

AlliedSignal (Lycoming) Turbine Engines - T53 Series

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**AIRWORTHINESS DIRECTIVE**

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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.

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**AD/T53/20**

**Accessory Drive Carrier**

**8/2000**

**Applicability:** AlliedSignal (formerly Textron Lycoming) T5313B, T5317A, T53-L-703 series and T53 military series engines.

**Requirement:** Inspect the accessory drive carrier assembly in accordance with one of the following, as applicable, AlliedSignal Aerospace Service Bulletins.

| <u>Engine Model No.</u>                                       | <u>Service Bulletin No.</u>                        |
|---------------------------------------------------------------|----------------------------------------------------|
| 1. T53-L-13B, T53-L-13BS/SA and T53-L-13BS/SB series engines: | SB T53-L-13B-A0092 Revision 1 dated July 1, 1997.  |
| 2. T5313B and T5317A series engines:                          | SB T5313B/17A-A0092 Revision 1 dated July 1, 1997. |
| 3. T53-L-703 series engines:                                  | SB T53-L-703-A0092 Revision 1 dated July 1, 1997.  |

*Note 1: FAA AD 97-21-07 R1 Amendment 39-10610 refers.*

**Compliance:** Unless previously accomplished, within 100 hours time in service from the effective date of this Directive or prior to 7 March 2001, whichever occurs first.

*Note 2: AD/T53/19 must be incorporated prior to or at the same time as this Directive is accomplished.*

This Airworthiness Directive becomes effective on 10 August 2000.

**Background:** This Directive is raised to require a one time visual inspection of the accessory drive carrier assembly for affected serial numbers. Failure to remove a defective assembly could result in an N2 overspeed with possible uncontained engine failure.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority  
27 June 2000