

	AIRWORTHINESS DIRECTIVE No F-2005-074	Distribution: A	Issue date: May 11, 2005	Page : 1/2
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): MAKILA 2A turboshaft engines		
Type certificate(s) No. E.006 TCDS No E.006				
ATA chapter: 72	Subject: Engine - Fuel leakage inspection of the supply line of the fuel manifold			

1. EFFECTIVITY:

This Airworthiness Directive (AD) applies to TURBOMECA turboshaft engines MAKILA 2A. These engines equip EC 225 helicopters.

2. REASONS:

On 2 engines, the supply pipe to the fuel injection manifold was found dented or damaged by a broken tab from the centrifugal diffuser which was trapped between the pipe and the diffuser.

Deterioration of this fuel pipe may lead, if it continues, to fuel leakage.

Fuel leakage in this part of the engine may cause an internal fire which may lead to uncommanded or commanded engine shutdown.

This type of leakage as well may lead to the presence of burnt gases potentially toxic for passengers or to possible fuel ignition in the engine bay.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following actions are made mandatory from the effective date of this AD:

- 3.1.** After the last flight of the day, inspection should be made to detect the possible presence of fuel traces on the turbine casing/intermediate casing flange or on the engine bay floor, in accordance with TURBOMECA Alert Service Bulletin No A298 72 2800.

Should fuel traces be found, perform a boroscope inspection before the next flight, as detailed in paragraph 3.2 below.



AIRWORTHINESS DIRECTIVE
No F-2005-074

Distribution:
A

Issue date:
May 11, 2005

Page:
2/2

3.2. Carry out a boroscope inspection of the supply pipe to the fuel injection manifold (MAKILA 2A Maintenance Manual: 72-00-43-200-812 operation) in accordance with TURBOMECA Alert Service Bulletin A298 72 2800:

- after having carried out the fuel detection task (as detailed in paragraph 3.1.) in the engine bay, if presence or traces of fuel were detected in the inspected areas;
- during the 75-flight-hour inspection (Maintenance Manual : chapter 5);
- a second time between two 75-flight-hour inspections, while making sure the interval between 2 inspections is not more than 45 flight hours.

Should the boroscope inspection reveal any evidence of wear of the fuel injection manifold supply pipe in the inspected area, the High Pressure generator module M03 must be removed.

4. REFERENCE PUBLICATIONS:

TURBOMECA Alert Service Bulletin No A298 72 2800
MAKILA 2A - Maintenance Manual X 298 N7 450 1.

5. EFFECTIVE DATE:

May 21, 2005.

6. REMARK:

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

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7. APPROVAL:

This AD is approved under EASA reference No 2005-3954 dated May 02, 2005.