

	AIRWORTHINESS DIRECTIVE No F-2005-047	Distribution: A	Issue date: March 16, 2005	Page : 1/3
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: TURBOMECA		Type(s): ASTAZOU III turboshaft engine		
Type certificate(s) No. M6 TCDS No M6				
ATA chapter: 72	Subject: Civil use			

1. EFFECTIVITY:

ASTAZOU III A turboshaft engines originally assembled by TURBOMECA and having previously been used by an operator who is not under the control of a civil Authority (military operator, State, ...). These engines equip SA 341 G Gazelle Helicopters.

2. REASONS:

Helicopters equipped with these engines may be or may have been sold to civil operators.

The ASTAZOU III A turboshaft engines which have been previously used by an operator (military operator, State, ...) who is not under the control of a civil authority 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 modification standard, the applied repair schemes 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 normal civil operation cycles.

The Airworthiness Directive (AD) explains the conditions for returning these engines to service under a civil regime and issuing a "EASA Form 1" attesting the engine's airworthiness.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Compliance with this AD is required as indicated, unless already done, from the effective date of this AD.

Before delivering a standard certificate of airworthiness to an aircraft in which an ASTAZOU III A turboshaft engine, previously used by an operator who is not under the control of a civil aviation Authority (military operator, State aircraft, ...), would be installed, the engine must have got an EASA Form 1 delivered under the conditions mentioned hereinafter.



3.1. General case :

Application of TURBOMECA Service Bulletin A268 72 0801 - Issue No. 1 (or any subsequent issue) is an acceptable means to get the EASA Form 1.

3.2. Particular case :

Other means may be proposed to the EASA for approval. In this case, a written request is to be sent to the EASA (European Aviation Safety Agency, Postfach 10 12 53 D-50452 Koeln, Germany). These alternative means must be based on a demonstration of a level of airworthiness compatible with the engine certification criteria, equivalent to the one resulting from the application of the TURBOMECA Service Bulletin A268 72 0801 - Issue No. 1.

In particular, to be acceptable, such a request must include the following justifications demonstrating that the owner or operator:

- knows the exact engine configuration, its status with respect to the maintenance rules as defined by TURBOMECA (standard, overhauls, repairs, storage, periodical checks, cumulated operating hours and cycles),
- is able to know the possible deviations to the TURBOMECA maintenance rules and is able to evaluate the consequences on the engine airworthiness,
- set up the conformity to the set of drawings (various standard, performance),
- has identified, if necessary, the parts which are not approved by the EASA, and accepts to ask the EASA their certification as STC, under his/her own responsibility or to replace them with approved parts,
- has identified, if necessary, repair schemes which did not receive acceptance from the manufacturer and from the EASA, and accepts to ask EASA their certification, under his/her own responsibility or to replace them by approved parts,
- has checked the respect of the airworthiness data approved by the Authority (Airworthiness Directives, Service Bulletins, life limits, operating limits, calendar limits),
- has checked that the engine identification plate is fixed on the engine.

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

- the documents from the former operator, concerning the inspection follow-up and frequencies, the stored work data concerning repair, overhaul, and storage (conditions/limits),
- the operating time and cycle log,
- the assessment of any possible event concerning the helicopter and the engine (hard landing, accident, detection of particles on the engine magnetic plug, spectrometric oil analysis problems, dilution problems, engine visual inspection, identification record sheets for accessible accessories and parts etc.),
- the information from the former operator allowing to check that the engine operating was compatible with the reference operating cycle(s) used to determine the civil Authority approved life limits,
- the applicant has to demonstrate by a test bench run that the engine properly delivers the minimum certified ratings.

The reception of the written approval of this request by EASA allows the authorised organisation to issue the EASA Form 1.



AIRWORTHINESS DIRECTIVE
No F-2005-047

Distribution:
A

Issue date:
March 16, 2005

Page:
3/3

4. REFERENCE PUBLICATION:

TURBOMECA Mandatory Service Bulletin A268 72 0801 - Issue No. 1 or any subsequent approved issue.

5. EFFECTIVE DATE:

March 26, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

TURBOMECA
40220 TARNOS - France
Fax number: 33 (0)5 59 74 45 72.

7. APPROVAL:

This AD is approved under EASA reference No 2005/1919 dated February 22, 2005.

CANCELLED