	AIRWORTHINESS DIRECTIVE No F-2005-073 R1		Distribution: A	Issue date: May 25, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
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.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: UF-2005-073 R1		
Person in charge of airworthiness: TURBOMECA			Type(s): ARRIUS 2F turboshaft engines		
Type certificate(s) No. M22 TCDS No M22					
ATA chapter: 72		Subject: Engine - Immediate grounding			

1. EFFECTIVITY:

This Airworthiness Directive (AD) applies to TURBOMECA turboshaft engines ARRIUS 2F which equip EC 120B helicopters.

2. REASONS:

Following an accident involving an EC 120B, the initial investigation of the ARRIUS 2F engine showed that one HP blade was totally released from the HP disk. This blade was contained inside the containment ring.


The preliminary examination of the engine parts showed that the standard of one ferrule initiated a disturbance in the secondary air system used to cool the HP turbine.

This Revision 1 takes into account a modification of paragraph 3.2.: after analysis of the technical situation, it has been put into evidence that the return of engines in a repair center may be avoided by replacing module 2 close to operators or by an inspection on site of the standard of the ferrule.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following actions are made mandatory from the effective date of this AD:

- 3.1. For all ARRIUS 2F modules 2 listed in Alert Fax TURBOMECA No 057/05/DSO/TM: immediate grounding.
- 3.2. Flights may be resumed after the engine having been treated in a repair center, or after module 2 replacement on site or in a workshop, or after inspection of the standard of the ferrule by applying deep servicing instructions on site.

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4. **REFERENCE PUBLICATION:**

Alert Fax TURBOMECA No 057/05/DSO/TM dated April 26, 2005.

5. **EFFECTIVE DATE:**

Original issue : Upon receipt of the EAD issued on April 27, 2005

Revision 1 : Upon receipt of the EAD issued on April 29, 2005.

6. **REMARKS:**

The original issue of this AD has only been the subject of an emergency diffusion on April 27, 2005. It hasn't been issued on paper form.

This AD was issued as an emergency diffusion on April 29, 2005.

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD Revision is approved under EASA reference No 2005-3868 dated April 29, 2005.