


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0063</b></p> <p><b>Date: 17 April 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Turboméca</p>	<p><b>Type/Model designation(s) :</b></p> <p>ARRIEL 1 engines</p>
TCDS Number :	EASA E.073
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2008-0014 dated 17 January 2008.
<b>ATA 73</b>	<b>Engine Fuel &amp; Control – Fuel Control Unit (FCU) 3-way Union Plug – Inspection</b>
Manufacturer(s):	Turboméca S.A.
Applicability:	<p>ARRIEL 1E2, 1S and 1S1 turboshaft engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Eurocopter Deutschland MBB-BK 117 and Sikorsky S-76A helicopters.</p>
Reason:	<p>A plug adapted for engine bench testing (called “red disk” plug) and not approved for service operation, was inadvertently installed on the engine FCU 3-way union, instead of the sealed plug approved for service operation. This engine was subsequently released for service operation and experienced a high pressure leak event (at the fuel pump outlet) due to cracking of this “red disk” plug.</p> <p>This condition, if not detected and corrected, could lead to in-flight flame-out and/or possibly a fire.</p> <p>Prompted by this occurrence, EASA issued AD 2008-0014 to require a one-time inspection and corrective action, depending on findings.</p> <p>Since issuance of AD 2008-0014, it has been determined that :</p> <ul style="list-style-type: none"> <li>- FCU manufactured, repaired or overhauled after 31 March 2008 are not affected.</li> <li>- Some affected FCU might still be held as spares.</li> </ul> <p>For the reasons described above, this AD retains the requirements of EASA AD 2008-0014, which is superseded, limits its applicability, and prohibits installation of a FCU on an engine unless it has passed the inspection and the torque check as required by this AD.</p>

Effective Date:	01 May 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 100 engine hours after the effective date of this AD, perform a one-time inspection of the FCU 3-way union plug to determine its compliance, in accordance with the instructions of Turboméca Mandatory Service Bulletin (MSB) 292 73 0817 version D. The definition of a compliant plug may be found in paragraph 2.B of the MSB.  An FCU that has already been inspected and, depending on findings, corrected, as required by EASA AD 2008-0014, or has been manufactured, repaired or overhauled after 31 March 2008, does not need to be inspected as required by paragraph (1) of this AD.</li> <li>(2) If during the inspection as required by paragraph (1) of this AD, the plug [P/N 9 932 30 706 0] installed on the FCU 3-way union is found compliant, before next flight, verify its torque to be set between 1.3 and 1.5 daN.m in accordance with Turboméca MSB 292 73 0817 version D.</li> <li>(3) If during the inspection as required by paragraph (1) of this AD, the plug installed on the FCU 3-way union is found non-compliant, before next flight, replace it with a compliant plug and adjust its torque to be set between 1.3 and 1.5 daN.m in accordance with Turboméca MSB 292 73 0817 version D.</li> <li>(4) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Turboméca MSB 292 73 0817 (at any version) are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD.</li> <li>(5) From the effective date of this AD, do not install an FCU on an engine or on a helicopter unless it has passed the inspection in accordance with the instructions of Turboméca MSB 292 73 0817 (at any version), or unless the FCU has been manufactured, repaired or overhauled after 31 March 2008.</li> </ol>
Ref. Publications:	<p>Turboméca, S.A. MSB No. 292 73 0817 version D dated 29 February 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Turboméca, S.A., ARRIEL 1 &amp; 2 Customer Support 40220 Tarnos – France Fax: +33 (0)5 59 74 45 15 or contact your nearest technical representative at <a href="http://www.turbomeca-support.com">www.turbomeca-support.com</a>.</li> </ol>