
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/AL 250/85 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.

Allison Turbine Engines - 250 Series**AD/AL 250/85
Amdt 1****Fuel Nozzle Screen****10/2006**

Applicability: Rolls Royce Corporation (Allison) 250-B and 250-C series turboshaft and turboprop engines as listed in Table 1 of this Directive.

**TABLE 1. - 250-B AND 250-C SERIES TURBOSHAFT
AND TURBOPROP ENGINES AFFECTED**

-B15A	-B15E	-B15G	-B17	-B17B	-B17C
-B17D	-B17E	-B17F	-B17F/1	-B17F/2	- C10
-C10B	-C10C	-C18	-C18A	-C18B	-C18C
-C20	-C20B	-C20C	-C20F	-C20J	-C20R
-C20R/1	-C20R/2	-C20R/4	-C20S	-C20W	-C28
-C28B	-C28C	-C30	-C30G	-C30G/2	-C30M
-C30P	-C30R	-C30R/1	-C30R/3	-C30R/3M	-C30S
-C30U	-C40B	-C47B	-C47M		

- Requirement:
1. Perform a onetime inspection of the screens in fuel nozzles for contamination.
 2. If you find contamination on the screen, inspect and clean the entire aircraft fuel system.
 3. Remove from service fuel nozzles listed in Table 3 and Table 4 of this AD and replace with a serviceable fuel nozzle.

For the purposes of this AD, a serviceable fuel nozzle is defined as a nozzle that has a part number (P/N) not specified in, or addressed by, this AD.

Allison Turbine Engines - 250 Series

AD/AL 250/85 Amdt 1 (continued)

Information pertaining to this subject can be found in Rolls-Royce Corporation Alert Commercial Engine Bulletins (CEBs), all at Revision 1, and all dated 30 August 2004, listed in the following Table 2:

Table 2. - Related Alert Commercial Engine Bulletins

CEB-A-313	CEB-A-73-5029
CEB-A-73-2075	CEB-A-73-6041
CEB-A-1394	TP CEB-A-183
CEB-A-73-3118	TP CEB-A-1336
CEB-A-73-4056	TP CEB-A-73-2032

Note: FAA AD 2006-16-04 Amdt 39-14704 dated 27 July 2006 refers. This AD supersedes FAA AD 2004-24-09.

- Compliance:
1. For fuel nozzles with a P/N listed in Table 3 of this AD, within 50 operating hours after the effective date of this AD, unless previously accomplished.

Table 3. - Fuel Nozzles To Be Inspected Within 50 Operating Hours

Manufacturer	P/N	Corresponding RRC vendor P/N
RRC	6874959	5232815
	6894610	5233465
	6898531	5233585
Goodrich Delavan (Parts Manufacturer Approval (PMA))	47069	N/A
	47101	N/A
	49445	N/A

For fuel nozzles with a P/N listed in Table 4 of this AD, within 150 operating hours after 17 March 2005 (the effective date of the original issue of this AD), unless previously accomplished.

Allison Turbine Engines - 250 Series

AD/AL 250/85 Amdt 1 (continued)

Table 4. - Fuel Nozzles To Be Inspected Within 150 Operating Hours

Manufacturer	P/N	Corresponding RRC vendor P/N
RRC	6852020	5232480
	6890917	5233333
	6899001	5233600

2. Before further flight after the effective date of this AD.
3. At the next fuel nozzle overhaul after the effective date of this Directive.

This Amendment becomes effective on 28 September 2006.

Background: This Directive required a onetime inspection of the fuel nozzle screen for contamination, and if contamination is found, inspection and cleaning of the entire aircraft fuel system before further flight. This Directive also required replacing the fuel nozzle with a new design fuel nozzle.

This Directive resulted from 10 reports of engine power loss with accompanying collapse of the fuel nozzle screen, due to fuel contamination. This Directive was issued to minimize the risk of sudden loss of engine power and uncommanded shutdown of the engine due to fuel contamination and collapse of the screen in the fuel nozzle.

This amendment is prompted by the discovery that several part numbers (P/Ns) of fuel nozzles were inadvertently left out of AD/AL 250/85. That AD, as worded, allows certain P/N fuel nozzles back into service. Those fuel nozzles must not be allowed back into service. The intention of this AD is to minimize the risk of sudden loss of engine power and uncommanded shutdown of the engine due to fuel contamination and collapse of the screen in the fuel nozzle.

The original issue of this AD became effective on 17 March 2005.



James Coyne
Delegate of the Civil Aviation Safety Authority

14 August 2006