

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2006 - 0240-E Date: 11 August 2006	
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.		
Type Approval Holder's Name :		Type/Model designation(s) :
TURBOMECA		TURMO IV
TCDS Number : France M8		
Foreign AD : not applicable		
Supersedure : not applicable		
ATA 72	Engine Flexible lubrication pipe between tank and cooler - Inspection	
Manufacturer: TURBOMECA		
Applicability:	This Airworthiness Directive applies to all TURMO IV turboshaft engines fitted with an oil pipe P/N 0 249 92 813 0 or 0 49 92 916 0. These engines equip Eurocopter SA 330 F, G or J PUMA helicopters.	
Reason:	Today, 7 occurrences of oil leakage due to the deterioration of the oil pipe P/N 0 249 92 813 0 installed on TURMO III C4 (military version) have been reported to Turbomeca. That can lead to a commanded engine In Flight Shut Down. The cause is not fully known but it seems that the pipe deterioration is linked to a manufacturing process change applied by the manufacturer of the pipe in 2003. Considering the similarity with the military models, this Airworthiness Directive requires provision for the civil models.	
Effective Date:	21 August 2006	
Compliance:	1- For the engines equipped with oil pipe P/N 0 249 92 813 0 or 0 249 92 916 0, except if they were already accomplished the following actions are made mandatory, from the effective date of this AD : - Identification of the vulcanisation batch of the oil pipe.	

	- If the pipe was vulcanised in 2nd quarter of 2003 or later (ex.: marking 2T03 refers to 2nd quarter of 2003): - Inspection of the oil filter in order to detect the possible black particles which could come from an internal deterioration of the pipe; - Inspection of the engine bay for detection of possible oil leakage from the pipe; - boroscope inspection of the pipe. 2- If the 2 engines installed on a given helicopter, are equipped with pipes which where vulcanised after the first quarter of 2003, to remove one of the two pipes before the next flight. 3- After 25 hours of additional flight, to make again the actions defined at the paragraph 1. NOTE: the control of oil leaks before and after every flight and the control of the oil filter every 25 hours as defined in Engine Maintenance Manual are still applicable. The detailed procedure is defined by TURBOMECA Mandatory Service Bulletin in reference.
Ref. Publications:	TURBOMECA Mandatory Service Bulletin A249/2 0802 Update 1 or later approved revision. TURBOMECA Maintenance Manual 72802 931.
Remarks :	1- The request has been appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2- The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3- Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4- For any questions concerning the technical content of the requirements in this AD, please contact: Customer Support - TURBOMECA - 40220 TARNOS – FRANCE; Fax: +33 5 59 74 45 15