


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0194</b></p> <p><b>Date: 31 October 2008</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>TURBOMECA</p>		<p><b>Type/Model designation(s) :</b></p> <p>TURMO turboshaft engines</p>
<p>TCDS Number : DGAC France M8</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2007-0254 dated 14 September 2007.</p>		
<b>ATA 72</b>	<b>Engine - Flexible lubrication pipes - Inspection/Replacement</b>	
<p>Manufacturer(s):</p>	<p>Turbomeca</p>	
<p>Applicability:</p>	<p>All TURMO IV turboshaft engines fitted with oil pipes Part Number (P/N) 0 249 92 813 0 or P/N 0 249 92 916 0 or P/N 0 249 92 808 0.</p> <p>These engines are known to be installed in, but are not limited to, Eurocopter SA 330 F, G and J PUMA helicopters.</p>	
<p>Reason:</p>	<p>Several occurrences of deterioration of:</p> <ul style="list-style-type: none"> <li>- the oil pipe P/N 0 249 92 813 0 installed on TURMO III C4 between the oil cooler and the tank; and of</li> <li>- the oil pipe P/N 0 249 92 808 0 installed on TURMO III C4 and TURMO IV C between the intermediate bearing and the oil pump;</li> </ul> <p>have been reported to Turbomeca. Most, but not all, reported occurrences concerned military models. Such deterioration and oil leakage can lead to commanded engine in flight shut down.</p> <p>The cause of the pipe deterioration is linked to a manufacturing process change applied by the manufacturer of the pipes in 2003.</p> <p>The present AD retains requirements of the superseded AD 2007-0254 (which had superseded EASA AD 2007-0061-E) and in addition mandates Turbomeca Service Bulletin 249 72 0233 or modification TU 233 (replacement of flexible lubrication pipe between intermediate bearing and oil pump) for engines equipped with a pipe P/N 0 249 92 808 0 vulcanised in the 2nd quarter of 2003 or later. Modification TU 233 introduces a new pipe, P/N 9 560 17 606 0, which allows the</p>	

	maintenance to be limited to the activities defined in the Maintenance Manual.
Effective Date:	14 November 2008
Required Action(s) and Compliance Time(s):	<p><b>PREVIOUS REQUIREMENTS OF AD 2007-0254</b></p> <ol style="list-style-type: none"> <li>For engines equipped with oil pipe P/N 0 249 92 813 0 or P/N 0 249 92 916 0 or P/N 0 249 92 808 0, unless already performed, the following actions are mandatory, from 09 March 2007 (the effective date of AD 2007-0061-E). <ul style="list-style-type: none"> <li>Before next flight: <ul style="list-style-type: none"> <li>Identify the vulcanisation batch of the oil pipe.</li> <li>If the pipe was vulcanised in the 2nd quarter of 2003 or later (ex.: marking 2T03 refers to the 2nd quarter of 2003): <ul style="list-style-type: none"> <li>Inspect the oil filter for black particles which could come from internal deterioration of the pipe.</li> <li>Inspect the engine bay for possible oil leakage from the pipe.</li> <li>Perform a boroscope inspection of the pipe.</li> </ul> </li> </ul> </li> <li>If both engines installed on a given helicopter are equipped with pipes P/N 0 249 92 813 0 or P/N 0 249 92 916 0 which were vulcanised after the first quarter of 2003, replace one of the two pipes before the next flight.</li> <li>After 25 additional Flight Hours (FH), repeat the inspections required by paragraph 1 of this AD.</li> <li>For engines equipped with oil pipe P/N 0 249 92 813 0 or P/N 0 249 92 916 0 vulcanised in the 2nd quarter of 2003 or later, within the next 50 FH after 28 September 2007 (the effective date of AD 2007-0254) or before 31 December 2007, whichever occurs first, replace the pipe with P/N 9 560 17 601 0 per modification TU 231.</li> </ul></li></ol> <p><b>NEW REQUIREMENT OF THIS AD:</b></p> <ol style="list-style-type: none"> <li>For engines equipped with oil pipe P/N 0249 92 808 0 vulcanised in the 2nd quarter of 2003 or later, within the next 50 FH after the effective date of this AD or before 31 December 2008 whichever occurs first, replace the pipe with P/N 9 560 17 606 0 per modification TU 233.</li> </ol> <p><b>NOTE 1:</b> Inspection for oil leak before and after flight, and inspection of the oil filter every 25 hours, as defined in the Engine Maintenance Manual, remain applicable.</p> <p><b>NOTE 2:</b> The detailed procedures to comply with the requirements of this AD are defined in the referenced TURBOMECA Mandatory Service Bulletins A249 72 0802, 249 72 0231 and 249 72 0233.</p>
Ref. Publications:	<p>TURBOMECA Mandatory Service Bulletin A249 72 0802 Update No. 2  TURBOMECA Mandatory Service Bulletin 249 72 0231 Original issue  TURBOMECA Mandatory Service Bulletin 249 72 0233 Original issue  The use of later approved revisions of the above documents is acceptable for compliance with the requirements of this AD.</p> <p>TURBOMECA Maintenance Manual 279 02 931.</p>
Remarks :	<ol style="list-style-type: none"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>This AD was posted on 22 September 2008 as PAD 08-108 for consultation until 16 October 2008. No comments were received during</li> </ol>

	<p>the consultation period.</p> <ol style="list-style-type: none"><li data-bbox="518 197 1364 291">3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li><li data-bbox="518 309 1447 504">4. For any questions concerning the technical content of the requirements in this AD, please contact: Operator Support TURMO - TURBOMECA 40220 TARNOS – FRANCE Phone: +33 (0)5 59 74 40 00 Fax: +33 (0)5 59 74 45 15 or refer to your nearest TURBOMECA technical representative on <a href="http://www.turbomeca-support.com">http://www.turbomeca-support.com</a></li></ol>
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