

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0249</p> <p>Date: 21 November 2012</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: TURBOMECA</p>		<p>Type/Model designation(s): ARRIUS 2B1 engines</p>
TCDS Number:	EASA.E.029	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes DGAC France AD 1999-217(A) dated 19 May 1999.	
ATA 73	Engine Fuel & Control – Fuel Injection Manifolds and Privilege Injector – Replacement	
Manufacturer(s):	Turboméca	
Applicability:	<p>ARRIUS 2B1 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Eurocopter Deutschland EC135 twin-engine helicopters.</p>	
Reason:	<p>During inspections carried out at a repair workshop, it was found that some main injectors were totally or partially blocked.</p> <p>This condition, if not corrected, could lead to engine flame out during rapid engine deceleration or to non-availability of the OEI 2min 30s rating, possibly resulting in an uncommanded engine in-flight shut down.</p> <p>To address this unsafe condition, DGAC France issued AD 1999-217(A) to require periodical replacement of fuel manifolds.</p> <p>Since that AD was issued, further investigation results demonstrated that:</p> <ul style="list-style-type: none"> • a periodic flow rate check (water technology) and the cleaning accomplished in accordance with the instructions of Turboméca Mandatory Service Bulletin (MSB) N° A319 73 2012 did not meet the expected results (wrong indication and non-sufficient cleaning), and, • replacement of the fuel injection manifolds and privilege injector ensures the airworthiness of the engine in case of blockage of the injection manifolds combined with a rapid engine deceleration or in case of the use of the OEI 2min 30s rating. <p>For the reasons described above, this AD supersedes DGAC France AD 1999-217(A) and requires replacement of the fuel injection manifolds and privilege</p>	

	injector before exceeding a defined limit of operating hours as specified in Turboméca MSB N° A319 73 2012.
Effective Date:	05 December 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before exceeding 200 operating hours accumulated by the fuel injection manifolds and privilege injector since new, or since last inspection in accordance with the instructions of Turboméca MSB N° A319 73 2012, as applicable, replace the fuel injection manifolds and privilege injector with serviceable fuel injection manifolds and a privilege injector.</p> <p>(2) From the effective date of this AD, do not install fuel injection manifolds or a privilege injector on an engine, or an engine on a helicopter, unless the fuel injection manifold or privilege injector has accumulated less than 200 operating hours since new, or since last inspection in accordance with the instructions of Turboméca MSB N° A319 73 2012, as applicable.</p>
Ref. Publications:	<p>TURBOMECA MSB A319 73 2012 issue I dated 12 November 2012.</p> <p>The use of later approved revisions of this document 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. Based on the required actions and the compliance time, EASA have decided to issue 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: Turboméca, S.A., ARRIUS Customer Support, 40220 TARNOS, FRANCE. Fax: +33 5 59 74 45 15; or contact your nearest technical representative at www.turbomeca-support.com.

Superseded