


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2015-0014</b>
	<b>Date: 30 January 2015</b> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<b>Design Approval Holder's Name:</b> GE AVIATION CZECH	<b>Type/Model designation(s):</b> M601 engines
TCDS Number: EASA.E.070	
Foreign AD: Not applicable	
Supersedure: None	
<b>ATA 72</b>	<b>Engine – Reduction Gear Box Quill Shaft and Supporting Cone – Inspection</b>
Manufacturer(s):	GE Aviation Czech s.r.o (formerly Walter Engines a.s.)
Applicability:	M601D, M601D-1, M601D-11NZ, M601E, M601E-11, M601E-11A, M601E-21 and M601F engines with a serial number (s/n) as listed in Appendix 1 of this AD.  These engines are known to be installed on, but not limited to, Aircraft Industries L-410 aeroplanes.
Reason:	It has been identified that misalignment between the Quill shaft of the engine and the Power Turbine (PT) shaft may lead to a rupture of the Quill shaft.  This condition, if not detected and corrected, could lead to overspeed of the PT and consequent uncontained engine failure, possibly resulting in damage to the aeroplane and injury to occupants and/or persons on the ground.  To address this unsafe condition, GE Aviation Czech issued Service Bulletin (SB) M601D/44 to provide instructions for inspection.  For the reason described above, this AD requires a one-time inspection of the Reduction Gear Box and Supporting Cone and, in case of findings, corrective action.  This AD is considered interim action and further AD action may follow.
Effective Date:	13 February 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 300 flight hours or 6 months after the effective date of this AD, whichever occurs first, accomplish an inspection of the Reduction Gear Box and Supporting Cone in accordance with the instructions of GE Aviation Czech SB M601D/44 Revision 02.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, any crack is detected on the Quill Shaft, the PT Shaft or the Supporting Cone, or if the Quill Shaft or PT Shaft involute spline wear exceeds 0.12 mm, before next flight, accomplish corrective action in accordance with the instructions of GE Aviation Czech SB M601D/44 Revision 02.</li> <li>(3) Inspection and corrective action, accomplished before the effective date of this AD in accordance with the instructions of GE Aviation Czech SB M601D/44 at original issue or at Revision 01, is acceptable to comply with the requirements of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>GE Aviation Czech SB M601D/44 original issue dated 27 June 2014, or Revision 01 dated 23 December 2014, or Revision 02 dated 23 January 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 23 December 2014 as PAD 14-180 for consultation until 09 January 2015. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: GE Aviation Czech Beranových 65, 199 02 Praha 9 – Letňany Czech Republic Tel.: +420 222 538 111; Fax: +420 222 538 222</li> </ol>

## Appendix 1 – Affected engine s/n

**M601D**

854037	863010
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**M601D-1**

832058	843036	851005	852052	852079
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**M601D-11NZ**

903011
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**M601E**

064003	064004	843013	852217	854027	861003
861032	862023	864002	874001	874017	874031
881038	883060	884045	884090	892022	901028
902005	902025	903044	904015	904016	904021
911001	911011	913009	914020	914021	922017
922023	912028	883066	901046	054003	873026
863012	884029	864032			

**M601E-11**

833244	841289	852239	861007	881217	884021
892046	892219	894018	903028	913038	912023

**M601E-11A**

902004	883046
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**M601E-21**

894029	912031	913037	882052
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**M601F**

912001	924002
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