


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No : 2007-0002</p> <p style="text-align: center;">Date: 05 January 2007</p>	
<p>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.</p>		
<p>Type Approval Holder's Name : TURBOMECA, S.A.</p>	<p>Type/Model designation(s) : ARRIEL 1 turboshaft engines</p>	
<p>TCDS Number: EASA E.073</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedure: DGAC France AD F-2004-088 R1 (EASA Approval Number 2004-8068)</p>		
<p>ATA 72</p>	<p>Engine - 2nd Stage Nozzle Guide Vane (NGV2) – Inspection</p>	
<p>Manufacturer(s):</p>	<p>Turboméca, S.A.</p>	
<p>Applicability:</p>	<p>TURBOMECA ARRIEL 1B, 1D and 1D1 models turboshaft engines, modified TU 202, except to those having 2nd stage nozzle guide vanes of which serial numbers or specific marks are identified in Service Bulletin No. 292 72 0231 update No 5.</p> <p>These engines are known to be installed on, but not limited to, the following helicopters: Eurocopter AS350 B/BA/B1/B2.</p>	
<p>Reason:</p>	<p>To detect and prevent a possible perforation of the NGV2 vanes and the formation of an aerodynamic wake upstream of the 2nd stage turbine. Such a wake may lead to the rupture of a 2nd stage turbine blade followed by an uncommanded engine in flight shut-down.</p> <p>TURBOMECA company has notified, in Service Bulletin No. 292 72 0231, that it considers there is a hazardous situation which is potentially catastrophic for ARRIEL 1 models installed on single-engine helicopters.</p> <p>The present Airworthiness Directive (AD) supersedes the previous DGAC France AD F-2004-088 R1 and is issued to extend the original compliance date from December 31, 2006 to May 31, 2007. The Technical content has not changed.</p>	
<p>Effective Date:</p>	<p>4 August 2004, (The effective date of DGAC France AD F-2004-088 R1)</p>	

<p>Compliance:</p>	<p>Unless already done and at the latest on May 31st 2007, following actions are made mandatory from the effective date of this AD, in accordance with Service Bulletin No. 292 72 0231, Update No 5:</p> <ul style="list-style-type: none"> - for engines in service or in service station, check the 2nd stage nozzle guide vane, if it is accessible, during a deep maintenance operation; - for engines in repair center, check the 2nd stage nozzle guide vane, whatever the reason for the return of the engine is. <p>Every inspection carried out, in accordance with a previous revision of the Service Bulletin No. 292 72 0231, before the effective date of this AD, exempts from the application of this AD.</p>
<p>Ref. Publications:</p>	<p>Turbomeca, S.A. Alert Service Bulletin No. A292 72 0231 Update No 5. or later approved revisions of this document.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. Required actions and the risk allowance have granted publication and notification of an immediate AD, ruling out the public consultation process. 3. Enquiries regarding this AD should be referred to the AD Focal Point - 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: Turboméca, S.A., ARRIEL 1 Operator Support, 40220 TARNOS, FRANCE. Phone: +33. (0)5.59.74.44.31 Fax: +33 (0)5 59 74 45 15.