


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0057	
	Date: 01 April 2015	
<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 EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:	TURBOMECA	Type/Model designation(s):
		ARRIUS 2F engines
TCDS Number:	France n°M22	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2013-0243 dated 01 October 2013.	
ATA 79	Oil – Nozzle Bonding on Ejector Assembly – Inspection	
Manufacturer(s):	TURBOMECA	
Applicability:	ARRIUS 2F engines, all serial numbers. These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters.	
Reason:	<p>An in-flight shut-down (IFSD) occurred on an ARRIEL 1 engine, as a result of incorrect bonding of the nozzle on the ejector assembly fitted to the engine. The subsequent technical investigation concluded that ARRIUS 2F engines are also potentially affected and it was possible to identify a batch of parts that could have this non-conformity.</p> <p>Prompted by these findings, Turboméca published Mandatory Service Bulletin (MSB) N° 319 79 4835 to provide inspection instructions. Consequently, EASA issued AD 2013-0243 to require a one-time inspection of the nozzle bonding on the ejector assembly and, depending on findings, accomplishment of the applicable corrective actions.</p> <p>Since that AD was issued, it was determined that additional lubricating devices may have an incorrect bonding of the nozzle on the ejector assembly.</p> <p>This condition, if not detected and corrected, could lead to further cases of IFSD, possibly resulting in a forced landing.</p> <p>To address this potential unsafe condition, Turboméca published MSB N° 319 79 4835 Version B that expands the list of potentially affected parts.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD</p>	

	2013-0273, which is superseded, but requires inspection and correction of the additional lubricating devices.
Effective Date:	15 April 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For engines equipped with a lubricating device having a Serial Number (S/N) as listed in Turboméca MSB 319 79 4835 Version B, within 30 days after the effective date of this AD, visually inspect the nozzle of the ejector assembly and check the tightening torque in accordance with the instructions of Turboméca MSB N° 319 79 4835. (2) If, during the inspection and the check as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, replace the ejector assembly of the affected lubricating device with a serviceable part, or replace the lubricating device with a serviceable part in accordance with the instructions of Turboméca MSB N° 319 79 4835. (3) Inspection and, depending on findings, correction of an engine before the effective date of this AD in accordance with the instructions of Turboméca MSB 319 79 4835 Version A, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, provided that, within 30 days after the effective date of this AD, it is determined that the engine is not equipped with a lubricating device having a S/N as listed in Turboméca MSB N° 319 79 4835 Version B. (4) From the effective date of this AD, do not install on an engine an ejector assembly containing a lubricating device with a S/N as listed in Turboméca SB 319 79 4835 Version B, and do not install on a helicopter an engine containing a lubricating device with a S/N as listed in Turboméca SB 319 79 4835 Version B.
Ref. Publications:	<p>Turboméca SB 319 79 4835 original issue A dated 22 May 2013, or Version B dated 12 February 2015.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 02 March 2015 as PAD 15-021 for consultation until 30 March 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Turboméca, S.A., ARRIUS Customer Support, 40220 TARNOS, FRANCE. Fax: +33 5 59 74 45 15; or contact your nearest technical representative at www.turbomeca-support.com.