
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

Turbomeca Turbine Engines - Makila Series

AD/MAKILA/4

Electronic Control Unit

2/2002

Applicability: Makila 1A and 1A1 engines, with Electronic Control Unit (ECU) modification TU 203 embodied in accordance with Turbomeca Service Bulletin (SB) 298 73 0146, installed on AS 332 'Super Puma' C, C1, L and L1 helicopters.

Requirement: Modify the ECUs by incorporating Turbomeca Modification TU 215 in accordance with SB 298 73 0166 dated 5 October 2001.

Note: DGAC AD 2001-546(A) refers.

Compliance: Before 30 June 2002.

This Airworthiness Directive becomes effective on 21 February 2002.

Background: Analysis of an accident by the Direction Générale de l'Aviation Civile of France revealed that existing failure detection laws may not prevent the power turbine from overspeeding. This Directive, together with AD/MAKILA/3, introduces modifications to the engine ECU designed to correct this deficiency.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

14 January 2002