
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll / byte av tredje stegets turbinstatorenhet P/N 868379-3

GÄLLER: TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -6 och -6A och TSE331-3U.
(Se Applicability i bifogad kopia av FAA AD 94-09-08).

ÅTGÄRD: Utför åtgärder angivna i Allied Signal Aerospace Alert Service Bulletin (ASB) nr TPE331-A72-0906 daterad 15 oktober 1993 eller senare utgåva.

**TID FÖR
ÅTGÄRD:** Se Inspection Schedule i FAA AD 94-09-08 räknat från detta LVD's utgivningsdatum.

UNDERLAG: FAA AD 94-09-08.
Allied Signal Aerospace Alert Service Bulletin (ASB) nr TPE331-A72-0906 daterad 15 oktober 1993 eller senare utgåva.

REFERENS: FAA AD 94-09-08.

**UTGIVNINGS-
DATUM:** 1994-06-22

LFS: 1994:22

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.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
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U.S. Department
of Transportation
**Federal Aviation
Administration**

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 and 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 (reference FAR Subpart 39.3).

94-09-08 Allied-Signal Inc., Garrett Engine Division: Amendment 39-8897. Docket 93-ANE-80.

Applicability: Allied-Signal Inc., Garrett Engine Division, Model TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -6, and -6A turboprop and Model TSE331-3U turboshaft engines incorporating third stage stator turbine assemblies, Part Number (P/N) 868379-3, repaired at the Garrett General Aviation Service Division (GGASD) facility in Phoenix, Arizona, between November 1988 and May 1991, and identified by serial numbers listed in AlliedSignal Aerospace Alert Service Bulletin (ASB) No. TPE331-A72-0906, dated October 15, 1993. These engines are installed on but not limited to Mitsubishi MU-2B series (MU-2 series); Construcciones Aeronauticas, S.A. (CASA) C-212 series; Fairchild SA226 series (Swearingen Merlin and Metro series); Prop-Jets, Inc. Model 400; Twin Commander 680 and 690 (Jetprop Commander), Rockwell Commander S-2R, Shorts Brothers and Harland, Ltd. SC7 (Skyvan), Dornier 228 series, Beech 18 and 45 series and Models JRB-6, 3N, 3NM, 3TM, and B100, Pilatus PC-6 series (Fairchild Porter, Peacemaker), De Havilland Model DH 104 series 7AXC (Dove), and Ayres S-2R series airplanes; and Sikorsky S-55 series helicopters.

Compliance: Required as indicated, unless accomplished previously.

To prevent an uncontained failure of the third stage turbine wheel, accomplish the following:

(a) Inspect suspect third stage turbine stator assemblies, P/N 868379-3, and replace, if necessary, with serviceable assemblies, in accordance with the Accomplishment Instructions of AlliedSignal Aerospace ASB No. TPE331-A72-0906, dated October 15, 1993, and the following schedule:

**Third Stage Turbine Stator
Cycles in Service
Since Repair by
GGASD**

Inspection Schedule

900 or more cycles	Within 50 cycles in service after the effective date of this AD
450 to 899 cycles	Within 150 cycles in service after the effective date of this AD, but not to exceed 950 cycles in service since repair by GGASD
Less than 450 cycles	Prior to accumulating 600 cycles in service since repair by GGASD

NOTE: The FAA has determined that cracking of third stage turbine stator assemblies is related to operating cycles, rather than operating hours.

(b) If cycles cannot be determined, calculate cycles by multiplying third stage turbine stator assembly hours time in service by 1.5.

2 94-09-08

(c) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The inspection, and replacement, if necessary, of the third stage turbine stator assembly, shall be accomplished in accordance with the following ASB, which also identifies third stage turbine stator assemblies, P/N 868379-3, repaired at GGASD between November 1988 and May 1991, by serial number:

Document No.	Pages	Date
AlliedSignal Aerospace ASB No. TPE331-A72-0906	1-10	October 15, 1993

Total pages: 10.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal, Inc., Aviation Services Division, Data Distribution Dept. 64-3/2102-IM, P.O. Box 29003, Phoenix, AZ 85038-9003. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 20, 1994.

FOR FURTHER INFORMATION CONTACT:

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