

Turbomeca Turbine Engines - Arriel Series

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/ARRIEL/7 and issues the following 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.

**AD/ARRIEL/7
Amdt 1**

Module 5 Intermediate Pinion

10/2001

Applicability: Arriel 1A, 1A1, 1B, 1D and 1D1 engines.

Requirement: 1. Arriel 1B, 1D, 1D1 engines not incorporating modification TU 232 and Arriel 1A and 1A1 engines incorporating modification TU 13 but not incorporating modification TU 232;

Inspect reduction gearbox (module 5) magnetic plug for evidence of contamination, in accordance with Maintenance Manual chapter 72-80-01, pages 104 and 105.

2. Arriel 1A, 1A1 incorporating modification TU 13 but not incorporating modification TU 39 and Arriel 1B engine not incorporating modification TU 39;

Replace the reduction gearbox (module 5).

Note 1: DGAC AD 92-078(B) refers.

Note 2: DGAC AD 92-078(B) refers.

Compliance: 1. At intervals not to exceed 8 hours engine time in service or daily, whichever occurs first.

2. Prior to further flight.

This amendment becomes effective on 4 October 2001.

Background: This Directive was originally issued to require repetitive inspection of the reduction gearbox magnetic plug and to remove from service, reduction gearboxes not incorporating a modified intermediate pinion. Unmodified gearboxes are more prone to intermediate pinion gear failure that may result in a possible turbine overspeed. This amendment clarifies engine models applicable and amends the compliance intervals to reflect that detailed in the applicable Turbomeca service bulletin and DGAC airworthiness directive.

The original issue of this Airworthiness Directive became effective on 25 June 1992.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

13 August 2001