


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 15-023	
	Date: 05 March 2015	
<p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Design Approval Holder's Name:		Type/Model designation(s) :
TURBOMECA		RTM 322 engines
TCDS Number:	EASA.E.009	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 75	Air – Inlet Guide Vane / Variable Stator Vane Actuator / Clevis Pin – Inspection / Re-Installation	
Manufacturer(s):	Turboméca, S.A.	
Applicability:	<p>RTM 322-01/9 and RTM 322-01/9A engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, NH Industries NH90 (military) helicopters.</p>	
Reason:	<p>Recent in-service events were reported where the clevis pin was found missing or loosened within the engine compartment deck. The clevis pin secures connection of the Inlet Guide Vane (IGV) actuator piston to the IGV drive mechanism. For all events, the clevis pin was installed from rear to front, with the spring clip in internal position when locked, in accordance with the instructions of the engine maintenance manual. Analysis showed that, these installation instructions may lead (when the spring clip is distorted) to an interference between the spring clip and the control lever which leads to open/release the spring clip, and subsequently loose the clevis pin.</p> <p>This condition, if not detected and corrected, may lead to loss of engine performance, compressor surge and potentially to an In-Flight Shut-Down, possibly resulting in an emergency landing.</p> <p>To address this potential unsafe condition, Turboméca published Mandatory Service Bulletin (MSB) MSBP-M3-A-75-31-10-05A-A-A, to provide instructions to inspect the clevis pin and installation instructions of the clevis pin, which replace those currently available in the engine maintenance manual. These new instructions ensure that the clevis spring clip is in the external position, thereby avoiding interference with the control lever.</p>	

	<p>This AD also addresses another type of clevis pin event where the clevis pin was found partially disassembled, and may also cause clevis pin detachment. This loss of the hinge pin was due to a non-compliance in crimping process, for which Turboméca issued Recommended Service Bulletin SBP-M3-A-75-31-10-03A-A-A issue 1. The instructions of Turboméca MSBP-M3-A-75-31-10-05A-A-A now also cover the instructions of the Recommended SBP-M3-A-75-31-10-03A-A-A issue 1.</p> <p>For the reasons described above, this AD requires inspection of clevis pin Part Number (P/N) 0322738070, and, depending on findings, accomplishment of applicable corrective actions. This AD also requires the use of Turboméca MSBP-M3-A-75-31-10-05A-A-A instructions for installation of a clevis pin on an engine.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Note 1: For the purpose of this AD, the applicable MSB is Turboméca MSB MSBP-M3-A-75-31-10-05A-A-A.</p> <ol style="list-style-type: none"> (1) Within 90 Engine Hours (EH) after the effective date of this AD, remove and visually inspect the clevis pin P/N 0322738070 (including hinge pin and spring clip) in accordance with the instructions of the applicable MSB. (2) If, during the inspection as required by paragraph (1) of this AD, the clevis pin is found serviceable, as defined in the applicable MSB, before next flight, re-install it in accordance with the applicable MSB. (3) If, during the inspection as required by paragraph (1) of this AD, the clevis pin is not found serviceable, as defined in the applicable MSB, before next flight, replace it with a serviceable part in accordance with the applicable MSB. (4) From the effective date of this AD, each time a clevis pin P/N 0322738070 is installed on an engine, the installation must be accomplished in accordance with the instructions of the applicable MSB. <p>Note 2: The applicable MSB provides a list of tasks that require removal and re-installation of the clevis pin.</p> <ol style="list-style-type: none"> (5) From the effective date of this AD, do not install an engine on a helicopter, unless in compliance with the requirements of this AD.
Ref. Publications:	<p>Turboméca MSB MSBP-M3-A-75-31-10-05A-A-A Issue 1 dated 18 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. This Proposed AD will be closed for consultation on 02 April 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Operator Support & Sales RTM322 - TURBOMECA 40220 TARNOS – France Telephone: +33 (0)5 59 74 40 00, Fax: +33 (0)5 59 74 45 15, or contact your nearest TURBOMECA field representative on http://www.turbomeca-support.com.