

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0064R1</p> <p>Date: 29 July 2015</p> <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>		
<p>Design Approval Holder's Name: TURBOMECA</p>	<p>Type/Model designation(s): ARRIEL 1E2 engines</p>	
<p>TCDS Number: EASA.E.073</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2015-0064 dated 23 April 2015.</p>		
ATA 72	Engine – Front Support Pins – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Turboméca</p>	
<p>Applicability:</p>	<p>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.</p>	
<p>Reason:</p>	<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, Turboméca 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>Consequently, EASA issued AD 2015-0064 to require repetitive inspections of front support pins and, if a pin is found ruptured, replacement of the front support.</p> <p>Since that AD was issued, further analysis demonstrated that it is possible to extend the interval for the visual inspections of the external and internal pins of the front support. In addition, a tolerance to this interval has been added.</p> <p>For the reasons described above, this AD is revised to introduce the extended</p>	

	interval for the visual inspections of the external and internal pins of the front support.
Effective Date:	Revision 1: 29 July 2015 Original issue: 04 May 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(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 Turboméca MSB 292 72 0842:</p> <p>(1.1) Before the first flight of each day, accomplish a visual inspection of the external pin of the front support, and</p> <p>(1.2) Within 15 flight hours (FH) after 04 May 2015 [the effective date of EASA AD 2015-0064 at original issue] and, thereafter, at intervals not to exceed 30 FH, accomplish a visual inspection of the external and internal pins of the front support.</p> <p>Note: A non-cumulative tolerance of 10% may be applied to the compliance times specified in paragraph (1.2) of this AD, to allow synchronization of the required inspections with other maintenance tasks for which a noncumulative tolerance is already granted in the applicable Engine Maintenance Manual.</p> <p>(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 Turboméca MSB 292 72 0842.</p> <p>(3) From 04 May 2015 [the effective date of EASA AD 2015-0064 at original issue], 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.</p> <p>(4) From 04 May 2015 [the effective date of EASA AD 2015-0064 at original issue], each time the front support is replaced, whatever the reason, record in the M01 log card the front support replacement in accordance with Turboméca MSB 292 72 0842.</p>
Ref. Publications:	<p>Turboméca MSB 292 72 0842 version A dated 25 March 2015 or version B dated 08 July 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"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The original issue of this AD was posted on 09 April 2015 as PAD 15-036 for consultation until 22 April 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: Turboméca, 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.