
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/5

Exhaust Pipe Cracks

5/2002

Applicability: Makila 1A, 1A1 and 1A2 engines incorporating a TU200 modified exhaust pipe.

Requirement: In accordance with the applicable Turbomeca Makila Maintenance Manual:

1. Inspect the exhaust pipe for cracks, in particular the attachment tabs connecting the ejector to the primary exhaust.
2. Verify the correct position and attachment of the exhaust pipe.
3. Verify that the ejector is not in contact with the engine cowling.
4. Perform a vibration check in transient conditions.

Note: DGAC Airworthiness Directive 2001-301(A) refers.

Compliance: Effective 16 May 2002:

1. Following the last flight of the day.
2. Prior to flight following each installation of an exhaust pipe.
3. Prior to flight following each installation of an exhaust pipe.
4. Prior to flight following each installation of an exhaust pipe.

This Airworthiness Directive becomes effective on 16 May 2002.

Background: This Directive has been issued to address reports of cracks in exhaust pipe attachment tabs. Should the cracks result in the exhaust pipe becoming detached, the pipe may collide with the main rotor or the tail rotor.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

25 March 2002