

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2002-597(A)  
In case of any difficulty, reference should be made to the French original issue.

## TURBOMECA

### ARTOUSTE III turboshaft engines

Civil operation (ATA 72)

#### 1. APPLICABILITY:

ARTOUSTE III B, B1, BF or BF1 turboshaft engines originally assembled by TURBOMECA and having previously been used by an operator which is not under the control of a civil authority (military operator, State, ...).

#### 2. REASONS:

Helicopters equipped with these engines may be or may have been sold to civil operators. The ARTOUSTE III BF and BF1 turboshaft engines are military variants not recognized by the Civil Authorities and which must be converted into the civil variants ARTOUSTE III B or B1 before civil operation.

The ARTOUSTE III B and B1 turboshaft engines which have been previously used by an operator which is not under the control of a civil authority (military operator, paramilitary, state, ...) are not considered by the Civil Aviation Authority to be airworthy. Indeed, these engines have not been followed up within the framework of a civil regime and their configuration may not conform to the type definition approved by the Civil Authority, especially concerning the modifications standard, the applied repair solutions or the maintenance program for critical parts. The operating limits approved by the Civil Authority may also have been exceeded on these turboshaft engines.

It is reminded in particular that the life limits are based on civil normal operation cycles.

This Airworthiness Directive (AD) explains the conditions for returning these engines to service in a civil regime and issuing a "JAA Form One" attesting the engine's airworthiness for civil use in accordance with the existing civil definition of the ARTOUSTE III B or B1 engines.

#### 3. MANDATORY ACTION AND COMPLIANCE:

3.1. Artouste III BF or BF1: These engines are not be used for civil operation.

3.2. Artouste III B or B1: Before any flight under civil registration, these engines have to be granted of a JAA Form One delivered under the conditions mentioned in Paragraph 4 of this AD.

#### 4. CONDITIONS OF DELIVERY OF A JAA FORM ONE:

##### 4.1. General case:

Compliance to TM Service Bulletin No. A218 72 0094 - Issue No. 3 (or any subsequent approved Issue) is an acceptable mean of compliance with this Airworthiness Directive.

##### 4.2. Alternative methods:

Other means of compliance may be proposed to the DGAC for approval.

In this case, a written request is to be sent to the Direction Générale de l'Aviation Civile (DGAC/SFACT/N.ME – 50, rue Henry Farman – 75720 Paris Cedex 15).

To be acceptable, such a request has to include the following justifications demonstrating that the owner or operator:

- knows the status of the engine configuration, the maintenance status compared to the maintenance rules as defined by Turbomeca (standard, overhauls, repairs, storage, periodical checks, operating hours and cycles),
- is able to know the possible deviations to the Turboméca maintenance rules and is able to evaluate the consequences on the engine airworthiness,
- set up the conformity to the type design definition bundle (variant, standard, ratings),
- identified, if necessary, the parts which are not approved by the DGAC, and accepts to ask DGAC their certification as STC, under his own responsibility or to replace them by approved parts,
- identified, if necessary, repair solutions which did not receive the acceptance from the manufacturer and from the DGAC, and accepts to ask DGAC their certification, under his own responsibility or to replace them by approved parts,
- checked the respect of the airworthiness data approved by the Authority (Airworthiness Directives, Service Bulletins, life limits, operating limits, calendar limits),
- checked the engine identification plate is fixed on the engine.

Furthermore, the owner or operator has to provide, or make available to the DGAC the following elements:

- the documents from the precedent operator, concerning the checks follow-up and periodicity, the work data stored concerning repairs, general overhaul, and the storage (conditions/limits),
- the operating hour and cycle log,
- the assessment of any possible event concerning the helicopter and the engine (hard landing, accident, detection of particles on the magnetic drain plug, spectrometric oil analysis problems, dilution problems, engine visual inspection, equipment identification sheet and accessible part identification sheet, etc.),
- the information from the former operator allowing to check that the engine operating is conform to the reference operating cycles to determine the DGAC approved life limits.

.../...

The owner or operator has to demonstrate by a test bench run that the engine properly delivers the minimum certified ratings.

The JAA Form One can be delivered only after reception of the written acceptance from DGAC.

\_\_\_\_\_

REF.: TM Service Bulletin No. 218 72 0094 - Issue No. 3  
(or any subsequent approved issue).

\_\_\_\_\_

**EFFECTIVE DATE : DECEMBER 07, 2002**

CANCELLED