

14.1.2005

PL 50, 01531 VANTAA, FINLAND, Tel. +358 (0)9 82 771, Fax 358 (0)9 82 772499

www.fltsafety.fcaa.fi

Euroopan unionin yhteisen ilmailuviranomaisen EASA:n päätöksen 2/2003 mukaisesti suunnitteluvaltion lentokelpoisuusmääräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, jollei Lentoturvallisuushallinto määrää toisin, se jolla ilmailumääräyksen AIR M2-1, AIR M4-1, AIR M5-3, AIR M5-10, AIR M6-1, OPS M2-10, JAR-OPS 1 tai JAR OPS 3 mukaisesti on oikeus tehdä kyseisen ilma-aluksen tai -välineen määräaikaishuoltoja.

Suunnitteluvaltion lentokelpoisuusmääräys (Yhdysvallat) AD 2004-26-09**Rolls-Royce Corporation. Ahtimen kytkin**

Koskee: Niitä Rolls-Royce Corporationin (entinen Allison Engine Company, Allison Gas Turbine Division ja Detroit Diesel Allison) turbiinimoottoreita 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S ja -C20W, joihin on asennettu tämän tiedotteen liitteenä olevan AD2004-26-09 mukainen ahtimen kytkin.

Voimaantulo: 8.2.2005

Lentokelpoisuusmääräyksen vaatimat toimenpiteet:

Tee oheisen lentokelpoisuusmääräyksen mukaiset toimenpiteet siinä määrättyinä ajankohtina.

Lisäohjeita on seuraavissa Service Bulletineissa:

Alcor SLB nro 814-3-1, Revision C (28.4.2004)

EXTEx Alert Service Bulletin T-081, Revision B (4.5.2004)

RRC CEB-A-1392 ja CEB-A-1334 (9.9.2003)

Tehty toimenpide sekä suunnitteluvaltion lentokelpoisuusmääräyksen numero on merkittävä ilma-aluksen teknilliseen päiväkirjaan.

Jos ilma-aluksen omistaja, haltija tai käyttäjä haluaa korvata lentokelpoisuusmääräyksen vaatimat toimenpiteet muilla vastaavan turvallisuustason antavilla toimenpiteillä, voi hän jättää perustellun hakemuksen Lentoturvallisuushallinnon Teknilliseen toimistoon.

Alkuperäinen lentokelpoisuusmääräys on saatavissa osoitteesta:

www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgWebcomponents.nsf/HomeFrame?OpenFrameSet tai

Federal Aviation Administration, Department of Transport, 800, Independence Avenue, SW, Washington DC, 20591, USA, faksi +14059544104.

Liite

2004-26-09

ROLLS-ROYCE CORPORATION

(FORMERLY ALLISON ENGINE COMPANY, ALLISON GAS TURBINE DIVISION, AND DETROIT DIESEL ALLISON)

Amendment 39-13921

Docket No. FAA-2004-18515

Directorate Identifier 2004-NE-12-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 8, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S, and -C20W series turboprop and turboshaft engines with the compressor adaptor couplings installed listed in the following Table 1:

Table 1.—Affected Compressor Adaptor Couplings

Manufacturer	Affected part numbers
Alcor Engine Company (Alcor)	P/Ns 23039791AL
	23039791AL-1/-2/-3.
EXTEX Ltd. (EXTEX)	A23039791.
	E23039791.
	E23039791-1/-2/-3.
	EH23039791.
	EH23039791-1/-2/-3.
Rolls-Royce Corporation (RRC)	23039791-1/-2/-3.
Superior Air Parts (SAP)	A23039791.

These engines are installed on, but not limited to, the aircraft in the following Table 2:

Table 2.—Applicable Aircraft

Helicopters
Agusta Models.
A109, A109A, A109A II.
Bell Models.

206A, 207B, 206L.
Enstrom Models.
TH-28, 480, 480B.
Eurocopter France Models.
AS355E, AS355F, AS355F1, AS355F2.
Eurocopter Deutschland Models.
BO-105C, BO-105S.
MDHI Models.
369D, 369E, 369H, 369HM, 369HS, 369HE.
Schweizer Model 269D.
Airplanes
B-N Group Ltd. Model.
BN-2T.

Unsafe Condition

(d) This AD results from nine reports of engine shutdown caused by compressor adaptor coupling failure.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Alcor Compressor Adaptor Couplings

(f) Remove Alcor compressor adaptor couplings, P/Ns 23039791AL, 23039791AL-1, -2, and -3 from service as follows:

- (1) For couplings with 600 or more operating hours-since-new as of the effective date of this AD, or the operating hours are unknown and cannot be determined, remove couplings from service at next access but not to exceed 50 additional operating hours.
- (2) For couplings with fewer than 600 operating hours-since-new on the effective date of this AD, remove couplings from service at next access but not to exceed 649 operating hours-since-new.

EXTEX and SAP Compressor Adaptor Couplings

(g) Remove EXTEX and SAP compressor adaptor couplings, P/Ns A23039791, E23039791, E23039791-1, -2, and -3, EH23039791, and EH23039791-1, -2, and -3, from service as follows:

- (1) For couplings with operating hours that are unknown and cannot be determined, remove couplings from service at next access but not to exceed 50 additional operating hours.
- (2) For couplings with 600 or more operating hours-since-new as of the effective date of this AD, remove couplings from service at next access but not to exceed 100 additional operating hours.
- (3) For couplings with fewer than 600 operating hours-since-new on the effective date of this AD, remove couplings from service at next access but not to exceed 150 additional operating hours.

RRC Compressor Adaptor Couplings

(h) Remove RRC compressor adaptor couplings, P/Ns 23039791-1, -2, and -3 from service next time the compressor rotor is disassembled for any reason, but not later than March 1, 2012.

Installation Requirements for Compressor Adaptor Couplings

(i) Machine the compressor impeller as follows:

- (1) Select and measure the pilot outside diameter (OD) of a new larger dash size coupling.
- (2) For example, if a -1 coupling was removed, a -2 coupling must be installed.
- (3) If a -3 coupling is removed, a new impeller is required.
- (4) Machine the inside diameter (ID) of the compressor impeller to achieve a fit of 0.0000 to -0.0013 inch. No fretting is allowed on the impeller after machining.
- (5) Due to previous fretting, an impeller with a -1 coupling removed might have to be machined for a -3 coupling. Plating of the impeller ID is not allowed.
- (6) Fluorescent penetrant inspect the impeller.
- (7) Install a new compressor adaptor coupling, P/N 23076559-2 or -3; or
- (8) If a new impeller is installed, then install compressor adaptor coupling, P/N 23076559-1.
- (9) Heating of the impeller per the engine overhaul manual is required to install the coupling to achieve the target fit specified in the following Table 3:

Table 3.—Impeller-to-Coupling Target Fit

New adaptor	Adaptor OD	Fit (interference)
(i) 23076559-1	0.9000 to 0.9008 inch	0.0000 to -0.0013 inch.
(ii) 23076559-2	0.9020 to 0.9028 inch	0.0000 to -0.0013 inch.
(iii) 23076559-3	0.9040 to 0.9048 inch	0.0000 to -0.0013 inch.

(10) The mating surfaces of the impeller and coupling must not have any fretting. Do not install a -1 coupling into a used impeller.

Definition

(j) For the purposes of this AD, next access is defined as when the compressor module is separated from the engine and disassembled for any reason.