



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2004-0009 R2

Datum účinnosti: 15. prosinec 2004

Rolls_Royce Corporation
(dříve Allison Engine Copany)

Model 250 series engines installed in single-
and twin-engined helicopters


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD N° : 2004-0009 R2</p> <p>Issued/Date: 25 November 2005</p>
<p>No person may operate a product 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.</p>	
Type Approval Holder's Name	Type/Model designation(s)
Rolls Royce Corporation (formerly Allison Engine Company)	Model 250 series engines installed in single- and twin-engined helicopters
TCDS Number: FAA E10CE, E4CE, E1GL	
Foreign AD: None	
Supersedure: This AD revises EASA AD 2004-0009R1, and supersedes the following EASA member state AD: CAA UK 010-12-92 Rev. 2 - Effectivity Date 03 March 1995	
ATA 73	Engine control system pipes - Inspection
Manufacturer:	Rolls Royce Corporation
Applicability:	Rolls Royce Corporation (formerly Allison) Model 250 series engines installed in single- and twin engined helicopters
Reason:	To prevent in-flight shut down due to incorrect installation of control system plumbing
Effective Date:	15 December 2004
Compliance:	<p>1. Inspect the 'B'-nuts of all control system plumbing connecting the Gas Producer Fuel Control, the Power Turbine Governor, or the Compressor (Pc, Py, Pr, Pg, Po, P1, P2, pipelines) for indication of slippage at intervals not exceeding 100 hours.</p> <p>2. During maintenance which involves disturbing any control system plumbing connecting the Gas Producer Fuel Control, the Power Turbine Governor, or the Compressor (Pc, Py, Pr, Pg, Po, P1, P2, pipelines),:-</p> <p style="text-align: center;">a) Comply with the requirements of Allison (now Rolls Royce Corp.) Alert Commercial Service Letter Reference CSL-A-169, A-1166, A-</p>

	<p>2113, A-3117 and A-4036 Recommendations 2 to 9 and 11 to 16.</p> <p>b) Record the 'B'-nut torque values in the relevant aircraft technical records.</p>
<p>Ref. Publications:</p>	<p>Allison (now Rolls Royce Corp.) Alert Commercial Service Letter Reference CSL-A-169, A-1166, A-2113, A-3117 and A-4036</p>
<p>Remarks</p>	<p>Revision 1 is raised to clarify the pipes affected by this AD.</p> <p>Revision 2 is raised for the following reasons:-</p> <ol style="list-style-type: none"> 1. To clarify that the repetitive 100 hour visual inspection for 'B'-nut slippage is required for compliance. 2. To delete the initial detailed inspection. This is now only required when the pipes are disturbed for some other reason. This change is to minimise the risk of maintenance error. 3. To delete reference to Recommendation 1 of the Alert Commercial Service Letter, which is contrary to other EASA requirements. <p>Enquiries regarding this Airworthiness Directive should be referred to: Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA.</p> <p>E-mail: ADs@easa.eu.int</p>