

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD N° : 2004-0009 <u>R1</u></b>  <b>Issued/Date: <u>03 February 2005</u></b>

No person may operate a product to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

<b>Type Approval Holder's Name</b>	<b>Type/Model designation(s)</b>
<b>Rolls Royce Corporation (formerly Allison Engine Company)</b>	<b>Rolls-Royce Corporation Model 250 series engines installed in single- and twin-engined helicopters</b>
<b>TCDS Number: FAA E10CE, E4CE, E1GL</b>	
<b>Foreign AD: None</b>	
<b>Supersedure: This AD supersedes EASA member state AD number: United Kingdom 010-12-92 rev. 2</b>	

<b>ATA 73 – Engine control system pipes - Inspection</b>
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<b>Manufacturer:</b>	Rolls Royce Corporation
<b>Applicability:</b>	Rolls Royce Corporation (formerly Allison) Model 250 series engines installed in single- and twin engaged helicopters
<b>Reason:</b>	Fatal accident following engine failure
<b>Effective Date:</b>	15 December 2004
<b>Compliance:</b>	<p>Not later than 50 flight hours from the effective date, inspect all control system plumbing connecting the Gas Producer fuel control, the Power Turbine governor, and the Compressor (Pc, Py, Pr, Pg, Po, P1, P2, pipelines) for condition and proper assembly including the correct torque values and the slippage marks (torque paint) at the 'B'-nut by using proper tooling in accordance with the appropriate Allison (now Rolls Royce Corp.) Operations and Maintenance Manuals in association with the particular Allison (now Rolls Royce Corp.) Alert Commercial Service Letters which pertain to the same subject Reference CSL-A-169, A-1166, A-2113, A-3117 and A-4036.</p> <p>The 'B'-nut torque values must be recorded in the relevant aircraft technical records.</p> <p>Repeat inspection at any subsequent disturbance for</p>

	<p>whatever reason of the above nominated plumbing involving either single pipe or multiple pipe maintenance activities.</p> <p>This inspection shall require disturbed pipe(s) to be inspected at both ends, reassembled by applying the correct torque values and the slippage marks (torque paint) at the 'B'-nuts and inspected for leakage in accordance with the procedures of the appropriate Allison Operations and Maintenance Manuals and this Directive. Entry must be made in the engine log book when the inspection is completed.</p> <p>The 'B'-nut torque values must be recorded in the relevant aircraft technical records.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. This Directive does not supersede the 100 hour maintenance intervals specified in the appropriate Alert Commercial Service Letters.</li> <li>2. The over tightening of the 'B'-nut connections can result in cracked tube flares which may cause a power loss.</li> <li>3. Particular attention shall be given to the maintenance of those pipe lines that are fitted with 'B'-nut connections.</li> <li>4. Leak check procedures which are required in the Allison (now Rolls Royce Corp.) Manuals introduces the requirement to record the 'B'-nut torque values in the relevant aircraft technical records.</li> </ol> <p>(original UK effectivity date was 03 March 1995)</p>
<b>Ref. Publications:</b>	See Engine Service Letters referenced above
<b>Remarks</b>	<p>Enquiries regarding this Airworthiness Directive should be referred to: Mr Klaus Böwing, EASA Certification Manager Propulsion; <a href="mailto:klaus.boewing@easa.eu.int">klaus.boewing@easa.eu.int</a></p> <p>EASA Postfach 101253 D-50452 Köln Germany</p>