
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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.

Allison Turbine Engines - 250 Series**AD/AL 250/81****Third Stage Turbine Wheels****6/2002**

Applicability: Allison 250 - C28 Engines with third stage turbine wheels Part Number (P/N) 6899383 and with Serial Numbers (S/N) listed in Table 1 of this Directive.

Requirement: Remove from service all turbine wheels P/N 6899383 listed by S/N in Table 1 of this Directive.

Note: FAA AD 2002-06-08 refers.

Compliance: Effective 13 June 2002; as per Table 2 of this Directive.

This Airworthiness Directive becomes effective on 13 June 2002.

Background: Fractures of the third stage turbine blade tips and shrouds could cause uncommanded shutdowns. New lower life limits have been established to address this problem. This Directive requires the removal from service of certain turbine wheels that exceed the new lower life limits.

Table 1. S/N's of Affected Third Stage Turbine Wheels

HX91428R	HX91489R	HX91707R
HX91456R	HX91490R	HX91708R
HX91457R	HX91492R	HX91709R
HX91428R	HX91489R	HX91707R
HX91456R	HX91490R	HX91708R
HX91457R	HX91492R	HX91709R
HX91458R	HX91493R	HX91710R
HX91459R	HX91494R	HX91711R

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HX91461R	HX91500R	HX91712R
HX91462R	HX91501R	HX91713R
HX91464R	HX91503R	HX91714R
HX914659	HX91504R	HX91715R
HX91465R	HX91506R	HX91721R
HX91466R	HX91507R	HX91722R
HX91467R	HX91508R	HX91726R
HX91468R	HX91510R	HX91733R
HX91469R	HX91511R	HX91735R
HX91471R	HX91512R	HX91736R
HX91472R	HX91513R	HX91738R
HX91473R	HX91519R	HX91742R
HX91474R	HX91520R	HX91744R
HX91475R	HX91522R	HX91748R
HX91477R	HX91523R	HX91749R
HX91478R	HX91524R	HX91750R
HX91480R	HX91525R	HX91754R
HX91482R	HX91526R	HX91764R
HX91483R	HX91527R	HX91765R
HX91485R	HX91528R	HX91766R
HX91486R	HX91529R	HX91767R
HX91487R	HX91530R	HX91768R
HX91488R	HX91706R	HX91769R

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Table 2. Removal Schedule

As of the effective date of this AD	Remove by
(1) With fewer than 2,800 cycles-since-new (CSN), and fewer than 1,400 hours time-since-new (TSN).	3,000 CSN or 1,500 hours TSN, whichever occurs earlier.
(2) With between 2,800 and 3,000 CSN (inclusive), and fewer than 1,500 hours TSN.	200 additional cycles or 100 additional hours, after the effective date of this AD, whichever occurs earlier.
(3) With fewer than 3,000 CSN, and between 1,500 and 3,000 hours TSN.	100 additional hours, after the effective date of this AD.
(4) With between 3,000 and 6,000 CSN (inclusive), and fewer than 1,500 hours TSN.	200 additional cycles, after the effective date of this AD.
(5) With between 3,000 and 6,000 CSN and between 1,500 and 3,000 hours TSN.	200 additional cycles or 100 additional hours, after the effective date of this AD, whichever occurs earlier.
(6) With more than 6,000 CSN, or more than 3,000 hours TSN	Before further flight.



James Coyne
Delegate of the Civil Aviation Safety Authority

15 April 2002