

AlliedSignal (Garrett/AiResearch) Turbine Engines - TPE 331 Series

AD/TPE 331/49

Fliteline Maintenance

3/95

Applicability: TPE331-25,-43,-1,-2,-3,-5,-6,-8,-10,-11,-12 series & -55B & -61A model engines.

- Requirement:
1. Carry out an examination of engine records to identify any maintenance carried out and/or released by Fliteline Maintenance, Houston Texas USA, Domestic Repair Station certificate number GR2R8S6K or Mr Eugene E. Shanks, mechanics certificate number 1914482 or his associate, Mr Carl Ramirez, mechanics certificate number 466432551.
 2. For those engines identified as having maintenance carried out and/or released by Fliteline Maintenance or Eugene Shanks or Carl Ramirez;
 - (a) If records or other pertinent information indicates the engine was disassembled beyond shaft nut removal from the rotor tie bolt by Fliteline Maintenance or Eugene Shanks or Carl Ramirez, verify life limited components status by the disassembly of the engine and compare and match each component by part number and serial number against that engine's life-limit records. If life-limited component hours and/or cycles cannot be validated, the component shall be removed from service.
 - (b) Verify the requirements of any airworthiness directive certified by Fliteline Maintenance or Eugene Shanks or Carl Ramirez have been carried out by visual examination or reinspection in accordance with the applicable airworthiness directive.
 - (c) Verify all engine parts, components or modifications installed or carried out by Fliteline Maintenance or Eugene Shanks or Carl Ramirez are in accordance with AlliedSignal published data or other approved data as applicable.

Note: An FAA notice of proposed rule making (NPRM) has been issued on this subject in which the FAA has advised, in part; "that the requirements of some applicable airworthiness directives (AD's) had not been performed when the engine records indicated that the work had been performed, the records for life-limited turbine components indicated more useful life than the components actually had remaining, parts were installed that are not approved for aircraft use, and modifications that had been performed without approved data".

Compliance: Effective 2 March 1995:

- 1: Within 20 hours time in service.
- 2: Within 100 hours time in service.

CIVIL AVIATION SAFETY AUTHORITY

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Background: This Directive has been issued to address concern that there may be engines in Australia, or which may be imported into Australia, that have been maintained by Fliteline Maintenance in the USA, or by persons acting on behalf of Fliteline Maintenance, in relation to which the accuracy of recorded information may be uncertain. The Authority's concerns are based on the safety-related issues raised by the FAA investigation, and no conclusions or inferences concerning the actions or conduct of Fliteline Maintenance, or persons acting on behalf of Fliteline Maintenance, should be drawn from the issuance of this Directive.