


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD N° : 2004-0009 R2</b></p> <p><b>Issued/Date: 25 November 2005</b></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>		
<b>Type Approval Holder's Name</b>	<b>Type/Model designation(s)</b>	
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		
<b>ATA 73</b>	<b>Engine control system pipes - Inspection</b>	
<b>Manufacturer:</b>	Rolls Royce Corporation	
<b>Applicability:</b>	Rolls Royce Corporation (formerly Allison) Model 250 series engines installed in single- and twin engined helicopters	
<b>Reason:</b>	To prevent in-flight shut down due to incorrect installation of control system plumbing	
<b>Effective Date:</b>	15 December 2004	
<b>Compliance:</b>	<p><b>1. Inspect</b> 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><b>2.</b> 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;"><b>a) Comply</b> 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>b) Record</b> the 'B'-nut torque values in the relevant aircraft technical records.</p>
Ref. Publications:	Allison (now Rolls Royce Corp.) Alert Commercial Service Letter Reference CSL-A-169, A-1166, A-2113, A-3117 and A-4036
Remarks	<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"> <li>1. To clarify that the repetitive 100 hour visual inspection for 'B'-nut slippage is required for compliance.</li> <li>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.</li> <li>3. To delete reference to Recommendation 1 of the Alert Commercial Service Letter, which is contrary to other EASA requirements.</li> </ol> <p>Enquiries regarding this Airworthiness Directive should be referred to: Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA.</p> <p>E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></p>