


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0209
	Date: 16 October 2015 <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>	
Design Approval Holder's Name: TURBOMECA	Type/Model designation(s): MAKILA 2 engines
TCDS Number:	EASA.E.006
Foreign AD:	Not applicable
Supersedure:	None
ATA 72	Engine – Centrifugal Diffuser Ferrule – Inspection
Manufacturer(s):	Turbomeca
Applicability:	MAKILA 2A and MAKILA 2A1 engines, all serial numbers, if Turbomeca modification (Mod) TU 52 is embodied in production or incorporated in service with Turbomeca Service Bulletin (SB) 298 72 2052. These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter) EC 225 LP helicopters.
Reason:	<p>Two occurrences of crack initiation were reported on a ferrule of diffuser Part Number (P/N) 0298210100, which propagated and led to the ferrule rupture. The investigation shows in both cases that the ruptured ferrule contacted and punctured the main fuel supply line, resulting in a fuel leak.</p> <p>This condition, if not detected and corrected, could lead to an engine fire, consequently triggering an uncommanded engine in flight shut down, possibly resulting in an emergency landing.</p> <p>Prompted by these occurrences, Turbomeca published Mandatory Service Bulletin (MSB) N° 298 72 2832 to provide repetitive inspection instructions.</p> <p>For the reasons described above, this AD requires repetitive inspections of the affected diffuser and, depending on findings, accomplishment of the applicable corrective action(s).</p>
Effective Date:	30 October 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance times specified in the Table of Turbomeca MSB N° 298 72 2832, or within 30 engines hours (EH) after the effective date of this AD, whichever occurs later, as applicable, and, thereafter, at intervals not to exceed 50 EH, accomplish a boroscope inspection of the ferrule of diffuser P/N 0298210100 in accordance with the instructions of Turbomeca MSB N° 298 72 2832 Version B (or later). <p>Note: A non-cumulative tolerance as defined in Turbomeca MSB N° 298 72 2832 may be applied to the actions specified in paragraph (1) of this AD.</p> <ol style="list-style-type: none"> (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as defined in Turbomeca MSB N° 298 72 2832, is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Turbomeca MSB N° 298 72 2832 Version B (or later). (3) Accomplishment of corrective action(s) on an engine, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that engine. (4) A boroscope inspection of the ferrule of diffuser P/N 0298210100 accomplished, before the effective date of this AD, in accordance with the instructions of Turbomeca MSB N° 298 72 2832 Version A is acceptable to comply with the initial boroscope inspection as required by paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>Turbomeca MSB 298 72 2832 Version A dated 03 September 2015, or Version B dated 12 October 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 11 September 2015 as PAD 15-123 for consultation until 09 October 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Turbomeca, S.A., MAKILA Customer Support, 40220 TARNOS, FRANCE. Fax: +33 5 59 74 45 16; or contact your nearest technical representative at www.turbomeca-support.com.