


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;"><b>AD No : 2006 - 0237</b></p> <p style="text-align: center;"><b>Date: 09 August 2006</b></p>	
<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.</p>		
<p><b>Type Approval Holder's Name :</b> TURBOMECA</p>	<p><b>Type/Model designation(s) :</b> Turbo-shaft engine ARRIUS 2F</p>	
<p>TCDS Number: France No. M22</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: DGAC AD F-2005-143R1, EASA Approval No. 2005-6192</p>		
<b>ATA 73</b>	<b>Fuel Control Unit (FCU) – Replacement of the constant delta Pressure valve diaphragm: incorporation of modification Tf55</b>	
<p>Manufacturer(s):</p>	<p>TURBOMECA</p>	
<p>Applicability:</p>	<p>ARRIUS 2F turbo-shaft engine (installed on EC120B helicopter)</p>	
<p>Reason:</p>	<p>This AD is issued following the case of an increase in fuel flow resulting from deterioration of the constant delta pressure valve diaphragm.</p> <p>The increase in fuel flow led to an increase in gas generator speed which resulted in an increase in power turbine and helicopter rotor speed. This then led to an uncommanded in-flight engine shut down following power turbine blade-shedding (blades contained) due to over speed.</p> <p>This increase in fuel flow is attributed to the deterioration of the constant delta pressure valve diaphragm installed inside-out.</p> <p>DGAC AD F-2005-143R1 rendered mandatory the incorporation of modification Tf55 (replacement of the diaphragm potentially installed inside-out by one having two projections indicating proper direction through application of SB 319 73 4055) only on a limited number of engines listed in SB A 319 73 4825.</p> <p>The aim of this AD is to generalize the mandatory incorporation of modification Tf55 (through application of SB 319 73 4055) on the whole Arrius 2F fleet, and therefore to eliminate the possibility of having a</p>	

	constant delta pressure valve diaphragm incorrectly installed on any Arrius 2F.
Effective Date:	23 August 2006
Compliance:	<p>The following measure is made mandatory from the effective date of this AD, unless previously accomplished:</p> <p>Before 31 July 2007, implement modification Tf55 as per paragraph 2 of the Turbomeca Mandatory Service Bulletin No. 319 73 4055.</p>
Ref. Publications:	<ul style="list-style-type: none"> <li>▪ TURBOMECA Service Bulletin No. 319 73 4055 original issue or later approved revisions.</li> <li>▪ TURBOMECA Mandatory Alert Service Bulletin No. A319 73 4825 original issue or later approved revisions.</li> </ul>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-129 for consultation on 17 May 2006 with a comment period until 13 June 2006. No comment was raised during consultation period.</li> <li>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: ARRIUS 2 Customer Support - TURBOMECA - 40220 TARNOS – FRANCE; Fax: +33 5 59 74 45 15</li> </ol>