


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0117-E</p> <p>Date: 02 June 2009</p> <p>Note: This Emergency 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 AD applies, except in accordance with the requirements of that AD 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>Type Approval Holder's Name : TURBOMECA</p>		<p>Type/Model designation(s) : ARRIEL 1 series turboshaft engines</p>
<p>TCDS Number : EASA.E.073</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 72		Engine - Module M05 (Reduction Gear Box) Lubrication Duct – Inspection / Repair
<p>Manufacturer(s): Turboméca S.A.</p>		
<p>Applicability:</p>		<p>Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K, 1K1, 1S and 1S1 turbo-shaft engines, all serial numbers if modified by TU332 and fitted with Modules M05 (Reduction Gear Box) as identified in figure 1 of Turboméca Mandatory Service Bulletin (MSB) A292 72 0825.</p> <p>These engines are known to be installed on, but not limited to, the following helicopters: Eurocopter AS350B/BA/BB/B1/B2, EC145/MBB-BK117-C1 and AS365N, Agusta A109K2, Sikorsky S-76A+ and S-76A++.</p>
<p>Reason:</p>		<p>Non compliant lubrication ducts, located in Module M05 (Reduction Gear Box) front casing, may have been installed during production and repair. Non-compliant lubrication ducts are potentially located in modules M05 listed in the Mandatory Service Bulletin A292 72 0825.</p> <p>This non compliance may lead to a loss of the lubrication duct plug, followed by a quick draining of the oil tank without indication to the cockpit through low oil pressure warning. This could lead to an uncommanded in-flight shut down. On a single-engine helicopter, the result may be an emergency autorotation landing.</p> <p>In addition, an oil leak following the loss of the lubrication duct plug could lead to an engine fire.</p>

Effective Date:	04June 2009
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight, inspect the M05 lubrication duct for presence of oil leakage, as instructed in paragraphs 1.C.(1)(a), 2.A and figure 2 of Turboméca MSB A292 72 0825 version A.</p> <p><u>If oil leakage is found:</u></p> <p>(1.1) Apply the repair procedure defined in paragraph 2.B.(1) and figures 3 and 4 of Turboméca MSB A292 72 0825 version A. This is the terminating action of this AD.</p> <p><u>If no oil leakage is found:</u></p> <p>(1.2) During the next 75 flight hours repeat the inspection every 4 flight hours or after the last flight of the day, whichever comes first.</p> <p>(1.3) After 75 flight hours, perform the regular oil leakage check after the last flight of the day, as defined in Chapter 05-20 of the applicable Arriel 1 Engine Maintenance Manual, paying particular attention to the M05 lubrication duct per figure 2 of Turboméca MSB A292 72 0825 version A.</p> <p>(2) The repair procedure defined in (1.1) is the terminating action of this AD and must be applied within 8 months of the effective date of this AD.</p> <p>Note: Serial numbers of Modules M05 affected by this AD are listed in figure 1 of Turboméca MSB A292 72 0825 version A. The engine serial numbers are also provided for information when available. In case of conflicts between serial numbers Turboméca should be contacted for resolution.</p>
Ref. Publications:	<p>Turboméca Mandatory Service Bulletin (MSB) A292 72 0825 - version A, dated 27 May 2009;</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance 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 referred to the Airworthiness Directives, Safety Management & Research Section, 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 Customer Support, 40220 TARNOS, FRANCE. Fax: +33 5 59 74 45 15 or contact your nearest technical representative at www.turbomeca-support.com