	AIRWORTHINESS DIRECTIVE No F-2005-180	Distribution: A	Issue date: November 23, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		*Translation of « Consigne de Navigabilité » of same number.* *In case of difficulty, reference should be made to the French issue.*	
	No person may operate an aircraft 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.			

Corresponding foreign Airworthiness Directive(s): **Not applicable**	Airworthiness Directive(s) replaced: **None**
Person in charge of airworthiness: **MICROTURBO**	Type(s): **TRS 18 turbojet engines**
Type certificate(s) No. **M-11** TCDS No **M-11**	

ATA chapter:	Subject:
05, 72	**Engine - Maintaining Airworthiness**

1. EFFECTIVITY:

The present Airworthiness Directive (AD) is applicable to TRS 18 Turbojet Engines installed on all types of aircraft.

2. REASONS

TRS 18 046-1, TRS 18-1 and TRS 18-1-202 engine versions have been certified and listed on Type Certificate M-11 issued to Microturbo by DGAC-France.

To date, 29 engines have been delivered to civil operators. There are other versions of the TRS 18 but, apart from the TRS 18-046 model covered by an American Type Certificate, all are reserved for military applications.

Neither the airworthiness authority of the State of Design, nor the holder of the type certificate, are able to obtain information concerning the airworthiness status of these engines, except in very rare cases. It is possible that unapproved parts or modifications may exist. The TRS 18 engine is a turbojet engine that comprises life-limited high energy parts that can lead to various critical failures (particularly turbine wheel bursting), with serious consequences for the safety of aircraft and human life, and possibly catastrophic consequences.

Consequently, as the current situation makes it impossible to guarantee the airworthiness and the required level of safety for these engines, it has become necessary to define mandatory conditions under which these engines can be used in aircraft flying under a normal certificate of airworthiness [ref. 21A.173(a)].

However, this Airworthiness Directive (AD) does not pre-empt the possibility of obtaining an authorisation to fly under an exceptional permit for aircraft equipped with these engines (Ref. 21A.173(c)) or another equivalent procedure.

n/BB

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Versions other than those mentioned on DGAC Type Certificate M-11 and on FAA Type Certificate E13CE are prohibited for civil operation.

3.2. On the date of publication of this AD, the 29 engines accepted under Type Certificate M-11 are listed below.

Engine PN	Serial numbers										
TRS 18 046-1	226	227	229	237	238	243	244	249	250	251	252
TRS 18-1	1	2	3	4	5	6	7	8	9	10	11
TRS 18-1-202	101	102	103	104	105	106	107	-	-	-	-

3.3. Unless the engines listed in paragraph 3.2. are made compliant with the conditions of this AD within the time limits given in paragraph 3.5., they shall be considered as no longer compliant with the conditions of the type certificate.

3.4. It will be possible to reintegrate these engines under the Type Certificate after completing the maintenance operations in PART 145 repair centers according to MICROTURBO Service Bulletin 046-72-01. The availability of the information enabling the state of the engine to be established (copies of engine logbooks, list of maintenance operations, repairs carried out in approved repair centers, modifications incorporated, etc.) is essential in order to be able to carry out the appropriate maintenance operations.

3.5. For an engine listed in paragraph 3.2., conformity must be established from the effective date of this AD :

- Immediately if the engine has completed more than 600 flight hours;
- Within 60 days if the engine has never been overhauled and if it has completed less than 600 flight hours;
- Within 120 days if the last overhaul was less tan 4 years ago and the engine has completed less than 600 flight hours.

4. REFERENCE PUBLICATION:

MICROTURBO Service Bulletin 046-72-01, original issue.

5. EFFECTIVE DATE:

December 03, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2005-6389 dated November 09, 2005.