


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2013-0111R1	
	Date: 03 June 2013	
<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>		
Design Approval Holder's Name:	Type/Model designation(s):	
TURBOMECA	ASTAZOU XIV engines	
TCDS Number:	EASA.E.075	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2013-0111 dated 27 May 2013.	
ATA 72	Engine – Second Stage Turbine Disc – Replacement	
Manufacturer(s):	TURBOMECA	
Applicability:	<p>ASTAZOU XIV B and XIV H engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Eurocopter (formerly Sud Aviation, Aerospatiale) SA 319 B (Alouette III) and SA 342 J (Gazelle) helicopters.</p>	
Reason:	<p>Some cracks have been reported on the second stage turbine disc of ASTAZOU XIV engines inducted into a Repair Centre. These cracks are located in the serrations of the disc. The results of the technical investigation concluded that the cracks were present on non-shot peened second stage turbine discs (discs on which AB 138 modification was not incorporated), and on second stage turbine discs that were shot peened during their service life (discs on which AB 138 modification was incorporated after initial service use without shot peening). Until now, no crack has been reported on second stage turbine discs shot peened since new, these discs accounting for more than half of all ASTAZOU XIV flight hours. It was not possible to clearly identify what caused the cracks.</p> <p>This condition, if not corrected, could lead to some events of disc serrations rupture, possibly resulting in uncontained second stage turbine blade release with consequent damage to, and reduced control of, the helicopter.</p> <p>To address these occurrences, TURBOMECA published Mandatory Service Bulletin (MSB) A283 72 0808 and MSB A283 72 0809, which provides second stage turbine disc replacement instructions.</p> <p>For the reasons described above, this AD requires replacement of the affected second stage turbine discs with serviceable second stage turbine discs.</p>	

	This AD is revised to clarify the compliance time for the second stage turbine disc replacement for certain engines.
Effective Date:	10 June 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance time specified in Table 1 – Appendix of this AD, as applicable to engine Model and configuration, replace each non-shot peened second stage turbine disc (AB 138 modification was not incorporated), and any affected second stage turbine disc that was shot peened during its service life (AB 138 modification was applied after initial service use without shot peening) with a serviceable part in accordance with the instructions of Turboméca MSB A283 72 0808 or Turboméca MSB A283 72 0809, as applicable. (2) After replacement of an affected second stage turbine disc with a serviceable second stage turbine disc on an engine, do not install a second stage turbine disc on that engine, unless the disc is a serviceable part as defined in Turboméca MSB A283 72 0808 or Turboméca MSB A283 72 0809, as applicable.
Ref. Publications:	<p>TURBOMECA MSB A283 72 0808 version A dated 16 May 2013. TURBOMECA MSB A283 72 0809 version A dated 16 May 2013.</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. 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: Operator Support & Sales ASTAZOU - 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 www.turbomeca-support.com.

Table 1 – Appendix: Replacement Second Stage Turbine Discs

Affected Engine	Configuration	Compliance Time
ASTAZOU XIV B	Engine not incorporating AB 138 modification	Engine has, at the effective date of this AD, accumulated 1 800 engine cycles (EC) or more since last engine overhaul (or since new if the engine has never been overhauled): Within 10 operating hours after the effective date of this AD
		Engine has, at the effective date of this AD, accumulated less than 1 800 EC since last engine overhaul (or since new if the engine has never been overhauled): Within 300 operating hours after the effective date of this AD or within 1 800 EC since last engine overhaul (or since new if the engine has never been overhauled), whichever occurs first
	Engine incorporating AB 138 modification	Within 1 800 EC since last engine overhaul (or since new if the engine has never been overhauled) or within 10 operating hours after the effective date of this AD, whichever occurs later
ASTAZOU XIV H	Engine not incorporating AB 138 modification	Within 300 operating hours after the effective date of this AD