
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/AE 3007/4 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Rolls Royce (Allison) Turbine Engines - AE 3007 Series

**AD/AE 3007/4
Amdt 1**

Starter Adapter Drain

8/2008

Applicability: Rolls Royce (Formerly Allison Engine Company, Inc.) AE 3007A and AE 3007C series turbofan engines.

Note 1: These engines are installed on but not limited to Embraer EMB-135 and EMB-145 and Cessna 750 series aeroplanes.

Requirement: Action in accordance with FAA AD 2007-24-05.

Alternative means of compliance (AMOC).

Installation of a single orifice or multi orifice restrictor which replaces the starter adapter drain cap assembly is approved as an alternative means of compliance to the requirements detailed in FAA AD 2007-24-05. The approved restrictor part numbers are:

For AE3007A engines: Part Number (P/N) 23074840, 23074537 and 23075806.

For AE3007C engines: P/N 23074840 and 23076015.

The AMOC is approved until the terminating action detailed in paragraph (g) of FAA AD 2007-24-05 is required to be incorporated.

Note 2: The compliance time for paragraph (g) of FAA AD 2007-24-05 is 30 September 2009.

Note 3: FAA AD 2007-24-05 amendment 39-15271 dated 14 November 2007 supersedes FAA AD 99-02-51.

Compliance: As detailed in FAA AD 2007-24-05 with a revised effective date of 31 July 2008.

This Amendment becomes effective on 31 July 2008.

Rolls Royce (Allison) Turbine Engines - AE 3007 Series

AD/AE 3007/4 Amdt 1 (continued)

Background: This Directive was prompted by reports of in-flight engine shutdowns. The in-flight engine shutdowns have been attributed to loss of engine oil from the starter shaft seal. The actions specified by this Directive are intended to prevent an in-flight engine shutdown due to loss of engine oil. This Directive also allows for the modification of the starter drive adaptor pad drain with an approved orifice as an alternative to the procedures detailed in the referenced FAA AD.

This amendment provides a terminating action which is required to incorporate by 30 September 2009. The current AMOC is still approved until this time.

The original issue of this Directive became effective on 14 April 2005.



James Coyne
Delegate of the Civil Aviation Safety Authority

13 June 2008