
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/utbyte av turbinskiva

GÄLLER: LTS 101 och LTP 101-serierna

ÅTGÄRD: Enligt bifoga kopia av FAA AD 96-12-27

**TID FÖR
ÅTGÄRD:** Inom tider och intervall angivna i bifoga kopia av FAA AD 96-12-27

UNDERLAG: FAA AD 96-12-27 samt
Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150,
daterad 1 september 1993

REFERENS: FAA AD 96-12-27

**UTGIVNINGS-
DATUM:** 1996-07-15

LFS: 1996:49

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

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).

96-12-27 AlliedSignal Inc.: Amendment 39-9668. Docket 93-ANE-64.

Applicability: AlliedSignal Inc. (formerly Textron Lycoming) LTS 101 series turboshaft and LTP 101 series turboprop engines installed on but not limited to Aerospatiale AS 350 and SA366G, Bell 222, and Messerschmitt-Bolkow-Blohm (MBB) BK117 helicopters; and Piaggio P166-DL3 and Airtractor AT302 airplanes.

NOTE: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent total loss of engine power, inflight engine shutdown, and possible damage to the aircraft, accomplish the following:

(a) Remove from service suspect disks and perform a one-time inspection of the disk tenon area of the gas generator turbine disk, and replace, if necessary, with a serviceable part, in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150, dated September 1, 1993, as follows:

- (1) For disks with greater than 5,000 cycles since new (CSN) on the effective date of this AD, remove within 235 cycles in service (CIS).
- (2) For disks with 4,501 to 5,000 CSN on the effective date of this AD, remove within 285 CIS.
- (3) For disks with 4,001 to 4,500 CSN on the effective date of this AD, remove within 350 CIS.
- (4) For disks with 3,501 to 4,000 CSN on the effective date of this AD, remove within 450 CIS.
- (5) For disks with 3,001 to 3,500 CSN on the effective date of this AD, remove within 600 CIS.
- (6) For disks with 2,501 to 3,000 CSN on the effective date of this AD, remove within 800 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.
- (7) For disks with 2,001 to 2,500 CSN on the effective date of this AD, remove within 1,100 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.
- (8) For disks with less than 2,000 CSN on the effective date of this AD, remove prior to accumulating 3,400 CSN.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine 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, Engine Certification Office.

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

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

(d) The actions required by this AD shall be done in accordance with the following SB:

Document No.	Pages	Revision	Date
Textron Lycoming SB No. LT 101-72-50-0150	1-6	Original	September 1, 1993

Total Pages: 6.

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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 Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365-2493, fax (602) 365-2210. 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.

(e) This amendment becomes effective on August 19, 1996.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.