


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0068-E [corrected: 13 April 2010]</p> <p>Date: 12 April 2010</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 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>	
Type Approval Holder's Name :	Type/Model designation(s) :
TURBOMECA	MAKILA 2A and MAKILA 2A1 turboshaft engines
TCDS Number : EASA.E.006	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2010-0055 dated 25 March 2010.	
ATA 73	Engine Fuel & Control – Digital Engine Control Unit – Replacement
Manufacturer:	TURBOMECA
Applicability:	<p>MAKILA 2A and MAKILA 2A1 turboshaft engines, all serial numbers, if required to operate on replacement fuels (the list of approved normal and replacement fuels is contained in the MAKILA 2 Installation and Operating Manual), and equipped with a Digital Engine Control Unit (DECU) having a serial number (S/N) listed in TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A, which has not been returned to an approved repair centre since 01 January 2010.</p> <p>These engines are known to be installed in, but are not limited to, EUROCOPTER EC225 LP helicopters.</p>
Reason:	<p>Some DECUs used to control MAKILA 2A and MAKILA 2A1 engines have an ambient pressure (P0) sensor with a measurement accuracy that may be outside the range required for satisfactory functioning of the engines throughout the entire operating envelope. In certain extreme flight conditions, the lack of P0 measurement accuracy could potentially cause an engine flameout if the engine is operating on a replacement fuel.</p> <p>The issue is limited to a batch of 24 DECUs, of which 23 are known to be still in service. Since 01 January 2010, any such DECU returned to an approved repair centre has had its P0 sensor checked and replaced as necessary.</p> <p>EASA AD 2010-0055 was issued to reduce the risk of complete loss of power due to engine flameout and required the replacement of the affected DECU.</p>

	<p>This AD, which supersedes EASA AD 2010-0055 while retaining its requirements, is issued to extend the applicability of the AD to 2 other DECU (S/N 201 & S/N 234) and to delete 2 DECU (S/N 141 & S/N 266) from the applicability of the AD. S/N 141 & S/N 266 are serviceable parts.</p> <p>This AD has been republished to correct several typographic mistakes on the superseded AD number.</p>
Effective Date:	14 April 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> 1. For any engine controlled by a DECU whose S/N is listed in TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A and which is paired with another DECU with a S/N listed in TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A on the same helicopter, before the next flight after the effective date of this AD, replace one affected DECU with a serviceable part, and, within the next 75 Flight Hours (FH), replace the second DECU with a serviceable part. 2. For any engine controlled by a DECU whose S/N is listed in TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A and which is paired with a DECU with a S/N not listed in TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A on the same helicopter, within 75 FH after the effective date of this AD, replace the affected DECU with a serviceable part. 3. After the effective date of this AD, do not install in an aircraft any DECU listed in TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A unless it has been returned to an approved repair centre and had its P0 sensor checked and replaced as necessary.
Ref. Publications:	<p>TURBOMECA Mandatory Service Bulletin A298 73 2815 Version A.</p> <p>MAKILA 2 Installation and Operating Manual X 298 N7 001 2.</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: Operator Support MAKILA – 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 field representative at http://www.turbomeca-support.com