

EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 07-155</p> <p>Date: 23 August 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :		Type/Model designation(s) :
TURBOMECA		TURMO turboshaft engines
TCDS Number : France M8		
Foreign AD : not applicable		
Supersedure : EASA AD 2007-0061-E released on 07 March 2007		
ATA 72	Engine - Flexible lubrication pipes between tank and cooler and between intermediate bearing and oil pump - Inspection/Replacement	
Manufacturer(s):	TURBOMECA	
Applicability:	<p>This Airworthiness Directive applies to all TURMO IV turboshaft engines fitted with an oil pipe P/N 0 249 92 813 0 or 0 249 92 916 0 or 0 249 92 808 0.</p> <p>These engines are known to be installed in, but are not limited to, Eurocopter SA 330 F, G or J PUMA helicopters.</p>	
Reason:	<p>Several occurrences of deterioration of:</p> <ul style="list-style-type: none"> - the oil pipe P/N 0 249 92 813 0 installed on TURMO III C4 between the oil cooler and the tank; - the oil pipe P/N 0 249 92 808 0 installed on TURMO III C4 and TURMO IV C between the intermediate bearing and the oil pump; <p>have been reported to Turbomeca. Most, but not all, reported occurrences concerned military models. Such deterioration and oil leakage can lead to commanded engine in flight shut down.</p> <p>The cause of the pipe deterioration is linked to a manufacturing process change applied by the manufacturer of the pipes in 2003.</p> <p>This Airworthiness Directive (AD) applies to oil pipes P/N 0 249 92 813 0, 0 249 92 916 0 and 0 249 92 808 0, which are the same as, or similar to, the</p>	

	<p>deteriorated pipes in military models.</p> <p>The present AD retains requirements of the superseded AD 2007-0061-E and in addition mandates Turbomeca Service Bulletin 249 72 0231 or modification TU 231 (replacement of flexible lubrication pipe between cooler and tank) for engines equipped with a pipe P/N 0 249 92 813 0 or 0 249 92 916 0 vulcanised in the 2nd quarter of 2003 or later.</p> <p>TU 231 introduces a new pipe, P/N 9 560 17 601 0, which allows the maintenance to be limited to the activities defined in the Maintenance Manual.</p>
Effective Date:	14 days after final AD issue date
Compliance:	<p>PREVIOUS REQUIREMENTS OF AD 2007-0061-E</p> <p>1- For engines equipped with oil pipe P/N 0 249 92 813 0 or 0 249 92 916 0 or 0 249 92 808 0, unless already performed, the following actions are mandatory, from 09 March 2007 (the effective date of AD 2007-0061-E).</p> <p>Before next flight:</p> <ul style="list-style-type: none"> - Identify the vulcanisation batch of the oil pipe. - If the pipe was vulcanised in the 2nd quarter of 2003 or later (ex.: marking 2T03 refers to the 2nd quarter of 2003): <ul style="list-style-type: none"> - Inspect the oil filter for black particles which could come from internal deterioration of the pipe. - Inspect the engine bay for possible oil leakage from the pipe. - Perform a boroscope inspection of the pipe. <p>2- If both engines installed on a given helicopter are equipped with pipes P/N 0 249 92 813 0 or 0 249 92 916 0 which where vulcanised after the first quarter of 2003, replace one of the two pipes before the next flight.</p> <p>3- After 25 additional Flight Hours (FH), repeat the inspections required by paragraph 1 of this AD.</p> <p>NEW REQUIREMENT OF THIS AD:</p> <p>4- For engines equipped with oil pipe P/N 0 249 92 813 0 or 0 249 92 916 0 vulcanised in the 2nd quarter of 2003 or later, within the next 50 FH after the effective date of this AD or before the 31 December 2007 whichever occurs first, replace the pipe with P/N 9 560 17 601 0 per modification TU 231.</p> <p>NOTE 1: Inspection for oil leak before and after flight, and inspection of the oil filter every 25 hours, as defined in the Engine Maintenance Manual, remain applicable.</p> <p>NOTE 2: The detailed procedures to comply with the requirements of this AD are defined in the referenced TURBOMECA Mandatory Service Bulletins A249 72 0802 and 249 72 0231.</p>
Ref. Publications:	<p>TURBOMECA Mandatory Service Bulletin A249 72 0802 Update No. 2</p> <p>TURBOMECA Mandatory Service Bulletin 249 72 0231 Original issue (any later EASA approved revision of these documents is acceptable).</p> <p>TURBOMECA Maintenance Manual 279 02 931.</p>

<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. The closing date for comments is 06 September 2007. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E mail: Ads@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact Operator Support TURMO - 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 technical representative on http://www.turbomeca-support.com
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