issued life limited part logs. Engine hot section inspection or overhaul normally requires comparing and matching of turbine components with the life limited part logs. An engine hot section inspection or overhaul, subsequent to maintenance by Fliteline, and performed by the engine manufacturer, an FAA certified repair station, or an FAA certified mechanic, other than Fliteline, constitutes compliance with paragraph (b)(1)(i) of this AD.

(ii) Validate all Fliteline life limited part log entries by utilizing the component's hourly and cyclic life immediately before the Fliteline entry, as determined by records of the engine manufacturer or FAA certified repair stations other than Fliteline. A life limited part log entry is defined as a removal or installation record. Photocopied life limited part logs may be used provided component history can be established.

NOTE: Engine manufacturer record and service information referred to in the AD can be attained by calling AlliedSignal Engines Customer Information Center, telephone (800) 338-3378 or (602) 231-5287.

(iii) If the P/N, S/N, hourly and cyclic lives or the life limited part log of each life limited turbine component do not match or can not be validated, remove the component from service prior to further flight and replace with a serviceable component.

(2) Verify that any requirements of AD's signed off by Fliteline were actually accomplished by visual examination or reinspection of the affected components in accordance with the applicable AD. A complete engine overhaul or other maintenance necessary to accomplish applicable AD requirements, subsequent to maintenance by Fliteline, and performed by the engine manufacturer, an FAA certified repair station, or an FAA certified mechanic, other than Fliteline, constitutes compliance with paragraph (b)(2) of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on September 5, 1995.

FOR FURTHER INFORMATION CONTACT:

Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (310) 627-5246, fax (310) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL -7

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-029 KONTROLL AV «POWER TURBINE»

Påbudet gjelder:

Allied Signal, Inc: (formerly Textron Lycoming): LTS101-650B1, -750B1,- 650C, og - 750C turboshaft motorer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-26-01.

Tid for utførelse:

Til de tider som beskrevet i kopi av FAA AD 95-26-01, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 95-26-01.

Gyldighetsdato:

01.04.96.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

BW 96-05

ALLIEDSIGNAL
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT & ROTORCRAFT

95-26-01 AlliedSignal, Inc.: Amendment 39-9459. Docket 95-ANE-08.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) Model LTS101-650B1, -750B1, -650C, and -750C turboshaft engines installed on Bell Helicopter Textron 222 series and Messerschmitt-Bolkow-Blohm (MBB) BK117 series helicopters.

NOTE: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent power turbine (PT) overspeed and uncontained engine failure, accomplish the following:

(a) Install the improved PT rotor with retention capability at the next shop visit when the PT rotor is removed after the effective date of this AD, but prior to December 31, 1997, in accordance with the following Textron Lycoming Service Bulletins (SB):

Engine Model	SB No.	Rev.	Date
LTS101-650B1	LTS101B-72-50-0122	4	June 17, 1991
LTS101-750B1 or -650B1	LTS101B-72-50-0116	6	August 14, 1992
LTS101-650C and -750C Series	LTS101C-72-50-0119	2	June 17, 1991

(b) Install the improved electronic PT rotor overspeed controller concurrently with the PT rotor installation required by paragraph (a) of this AD, or at the next airframe 600 hour inspection point after the effective date of this AD, whichever occurs later, in accordance with the following Textron Lycoming SB:

Engine Model	SB No.	Rev.	Date
LTS101-650B1	LTS101B-73-10-0127	2	August 14, 1992
LTS101-750B1	LTS101B-73-10-0127	2	August 14, 1992
LTS101-650C and -750C Series	LTS101C-73-10-0129	3	August 14, 1992

(c) Installation of the improved PT rotor with retention capability and the improved electronic PT rotor overspeed controller in accordance with paragraphs (a) and (b) of this AD constitutes terminating action to the inspection requirements of AD 88-14-01.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following service bulletins:

Document No.	Pages	Revision	Date
LTS101B-72-50-0122	1-11	4	June 17, 1991
Total Pages: 11.			
LTS101B-72-50-0116	1-10	6	August 14, 1992
Total Pages: 10.			
LTS101C-72-50-0119	1-11	2	June 17, 1991
Total Pages: 11.			
LTS101B-73-10-0127	1-13	2	August 14, 1992
Total Pages: 13.			
LTS101C-73-10-0129	1-14	3	August 14, 1992
Total Pages: 14.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Inc., 550 Main Street, Stratford, CT 06497. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on April 22, 1996.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL -8

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-069 UTSKIFTING AV «POWER TURBINE ROTORS»

Påbudet gjelder:

Allied Signal, Inc. (tidligere Textron Lycoming); LTS 101-() turboshaft motorer og LTP 101-() turboprop motorer som kan være installert i fartøy som listet i vedlagte kopi av FAA AD 96-12-05.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-12-05.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 96-12-05, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 96-12-05.

Gyldighetsdato:

01.08.96.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

Bilag til LDP 96-069
U.S. Department
of Transportation
Federal Aviation Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

96-12-05 AlliedSignal, Inc.: Amendment 39-9647. Docket 95-ANE-16.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) LTS101 series turboshaft engines installed on, but not limited to, the Eurocopter AS350 and SA366G1, Messerschmitt-Bolkow-Blohm/Kawasaki MBB-BK117 and the Bell Helicopter Textron 222 aircraft, and LTP101 series turboprop engines, installed on but not limited to, the Piaggio P166DL and Airtractor AT302 aircraft.

NOTE: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent power turbine rotor failure, which could result in loss of engine power, accomplish the following:

(a) For all LTS101 series turboshaft engines except the LTS101-750B2 model, and all LTP101 series turboprop engines, remove and replace power turbine rotors identified in Table 1 of Textron Lycoming Service Bulletin (SB) No. LT101-72-50-0144, dated January 15, 1993, in accordance with the accomplishment procedures in Textron Lycoming SB No. LT101-72-50-0144, dated January 15, 1993, and the following schedule:

(1) For power turbine rotors with more than 1,000 hours time since new (TSN) on the effective date of this AD, remove and replace within the next 50 hours time in service (TIS), not to exceed 1,800 cycles since new (CSN).

(2) For power turbine rotors with 1,000 hours TSN or less, but more than 800 hours TSN on the effective date of this AD, remove and replace within the next 100 hours TIS, not to exceed 1,800 CSN.

(3) For power turbine rotors with 800 hours TSN or less, but more than 400 hours TSN on the effective date of this AD, remove and replace within the next 150 hours TIS, not to exceed 1,800 CSN.

(4) For power turbine rotors with 400 hours TSN or less on the effective date of this AD, remove and replace no later than 600 hours TSN, not to exceed 1,800 CSN.

(b) For all LTS101-750B2 model engines, remove and replace power turbine rotors, in accordance with the accomplishment procedures of Textron Lycoming SB No. LT101-72-50-0145 dated November 27, 1991, within the next 100 hours TIS after the effective date of this AD, or 800 hours TSN on the power turbine rotor, whichever occurs first.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following Textron Lycoming SB's:

Document No	Pages	Revision	Date
LT101-72-50-0144 Total Pages: 9.	1-9	Original	January 15, 1993
LT101-72-50-0145 Total Pages: 3.	1-3	Original	November 27, 1991

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 12, 1996.

FOR FURTHER INFORMATION CONTACT: Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7139, fax (617) 238-7199.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL -9

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-066 INSPEKSJON/UTSKIFTING AV «GAS GENERATOR TURBINE DISK»

Påbudet gjelder:

Allied Signal LTS010 turboshaft og LTP101 turboprop motorer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-12-27.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 96-12-27, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 96-12-27.

Gyldighetsdato:

01.08.96.

AIRWORTHINESS DIRECTIVE

Bilag til LDP 96-066

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

96-12-27 AlliedSignal Inc.: Amendment 39-9668. Docket 93-ANE-64.

Applicability: AlliedSignal Inc. (formerly Textron Lycoming) LTS 101 series turboshaft and LTP 101 series turboprop engines installed on but not limited to Aerospatiale AS 350 and SA366G, Bell 222, and Messerschmitt-Bolkow-Blohm (MBB) BK117 helicopters; and Piaggio P166-DL3 and Airtractor AT302 airplanes.

NOTE: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent total loss of engine power, inflight engine shutdown, and possible damage to the aircraft, accomplish the following:

(a) Remove from service suspect disks and perform a one-time inspection of the disk tenon area of the gas generator turbine disk, and replace, if necessary, with a serviceable part, in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150, dated September 1, 1993, as follows:

(1) For disks with greater than 5,000 cycles since new (CSN) on the effective date of this AD, remove within 235 cycles in service (CIS).

(2) For disks with 4,501 to 5,000 CSN on the effective date of this AD, remove within 285 CIS.

(3) For disks with 4,001 to 4,500 CSN on the effective date of this AD, remove within 350 CIS.

(4) For disks with 3,501 to 4,000 CSN on the effective date of this AD, remove within 450 CIS.

(5) For disks with 3,001 to 3,500 CSN on the effective date of this AD, remove within 600 CIS.

(6) For disks with 2,501 to 3,000 CSN on the effective date of this AD, remove within 800 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.

(7) For disks with 2,001 to 2,500 CSN on the effective date of this AD, remove within 1,100 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.

(8) For disks with less than 2,000 CSN on the effective date of this AD, remove prior to accumulating 3,400 CSN.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The actions required by this AD shall be done in accordance with the following SB:

Document No.	Pages	Revision	Date
Textron Lycoming SB No. LT 101-72-50-0150	1-6	Original	September 1, 1993

Total Pages: 6.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 19, 1996.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL-10

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-063 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

AlliedSignal Inc. TPE331-3, -5, -6, -10, -11, -12 motorer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-15-10.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 97-15-10, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 97-15-10.

Gyldighetsdato:

01.09.97.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

97-15-10 AlliedSignal Inc.: Amendment 39-10084. Docket 96-ANE-13.

Applicability: AlliedSignal Inc. (formerly Garrett Engine Division and Garrett Turbine Engine Company) TPE331-3, -5, -6, -10, -11, -12 series turboprop engines equipped with Woodward fuel controls, installed on but not limited to the following aircraft: Ayres S2R-G5, S2R-G6, and S2R-G10; Beech Model B100; Construcciones Aeronauticas, S.A. (CASA) C-212 series; Dornier 228 series; Fairchild SA226 and SA227 series; Jetstream 3101 and 3201 series; Mitsubishi MU-2B series (MU-2 series); Short Brothers plc Model SC-7 Skyvan Series 3; Twin Commander Aircraft Corp. 680, 690 and 695 series.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a non-responsive power lever and lack of control of engine power, accomplish the following:

(a) Within 30 days after the effective date of this AD, for aircraft equipped with engine inlet ice protection, revise the applicable Emergency Procedures or Abnormal Procedures Section of the applicable Federal Aviation Administration (FAA)-approved Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) to include the following paragraph relating to a non-responsive power lever. This may be accomplished by inserting a copy of this AD in the AFM or POH:

"NON-RESPONSIVE POWER LEVER:

If a lack of response to the power lever is observed, turn ON the ignition and engine anti-ice for both engines. After the condition has cleared and normal operation is observed, which occurs in approximately three minutes, anti-ice and ignition can be turned OFF."

(b) For engine models TPE331-3U-303G, -3UW-303G, -3U-304G, and engine series TPE331-10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12UA, -12UAR, and -12UHR, within 120 days after the effective date of this AD, or at next removal of the Pt2 sensor, whichever occurs first, replace orifice fittings and replace or rework restrictors in accordance with the Accomplishment Instructions of AlliedSignal Aerospace Service Bulletin (SB) No. TPE331-73-0235, dated July 28, 1995. Replacing the orifice fittings and replacing or reworking the inlet sensor Ps3 restrictor, constitutes terminating action to the AFM or POH revision requirement stated in paragraph (a) of this AD.

(c) For engine model TPE331-3U-303V and engine series TPE331-5, -5A, -5AB, -5B, -6, -6A, -10, -10GP, -10GT, -10P, -10R, and -10T, within 120 days after the effective date of this AD, or at next removal of the Pt2 sensor, whichever occurs first, replace orifice fittings in accordance with the Accomplishment Instructions of AlliedSignal Aerospace SB No. TPE331-73-0236, dated July 28, 1995. Replacing the orifice fittings constitutes terminating action to the AFM or POH revision requirement stated in paragraph (a) of this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following AlliedSignal Aerospace SBs:

2 97-15-10

Document No	Pages	Date
TPE331-73-0235 Total Pages: 10.	1-10	July 28, 1995
TPE331-73-0236 Total Pages: 8.	1-8	July 28, 1995

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 22, 1997.

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5246; fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL-11

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-038 UTSKIFTNING AV STATORENHET

Påbudet gjelder:

AlliedSignal Inc. modeller og serienummer som listet i vedlagte kopi av FAA AD 98-04-15.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-04-15.

Anm.: Siden AD 93-05-09 og AD 87-19-02 er en del av denne LDP er disse vedlagt som bilag.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-04-15, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-04-15.

Gyldighetsdato:

1998-04-01.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation Administration

98-04-15 AlliedSignal Inc.: Amendment 39-10327. Docket 97-ANE-13.

Applicability: AlliedSignal Inc., (formerly Garrett Engine Division, Garrett Turbine Engine Company and AiResearch Manufacturing Company of Arizona) Model TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, and -6A turboprop and TSE331-3U turboshaft engines with third stage turbine stators, Part Number (P/N) 868379-3, except those engines with turbine stators listed by Serial Number (S/N) in Table 1 of the National Flight Services Alert Service Bulletin (ASB) No. NF-TPE331-A72-10961, dated April 28, 1997. These engines are installed on but not limited to: Mitsubishi MU-2B series (MU-2 series); Construcciones Aeronauticas, S.A. (CASA) C-212 series; Fairchild SA226 series (Swearingen Merlin and Metro series); Prop-Jets, Inc. Model 400; Twin Commander 680 and 690 (Jetprop Commander); Rockwell Commander S-2R; Shorts Brothers and Harland, Ltd. SC7 (Skyvan); Dornier 228 series; Beech 18 and 45 series and Models JRB-6, 3N, 3NM, 3TM, and B100; Pilatus PC-6 series (Fairchild Porter and Peacemaker); De Havilland DH 104 series 7AXC (Dove); Ayres S-2R series; Grumman American G-164 series; and Schweizer G-164 series airplanes; and Sikorsky S-55 series (Helitec Corp. S55T) helicopters.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent third stage turbine wheel separation due to fatigue cracking and shifting of the third stage turbine stator, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) For engines with third stage turbine stators with S/Ns listed in Table 1 of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997, no action is required.

(b) For engines with third stage turbine stators with S/Ns not listed in Table 1 of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997, remove the unserviceable third stage turbine stator assembly in accordance with the applicable engine maintenance manual and the following schedule:

Third Stage Turbine Stator Cycles in Service (CIS) Since Radiographic Inspection in Accordance with AD 87-19-02 paragraph (b) or AD 93-05-09 paragraph (h).	**Removal Schedule**
Unknown CIS since inspection	remove within 600 CIS after the effective date of this AD, at next access, or prior to March 31, 2002, whichever occurs first
2200 or more CIS since inspection	remove within 600 CIS after the effective date of this AD, at next access, or prior to March 31, 2002, whichever occurs first
Less than 2200 CIS since inspection	remove prior to accumulating 2,800 CIS, at next access, or prior to March 31, 2002, whichever occurs first

(c) For the purpose of this AD, the next access to the third stage stator assembly is defined as disassembly of the turbine beyond the removal of the third stage rotor.

93-036

Note 2: This AD does not supersede AD 93-05-09. The removal schedule in paragraph (b) of this AD does not affect the requirements of AD 93-05-09.

(d) For the purpose of determining third stage turbine stator removal under paragraph (b) of this AD, third stage turbine stator hours time in service (TIS) may be converted to CIS since inspection by multiplying by 1.5 the number of hours since radiographic inspection in accordance with paragraph (b) of AD 87-19-02 or paragraph (h) of AD 93-05-09.

45/26

(e) For third stage turbine stator assemblies removed in accordance with paragraph (b) of this AD, accomplish either a radiographic inspection for inadequate weld penetration and fatigue cracking, and, if necessary, replace with a serviceable assembly in accordance with the Accomplishment Instructions of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997; or replace with a serviceable assembly in accordance with the Accomplishment Instructions of AlliedSignal Inc. ASB No. TPE331-A72-0861, Revision 2, dated April 23, 1997. Accomplishing the radiographic inspection required by this paragraph constitutes compliance with the radiographic inspection requirement of paragraph (h) of AD 93-05-09.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(h) The actions required by this AD shall be done in accordance with the following ASBs:

Document No	Pages	Revision	Date
National Flight Services ASB No. NF-TPE331-A72-10961	1-11	Original	April 28, 1997
Total Pages: 11.			
AlliedSignal Inc. ASB No. TPE331-A72-0861	1	2	April 23, 1997
	2	1	October 25, 1996
	3-5	2	April 23, 1997
	6	1	October 25, 1996
	7	2	April 23, 1997
	8	1	October 24, 1996
Total Pages: 8.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of AlliedSignal Service Bulletin No. TPE331-A72-0861, Revision 2, dated April 23, 1997, may be obtained from AlliedSignal Aerospace, Attn.: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997, may be obtained from either National Flight Services, Inc. 10971 E. Airport Services Road, Toledo Express Airport, Swanton, OH 43558; telephone (419) 865-2311, fax (419) 867-4224, or http://www.natfs.com, or National Flight Services of Arizona, Inc., 5170 W. Bethany Home Road, Glendale, AZ 85301; telephone (602) 931-1143, fax (602) 931-7264. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment becomes effective on April 27, 1998.

FOR FURTHER INFORMATION CONTACT:

Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5246; fax (562) 627-5210.

AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
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U.S. Department
of Transportation
Federal Aviation
Administration

93-05-09 Allied-Signal Inc., Garrett Engine Division: Amendment 39-8560. Docket No. 93-ANE-05. Supersedes AD 87-19-02, Amendment 39-5707, and priority letter AD 91-04-02, issued February 8, 1991.

Applicability: Allied-Signal Inc., Garrett Engine Division, Model TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, and -6A turboprop and Model TSE331-3U turboshaft engines containing third stage turbine stator assemblies Part Number (P/N) 868379-1, -3, or -5. These engines are installed on but not limited to: Mitsubishi MU-2B series (MU-2 series); Construcciones Aeronauticas, S.A. (CASA) C-212 series; Fairchild SA226 series (Swearingen Merlin and Metro series); Prop-Jets, Inc. Model 400; Twin Commander 680 and 690 (Jetprop Commander); Rockwell Commander S-2R; Shorts Brothers and Harland, Ltd. SC7 (Skyvan); Dornier 228 series; Beech 18 and 45 series and Models JRB-6, 3N, 3NM, 3TM, and B100; Pilatus PC-6 series (Fairchild Porter and Peacemaker); De Havilland DH 104 series 7AXC (Dove); Ayres S-2R series; Grumman American G-164 series; and Schweizer G-164 series airplanes; and Sikorsky S-55 series (Helitec Corp. S55T) helicopters.

Compliance: Required as indicated, unless accomplished previously.

To prevent an uncontained failure of the third stage turbine wheel, accomplish the following:

(a) If the cycles in service (CIS) since new or rework of third stage turbine stator assemblies, P/N 868379-1 and -3, are unknown, convert hours time in service (TIS) to CIS by multiplying the hours TIS since new or rework upon receipt of this AD by 1.5 to get CIS since new or rework on the effective date of this AD.

(b) Replace third stage turbine stator assemblies, P/N 868379-1 and -3, with new or reworked assemblies in accordance with the applicable Allied-Signal Inc., Garrett Engine Division, Engine Maintenance Manual, and the following schedule, based upon CIS:

CIS since New or Rework on the effective date of this AD	**Replacement Schedule**
CIS unknown	Replace within 50 CIS after the effective date of this AD.
5500 or more CIS	Replace within 50 CIS after the effective date of this AD.
4000 to 5499 CIS	Replace within 200 CIS after the effective date of this AD, but not more than 5550 CIS since new or rework, whichever occurs first.

CIS since New or Rework on the effective date of this AD	**Replacement Schedule**
3200 to 3999 CIS	Replace within 400 CIS after the effective date of this AD, but not more than 4200 CIS since new or rework, whichever occurs first.
Less than 3200 CIS	Replace prior to accumulating 3600 CIS since new or rework.

(c) During access to the third stage turbine stator assembly as required in paragraph (b) of this AD, remark all third stage turbine stator assemblies P/N 868379-1 as third stage turbine stator assemblies P/N 868379-3, in accordance with the Accomplishment Instructions of Garrett Turbine Engine Company Alert Service Bulletin (ASB) No. TPE/TSE-331-A72-0384, Revision 3, dated July 1, 1987, or ASB No. TPE/TSE-331-A72-0384, Revision 4, dated September 4, 1987.

(d) Thereafter, replace third stage turbine stator assemblies, P/N 868379-1 and -3, with new or reworked assemblies in accordance with the applicable Allied-Signal Inc., Garrett Engine Division, Engine Maintenance Manual, at intervals not to exceed 3600 CIS since new or rework.

(e) Replace third stage turbine stator assemblies, P/N 868379-5, with new or reworked assemblies in accordance with the applicable Allied-Signal Inc., Garrett Engine Division, Engine Maintenance Manual, and the following schedule:

CIS since New or Rework on the effective date of this AD	**Replacement Schedule**
CIS unknown	Replace within 50 CIS after the effective date of this AD.
900 or more CIS	Replace within 50 CIS after the effective date of this AD.
450 to 899 CIS	Replace within 150 CIS after the effective date of this AD, but not more than 950 CIS since new or rework, whichever occurs first.
Less than 450 CIS	Replace prior to accumulating 600 CIS since new or rework.

(f) Thereafter, replace third stage turbine stator assemblies, P/N 868379-5, with new or reworked assemblies in accordance with the applicable Allied-Signal Inc., Garrett Engine Division, Engine Maintenance Manual, at intervals not to exceed 600 CIS since new or rework.

NOTE: Additional information regarding the replacement of the stator assembly can be obtained from Allied-Signal, Inc., Garrett Engine Division, ASB No. TPE331-A72-0861, dated November 19, 1992.

(g) For the purposes of this AD, rework of the third stage turbine stator assembly must include installation of a new inner seal support.

(h) Perform a one-time X-ray inspection of all third stage turbine stator assemblies, P/N 868379-1 and -3, for weld penetration in accordance with the following schedule and replace, if necessary, in accordance with the Accomplishment Instructions of Garrett Turbine Engine Company ASB No. TPE331-A72-0559, dated July 1, 1987, ASB No. TPE331-A72-0559, Revision 1, dated September 4, 1987, or ASB No. TPE331-A72-0559, Revision 2, dated January 15, 1988, except those third stage turbine stator assemblies listed by serial number in Table 1 of those ASB's:

Hours TIS since New on September 14, 1987	**Inspection Schedule**
Unknown hours TIS	Inspect within 200 hours TIS after September 14, 1987.
5001 or more hours TIS	Inspect within 200 hours TIS after September 14, 1987.
4000 to 5000 hours TIS	Inspect within 500 hours TIS after September 14, 1987, or prior to accumulating 5200 hours TIS since new, whichever occurs first.
Less than 4000 hours TIS	Inspect prior to accumulating 4500 hours TIS since new.

NOTE: September 14, 1987, is the effective date of AD 87-19-02.

(i) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(j) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the aircraft to a location where the requirements of this AD can be accomplished.

(k) The remarking and one-time x-ray inspection shall be done in accordance with the following Garrett Turbine Engine Company Alert Service Bulletins:

Document No.	**Pages**	**Revision**	**Date**
TPE/TSE331-A72-0384	1-12	3	July 1, 1987
total pages: 12			
TPE/TSE331-A72-0384	1	4	September 4, 1987
	2	3	July 1, 1987
	3	4	September 4, 1987
	4-12	3	July 1, 1987
total pages: 12			

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Document No.	Pages	Revision	Date
TPE331-A72-0559	1-16	Original	July 1, 1987
total pages: 16			
TPE331-A72-0559	1	1	September 4, 1987
	2	Original	July 1, 1987
	3-4	1	September 4, 1987
	5-6	Original	July 1, 1987
	7-14	1	September 4, 1987
	15-16	Original	July 1, 1987
total pages: 16			
TPE331-A72-0559	1	2	January 15, 1988
	2	Original	July 1, 1987
	3	1	September 4, 1987
	4	2	January 15, 1988
	5-6	Original	July 1, 1987
	7-20	2	January 15, 1988
total pages: 20			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from Garrett General Aviation Services Division, Distribution Center, 1944 East Sky Harbor Circle, Phoenix, Arizona 85034; telephone (602) 365-2548. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, Massachusetts; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(1) This amendment becomes effective on June 28, 1993, to all persons except those persons to whom it was made immediately effective by priority letter AD 93-05-09, issued March 8, 1993, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT:

Joseph Costa, Aerospace Engineer, Propulsion Branch, ANM-140L, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, Aircraft Certification Service, FAA, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5246, fax (310) 988-5210.

U.S. Department of Transportation
Federal Aviation Administration

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

87-19-02 GARRETT TURBINE ENGINE COMPANY (GTEC): Amendment 39-5707. Applies to GTEC engine models TSE331-3, and TPE331-1, -2, -3, -5 and -6 series engines with P/N 868379-1, or P/N 868379-3 third stage stators.

Compliance is required as indicated, unless already accomplished. To prevent uncontained turbine wheel failures, accomplish the following:

(a) Replace P/N 868379-1 (if installed) with P/N 868379-3 third stage stator assembly per schedule below. GTEC Alert Service Bulletin (ASB) No. TPE/TSE331-A72-0384 provides instructions for reidentification of third stage stator assemblies from P/N 868379-1 to P/N 868379-3. Rework P/N 868379-3 stator assembly per schedule below, and thereafter at intervals not to exceed 4,500 hours in service, in accordance with the accomplishment instructions in GTEC ASB No. TPE/TSE331-A72-0384, Revision 3, dated July 1, 1987. Rework of the third stage stator assembly must include installation of a new sheet metal inner seal support.

THIRD STAGE STATOR TIME IN SERVICE SINCE NEW OR REWORK	REPLACEMENT AND/OR REWORK SCHEDULE
Less than 4,000 hours	Prior to accumulating 4,500 hours in service.
4,000 to 5,000 hours	Within 500 hours in service after the effective date of this AD, or prior to accumulating 5,200 hours in service, whichever occurs first.
Greater than 5,000 hours	Within 200 hours in service after the effective date of this AD.
Time unknown	Within 200 hours in service after the effective date of this AD.

(b) Perform a one-time x-ray inspection of all P/N 868379-1 and P/N 868379-3 third stage stators in accordance with the accomplishment instructions of GTEC ASB No. TPE331-A72-0559, dated July 1, 1987, except those stators listed by S/N in Table 1 of the above ASB, per the following schedule:

2 87-19-02

THIRD STAGE STATOR TIME IN SERVICE SINCE NEW	X-RAY SCHEDULE
Less than 4,000 hours	Prior to accumulating 4,500 hours in service.
4,000 to 5,000 hours	Within 500 hours in service after the effective date of this AD, or prior to accumulating 5,200 hours in service, whichever occurs first.
Greater than 5,000 hours	Within 200 hours in service after the effective date of this AD.
Time unknown	Within 200 hours in service after the effective date of this AD.

Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD can be accomplished.

Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Los Angeles Aircraft Certification Office, Federal Aviation Administration, Northwest Mountain Region, 4344 Donald Douglas Drive, Long Beach, California 90808.

Upon submission of substantiating data by an owner or operator through an FAA maintenance inspector, the Manager, Los Angeles Aircraft Certification Office, may adjust the compliance time specified in this AD.

Alert Service Bulletin No. TPE/TSE331-A72-0384, Revision 3, dated July 1, 1987, "Reidentify or Replace Third State Stator and Establish Rework Interval" and TPE331-A72-0559, dated July 1, 1987, "Inspect and/or Replace Third Stage Stator Assembly," identified and described in these documents, are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Garrett Airline Service Division, Technical Publications, Department 65-70, P.O. Box 29003, Phoenix, Arizona 85072; telephone (602) 225-2969/2973. These documents may also be examined at the Office of the Regional Counsel, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts, 01803, Room 311, Rules Docket 82-ANE-10, between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, except federal holidays.

This amendment becomes effective on September 14, 1987.

FOR FURTHER INFORMATION CONTACT:

Frank L. Forster, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California 90808; telephone (213) 514-6327.

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LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORER

ALLIED SIGNAL-12

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-062 UTSKIFTNING AV "FUEL MANIFOLD ASSY."

Påbudet gjelder:

AlliedSignal Inc. modeller og serienummer som listet i vedlagte kopi av FAA AD 98-12-09.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-12-09.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-12-09, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-12-09.

Gyldighetsdato:

1998-07-01.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-12-09 AlliedSignal Inc.: Amendment 39-10565. Docket 97-ANE-47-AD.

Applicability: AlliedSignal Inc. (formerly Allied-Signal Aerospace Company, Garrett Engine Division and Garrett Turbine Engine Co.) Model TPE331-8, -10, -11 and -12 series turboprop engines with fuel manifold, Part Number (P/N) 3102469-1 or -2, repaired by Hoses Unlimited, Inc. prior to November 20, 1995. These engines are installed on but not limited to Ayres S2R-G10; Cessna Model 441; Construcciones Aeronauticas, S.A. (CASA) C-212 series; Dornier 228 series; Fairchild SA226 and SA227 series; Jetstream 3101 and 3201 series; Mitsubishi MU-2B series (MU-2 series); and Twin Commander Aircraft Corp. Models 695 and 695A aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fuel leakage of the fuel manifold, resulting in fuel spraying on hot turbine components, which could result in an engine fire, accomplish the following:

(a) Check all fuel manifold identification bands for P/Ns 3102469-1 or -2 and the Hoses Unlimited, Inc. name, or review engine and aircraft maintenance records and purchase receipts to establish the origin and repairs on all fuel manifolds. If records indicate that fuel manifolds, P/Ns 3102469-1 or -2, are not installed in an engine or that Hoses Unlimited, Inc. has not been used as a repair facility, no further AD action is required.

(b) Remove from service all fuel manifolds with the Hoses Unlimited, Inc. name and P/Ns 3102469-1 or -2 and replace with a serviceable fuel manifold in accordance with the applicable AlliedSignal engine maintenance manual, at first access to the fuel manifold assembly, at the next engine hot section inspection, or 3 years after the effective date of this AD, whichever occurs first.

(c) For the purposes of this AD, first access to the fuel manifold is defined as any repair, modification, removal, or testing of the fuel manifold assembly or components of the fuel manifold assembly.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on August 7, 1998.

FOR FURTHER INFORMATION CONTACT:
Joseph Costa, Aerospace Engineer, Federal Aviation Administration, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, CA 90712-4137; Telephone (562) 627-5246, Fax (562) 627-5210.