


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-036</p> <p>Date: 09 April 2015</p> <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: TURBOMECA	Type/Model designation(s): ARRIEL 1E2 engines
TCDS Number:	EASA.E.073
Foreign AD:	Not applicable
Supersedure:	None
ATA 72	Engine – Front Support Pins – Inspection / Replacement
Manufacturer(s):	Turbomeca
Applicability:	ARRIEL 1E2 turbo-shaft engines, all serial numbers. These engines are known to be installed on, but not limited to, Airbus Helicopters Deutschland (formerly Eurocopter Deutschland) MBB-BK117-C1 and MBB-BK117-C2 helicopters.
Reason:	<p>Cases were reported of finding ruptured front support pins on Arriel 1E2 engines. The ruptured pins were detected either during accomplishment of a maintenance task or during inspection prompted by abnormal vibrations in flight.</p> <p>This condition, if not detected and corrected, could lead to the loss of the load path integrity of the engine front support.</p> <p>To address this unsafe condition, Turbomeca issued Mandatory Service Bulletin (MSB) 292 72 0842 version A to provide instructions for the inspection of the pins and front support replacement.</p> <p>For the reason described above, this AD requires repetitive inspections of front support pins and, if a pin is found ruptured, replacement of the front support.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) If the number of hours accumulated by the front support pins is 2 400 operating hours or more or, if this information is unavailable, the module M01 Time Since New (TSN) is greater than or equal to 2 400 operating hours, accomplish the following repetitive inspections in accordance with the instructions of Turbomeca MSB 292 72 0842 version A: <ol style="list-style-type: none"> (1.1) After the last flight of each day, accomplish a visual inspection of the external pin of the front support, and (1.2) Within 15 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 15 FH, accomplish a visual inspection of the external and internal pins of the front support. (2) If, during any inspection as required by paragraph (1) of this AD, any pin rupture is identified, before next flight, replace the front support with a serviceable part fitted with new pins and fill in the M01 log card in accordance with the instructions of Turbomeca MSB 292 72 0842 version A. (3) From the effective date of this AD, it is allowed to install on a helicopter a front support with pins having accumulated 2 400 operating hours or more, or a module M01 having accumulated 2 400 operating hours or more TSN, provided that the front support is in compliance with the requirements of this AD. (4) From the effective date of this AD, each time the front support is replaced, whatever the reason, record in the M01 log card the front support replacement in accordance with Turbomeca MSB 292 72 0842 version A.
<p>Ref. Publications:</p>	<p>Turbomeca MSB 292 72 0842 version A dated 25 March 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 22 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: Turbomeca, ARRIEL 1 Customer Support, 40220 Tarnos, France, Fax: +33 5 59 74 45 15, or contact your usual or nearest Turboméca technical representative at www.turbomeca-support.com