EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0141 **Date: 31 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	ARRIEL 2 engines

TCDS Number:	EASA E.001
Foreign AD:	Not applicable
Supersedure:	None

ATA 73	**Engine Fuel & Control – Hydro-Mechanical Metering Unit – Replacement**
Manufacturer(s):	Turboméca S.A.
Applicability:	ARRIEL 2D engines, all serial numbers. These engines are known to be installed on, but not limited to Eurocopter AS 350 B3 and EC 130 T2 helicopters.
Reason:	During an ARRIEL 2D endurance test, the illumination of the Low Fuel Pressure warning light was observed. The investigation of the High Pressure / Low Pressure (HP/LP) pump assembly within the Hydro-Mechanical Metering Unit (HMU), removed following this occurrence, revealed a deterioration and a loss of the LP pump drive function. This condition, if not corrected, could lead to the illumination of the Low Fuel Pressure warning light in flight, possibly resulting in an uncommanded In-flight shut-down (if the booster pumps are not switched on or under high load factor manoeuvres). For a single-engine helicopter, it may result in an emergency autorotation landing. For the reasons described above, this AD requires replacement of the HMU before exceeding a defined limit of operating hours.
Effective Date:	14 August 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before exceeding 800 HMU operating hours since new, or within 800 HMU operating hours since last application of the Turboméca Mandatory Service Bulletin (MSB) A292 73 2847 version A, as applicable, replace the HMU with a serviceable HMU in accordance with the instructions of paragraph 2 of Turboméca MSB A292 73 2847 version A. Note : For the purpose of this AD, a serviceable HMU is a part that has accumulated less than 800 operating hours since new or since last application of the Turboméca Mandatory Service Bulletin (MSB) A292 73 2847 version A. (2) From the effective date of this AD, do not install an HMU on an engine, or an engine on a helicopter, unless in compliance with the requirements of paragraph (1) of this AD.
Ref. Publications:	Turboméca MSB A292 73 2847 version A dated 29 May 2012. The use of later approved revisions of this documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 29 June 2012 as PAD 12-069 for consultation until 27 July 2012. No comments were received during the consultation period. 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: **Turboméca S.A.**, ARRIEL 2 Customer Support 40220 Tarnos, France Fax: +33 5 59 74 45 15, or your usual or nearest TURBOMECA technical representative (refer to http://www.turbomeca-support.com).