EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0261R1 **Date: 24 July 2012** 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.

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].

Design Approval Holder's Name :	**Type/Model designation(s) :**
TURBOMECA	TURMO IV engines

TCDS Number:	EASA.E.074
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2009-0261-E dated 18 December 2009.

ATA 72	**Engine - Intermediate Bearing Return Flexible Pipe Unions - Inspection / Replacement**
Manufacturer(s):	TURBOMECA
Applicability:	TURMO IV C engines, all serial numbers that incorporate modification TU 233 [engines fitted with an intermediate bearing return flexible pipe Part Number (P/N) 9 560 17 606 0]. These engines are known to be installed on, but are not limited to, Eurocopter SA 330 G and J PUMA helicopters.
Reason:	During a maintenance inspection before the first flight of the day, an oil leak was found on an engine deck. A circumferential crack on the intermediate bearing return flexible pipe union (pipe P/N 9 560 17 606 0) was identified as the origin of the leak. A similar oil pipe union crack was then reported at the same location on another engine, on the same pipe part number. This pipe part number was approved as modification TU 233 in 2008. Although such cracks have been detected and did not lead to an in-service event, the possibility exists that some additional cracks occur and may not be detected before the potential complete rupture of the union. To address this potential unsafe condition, EASA issued AD 2009-0261-E to require repetitive inspections in accordance with the instructions of Turbomeca Mandatory Service Bulletin (MSB) A249 72 0809 in order to detect incipient cracks of the flexible pipe unions. Since that AD was issued, the type certificate of the TURMO IV A engine has been revoked and Turbomeca has developed an improved pipe P/N 9 560 17

	681 0 (TU 239) for installation on TURMO IV C engines. For the reasons described above, this AD revises EASA AD 2009-0261-E, by limiting the applicability to TURMO IV C engines, and specifying that installation of an improved pipe is an optional terminating actions for the repetitive inspections. In addition, some editorial changes have been made to improve the AD text.
Effective Date:	Revision 1: 31 July 2012 Original issue: 20 December 2009
Required Action(s) and Compliance Time(s):	(1) Before next flight after 20 December 2009 [the effective date of this AD at original issue] and thereafter daily after the last flight of the day, inspect both unions of the intermediate bearing return flexible pipes P/N 9 560 17 606 0 for absence of oil leak or seepage, in accordance with the instructions of paragraph 2 of TURBOMECA MSB A249 72 0809 Version A. Check also the engine deck for absence of oil leaks. (1.1) If, any oil leak or seepage is found, before next flight disassemble the pipe and inspect unions: (1.1.1) If no crack is found, re-install the pipe. (1.1.2) If any crack is found, replace the affected parts with serviceable pipes. (2) Replacement of an intermediate bearing return flexible pipe P/N 9 560 17 606 0 with a pipe having P/N 9 560 17 681 0 constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD.
Ref. Publications:	TURBOMECA MSB A249 72 0809 Version A. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. TURBOMECA TURMO IV Maintenance Manual 279 02 932. TURBOMECA TURMO III C4/IV Overhaul Manual 249 92 934.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue of a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Operator Support & Sales TURMO - TURBOMECA 40220 TARNOS – FRANCE Phone: +33 (0)5 59 74 40 28 Fax: +33 (0)5 59 74 45 16 or refer to your nearest TURBOMECA field representative on http://www.turbomeca-support.com.