


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007-0145</p> <p>Date: 21 May 2007</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.		
Type Approval Holder's Name :	Type/Model designation(s) :	
TURBOMECA	TM 333 2B2 turboshaft engines	
TCDS Number : E.030		
Foreign AD : Not applicable		
Supersedure : EASA Emergency AD No : 2007-0035-E		
ATA 72	Engine – Module M02 (Gas Generator) – Modification	
Manufacturer(s):	TURBOMECA SA	
Applicability:	<p>TM 333 2B2 turboshaft engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Hindustan Aeronautics Limited "Dhruv" (ALH) helicopters.</p>	
Reason:	<p>Two similar cases of fatigue rupture have been observed on the P2 air pipe Part Number (P/N) 0 333 73 722 0, pressurizing the gas generator rear bearing of the engine. The first case was detected in operation during a post-flight inspection in 2005. More recently, a second case has been recorded at TURBOMECA during the acceptance test of a new engine, leading to engine shutdown by activation of the test bench low oil pressure safety device.</p> <p>The rupture of this pipe may lead to an oil leak (from the rear bearing area through the exhaust pipe) and excessive oil consumption, generating an «Engine Oil Press» warning light illumination. This would require an engine shutdown commanded by the pilot. In case of dual engine shut-down, this could result in loss of control of the helicopter.</p> <p>For the reason stated above, this Airworthiness Directive (AD) requires the inspection of the P2 air pipe, followed by application of modification TU 36 introducing a third attachment point to the pipe.</p> <p>This AD supersedes EASA Emergency AD No: 2007-0035-E, which</p>	

	required the inspection/replacement of the P2 air pipe, by adding a modification which constitutes a terminating action to the repetitive inspection.
Effective Date:	04 June 2007
Compliance:	<p>Requires as indicated, unless accomplished previously:</p> <p>(1) Visually inspect the P2 air pipe P/N 0 333 73 722 0 in accordance with the instructions of Turbomeca Mandatory Service Bulletin (MSB) n° 333 75 0805;</p> <p>(2) If a crack is found and if the Helicopter Warning light «ENG OIL PRESS» illuminated during the previous flights, no further flight is allowed. Contact TURBOMECA (address details in the 'Remarks' section of this directive) to remove the engine;</p> <p>(3) If a crack is found and there was no Helicopter Warning light «ENG OIL PRESS» illumination during the previous flights, before next flight, replace the casing/rear bearing P2 air pipe P/N 0 333 73 722 0 in accordance with the instructions of Turbomeca MSB n° 333 75 0805 and contact TURBOMECA;</p> <p>(4) Upon receiving parts from Turbomeca and before 15 June 2007, apply modification TU 36 introducing a third attachment point for the P2 air pipe P/N 0 333 73 722 0 on the front flange of the module M02 (Gas Generator) Intermediate Casing, in accordance with the instructions of Turbomeca MSB n° 333 72 0036;</p> <p>(5) Within 7 days, notify Turbomeca that modification TU 36 has been implemented, by returning the fully completed compliance certificate, in accordance with the instructions of Turbomeca MSB n° 333 72 0036</p> <p>Note: Application of TU 36 modification on a P2 air pipe without crack (seen during visual inspection) constitutes terminating action for the repetitive inspection requirement of EAD No: 2007-0035-E.</p>
Ref. Publications:	Turbomeca, S.A. Mandatory Service Bulletins No. 333 72 0036 and 333 75 0805 Original Issues, or later approved revisions of these documents
Remarks :	<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 (AMOC) for this AD. 2. This AD was posted as PAD 07-066 on 19 April 2007 for consultation until 11 May 2007. No comments were received during this period. 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., Service DSO/MTM (Equipe TM 333 2B2), 40220 TARNOS, FRANCE. Fax: +33 5 59 74 45 48, or your usual or nearest TURBOMECA technical representative (refer to http://www.turbomeca-support.com)