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## AIRWORTHINESS DIRECTIVE

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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/ARRIEL/18 and issues the following AD under subregulation 39.1 (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.

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### Turbomeca Turbine Engines - Arriel Series

**AD/ARRIEL/18  
Amdt 1**

**2nd Stage Nozzle Guide Vanes**

**11/2004  
DM**

**Applicability:** TURBOMECA ARRIEL 1B, 1D and 1D1 model engines incorporating MOD TU 202, except those engines having 2<sup>nd</sup> stage nozzle guide vanes which are detailed in TURBOMECA Service Bulletin (SB) No. 292 72 0231 Revision 5.

**Requirement:** Action in accordance with paragraph 2.B, operating instructions, of TURBOMECA SB No. 292 72 0231 Revision 5, dated 22 July 2004.

*Note: DGAC AD F-2004-088R1 (EASA reference No 2004-8068) refers.*

**Compliance:** Unless previously accomplished in accordance with earlier revisions of TURBOMECA SB 292 72 0231, during the next deep maintenance, or at the next occasion the engine is sent to a repair centre or at the latest before 31 December 2006, whichever occurs first.

This Amendment becomes effective on 30 September 2004.

**Background:** This Directive is issued to detect and prevent a possible perforation of the 2nd stage nozzle guide vanes (NGV) and the formation of an aerodynamic wake upstream of the 2nd stage NGV. Such a wake may lead to the rupture of a 2nd stage turbine blade followed by an uncommanded engine shutdown.

This amendment clarifies the applicability of the engines affected. The requirements detailed now only apply to those engines fitted to single engine helicopters.

The original issue of this Directive becomes effective on 30 September 2004.



James Coyne  
Delegate of the Civil Aviation Safety Authority

14 September 2004