

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Undersökning/översyn av motorer

**GÄLLER:** Pratt & Whitney (PWC) PTA6A motorer reparerade av Gregory Flying Service/Airforce Turbine Service med modeller och S/N nämnda i bifogad kopia av FAA AD 90-12-05.

**ÅTGÄRD:** För att undvika motorskador utför åtgärder enligt bifogad kopia av FAA AD 90-12-05.

**TID FÖR ÅTGÄRD:** Inom 30 dagar räknat från detta LVD's utgivningsdatum

**UNDERLAG:** FAA AD 90-12-05

**REFERENS:** FAA AD 90-12-05

**UTGIVNINGSDATUM:** 1990-10-04

**LFS: 1990:25**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



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).

90-12-05 PRATT & WHITNEY CANADA: Amendment 39-6607. Docket No. 90-ANE-10.

Applicability: Pratt & Whitney Canada (PWC) PT6A series turbopropeller engines repaired by Gregory Flying Service/Airforce Turbine Service (hereafter identified as Gregory Flying Service), located in Tynan, Texas. The affected engines are identified by model and serial number as follows:

MODEL	SERIAL NO.	MODEL	SERIAL NO.
PT6A-15AG	PCE 14012	PT6A-34AG	PCE 56433
PT6A-15AG	PCE 14018	PT6A-34AG	PCE 56466
PT6A-15AG	PCE 14028	PT6A-34AG	PCE 56471
PT6A-34	PCE 38093	PT6A-34AG	PCE 56516
PT6A-28	PCE 40023	PT6A-34AG	PCE 56522
PT6A-27	PCE 41704	PT6A-34AG	PCE 56527
PT6A-28	PCE 51327	PT6A-34AG	PCE 56612
PT6A-29	PCE 51426	PT6A-34AG	PCE 56628
PT6A-34	PCE 56089	PT6A-34AG	PCE 56650
PT6A-34AG	PCE 56381	PT6A-34AG	PCE 56717
PT6A-34AG	PCE 56405	PT6A-34AG	PCE 56773

Compliance: Required as indicated, unless already accomplished.

To prevent the development of an unsafe condition which could result in an uncontained engine failure, accomplish the following:

(a) Remove from service those engines identified above within the next 30 calendar days after the effective date of this AD.

(b) Return to service engines removed from service in accordance with paragraph (a) by accomplishing either one of the two following requirements:

(1) Accomplish a complete engine overhaul in accordance with the requirements of the appropriate PWC overhaul manual.

(2) Submit to the FAA, Manager, Engine Certification Office, through the cognizant FAA Airworthiness Inspector, all the pertinent records identified below for review, and obtain a written FAA approval prior to returning an engine to service:

(i) For the parts, sub-assemblies, accessories, or components of engines that were subjected to repair or maintenance activities during the last shop visit at Gregory Flying Service, provide the following:

(1) A list of all life-limited components by serial number, service history, and their current status as required by FAR Part 135, Section 439, or FAR Part 91, Section 173, as appropriate, and records establishing the origin and/or the prior service history of the subject parts.

(2) Records of accomplishment of the required inspections, checks, tests, as applicable, in accordance with PWC engine manual requirements that establish the components' airworthiness.

(ii) All repair, maintenance, and inspection records, concerning the last shop visit at Gregory Flying Service, as required by FAR Part 135, Section 439, or FAR Part 91, Section 173, as appropriate.

(iii) Substantiating evidence that the work performed during the last shop visit at Gregory Flying Service was done in accordance with FAA approved data as required by the FAR's.

(iv) Engine acceptance test data or engine installed test data, accomplished after the repair, whichever is applicable.

(v) A list by part number or serial number of any engine, part, sub-assembly, accessory, or component acquired from Gregory Flying Service that has been involved in an accident.

Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (Pub. L. 96-511) and have been assigned OMB Control No. 2120-0056.

(c) 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.

(d) Upon submission of substantiating data by an owner or operator through an FAA Airworthiness Inspector, an alternate method of compliance with the requirements of this AD or adjustments to the compliance time specified in this AD may be approved by the Manager, Engine Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803.

This amendment (39-6607, AD 90-12-05) becomes effective on May 30, 1990.

FOR FURTHER INFORMATION CONTACT:

Robert E. Guyotte, Engine Certification Branch, ANE-142, Engine Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (617) 273-7094.