


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0049 [Correction: 07 May 2015]</p> <p>Date: 17 March 2015</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 EU 1321/2014 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 [EU 1321/2014 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 2F engines</p>	
<p>TCDS Number: France n°M22</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 79	Oil – Oil Pump Drive Link / Lubricating Device – Inspection	
<p>Manufacturer(s):</p>	<p>Turbomeca S.A.</p>	
<p>Applicability:</p>	<p>ARRIUS 2F engines, all serial numbers. These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters.</p>	
<p>Reason:</p>	<p>A risk of an in-flight shut-down (IFSD) has been identified on an ARRIUS 2F engine, due to deterioration of gas generator front bearing. This could be the result of lack of lubrication, due to a link loss between pump driver and oil pump shaft.</p> <p>This condition, if not detected and corrected, could lead to cases of IFSD, possibly resulting in forced landing with consequent damage to the helicopter and injury to occupants.</p> <p>To address this potential unsafe condition, Turbomeca published Mandatory Service Bulletin (MSB) No 319 79 4834 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time inspection of the oil pump drive shaft, and, depending on findings, accomplishment of applicable corrective actions.</p> <p>This AD is republished to correct a typographical error in paragraph (5).</p>	
<p>Effective Date:</p>	<p>31 March 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For engines equipped with an oil pump having Part Number (P/N) 0319155050, within the compliance time specified in Table 1 of this AD, as applicable, depending on the engine hours (EH) accumulated on the effective date of this AD, inspect the pump driver assembly on the oil pump shaft, the pump driver splines and the oil pump splines, in accordance with the instructions of Turbomeca MSB N° 319 79 4834 version B.</p> <p style="text-align: center;">Table 1 – One-time Inspection</p> <table border="1" data-bbox="542 495 1417 1008"> <thead> <tr> <th data-bbox="542 495 954 633">EH since new, or since last overhaul, or since last installation of an affected oil pump, whichever occurred later</th> <th data-bbox="954 495 1417 633">Compliance Time</th> </tr> </thead> <tbody> <tr> <td data-bbox="542 633 954 772">Less than 250 EH</td> <td data-bbox="954 633 1417 772">Before exceeding 300 EH since new, or since overhaul, or since last installation of an affected oil pump, as applicable</td> </tr> <tr> <td data-bbox="542 772 954 851">250 EH or more, but less than 300 EH</td> <td data-bbox="954 772 1417 851">Within 50 EH after the effective date of this AD</td> </tr> <tr> <td data-bbox="542 851 954 929">300 EH or more but less than 800 EH</td> <td data-bbox="954 851 1417 929">Within 100 EH after the effective date of this AD</td> </tr> <tr> <td data-bbox="542 929 954 1008">More than 800 EH</td> <td data-bbox="954 929 1417 1008">During the next scheduled 500 EH inspection</td> </tr> </tbody> </table> <p>(2) If, during the inspection as required by paragraph (1) of this AD, a discrepancy is detected, before next flight, replace the oil pump driver assembly and/or the oil pump shaft, or replace the affected oil pump, in accordance with the instructions of Turbomeca MSB N° 319 79 4834 version B.</p> <p>(3) Inspection (of the oil pump driver assembly on the oil pump shaft and of the pump driver splines and the oil pump splines) and corrective action, accomplished before the effective date of this AD in accordance with the instructions of Turbomeca MSB N° 319 79 4834 version A, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD.</p> <p>(4) An engine that is equipped with an oil pump P/N 0319155050, which was overhauled in a Turbomeca repair centre after 01 January 2013, is not affected by the requirements of this AD.</p> <p>(5) An engine that has a serial number higher than 34 775 is not affected by the requirements of this AD, provided it is determined that, since first flight of that engine on a helicopter, the oil pump has not been replaced on that engine.</p>	EH since new, or since last overhaul, or since last installation of an affected oil pump, whichever occurred later	Compliance Time	Less than 250 EH	Before exceeding 300 EH since new, or since overhaul, or since last installation of an affected oil pump, as applicable	250 EH or more, but less than 300 EH	Within 50 EH after the effective date of this AD	300 EH or more but less than 800 EH	Within 100 EH after the effective date of this AD	More than 800 EH	During the next scheduled 500 EH inspection
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<p>Ref. Publications:</p>	<p>Turbomeca SB N° 319 79 4834 version A dated 25 November 2013, or Version B dated 21 October 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>										
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 12 February 2015 as PAD 15-012 for consultation until 12 March 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 										

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| | <p>4. For any question concerning the technical content of the requirements in this AD, please contact:
Turbomeca, S.A., ARRIUS Customer Support, 40220 TARNOS, FRANCE.
Fax: +33 5 59 74 45 15 or contact your usual or nearest technical representative at www.turbomeca-support.com.</p> |
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