

2010-09-13 Turbomeca: Amendment 39-16278.; Docket No. FAA-2010-0411; Directorate Identifier 2010-NE-19-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 17, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Makila 2A turboshaft engines with any of the following serial number (S/N) digital engine control units (DECUs) installed, if the DECU has not been returned to an approved repair center since January 1, 2010.

S/N 93	S/N 165	S/N 193	S/N 234
S/N 115	S/N 167	S/N 201	S/N 242
S/N 138	S/N 171	S/N 215	S/N 296
S/N 149	S/N 174	S/N 216	S/N 303
S/N 151	S/N 176	S/N 218	S/N 308
S/N 156	S/N 189	S/N 231	--

These engines are installed on, but not limited to, Eurocopter France EC 225LP helicopters.

Reason

(d) Some DECUs used to control MAKILA 2A and MAKILA 2A1 engines have an ambient pressure (P0) sensor with a measurement accuracy that may be outside the range required for satisfactory functioning of the engines throughout the entire operating envelope. In certain extreme flight conditions, the lack of P0 measurement accuracy could potentially cause an engine flameout if the engine is operating on a replacement fuel.

The issue is limited to a batch of 24 DECUs, of which 23 are known to be still in service. Since 01 January 2010, any such DECU returned to an approved repair centre has had its P0 sensor checked and replaced as necessary.

Actions and Compliance

(e) Unless already done, within 75 flight hours after the effective date of this AD, replace the S/N DECUs listed in applicability paragraph (c) of this AD:

(1) With a DECU having a S/N not listed in paragraph (c); or

(2) With a DECU having a S/N listed in paragraph (c), that has been returned to an approved repair center since January 1, 2010.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

(1) EASA AD 2010-0068-E (corrected), dated April 13, 2010, requires, for helicopters having two affected DECUs, that one of the DECUs be replaced before the next flight, and the other DECU be replaced within 75 flight hours after the effective date of the AD.

(2) This AD requires all affected DECUs be replaced within 75 flight hours after the effective date of this AD.

(3) Although EASA AD 2010-0068-E (corrected), dated April 13, 2010, also applies to the Makila 2A1 engine, this AD does not apply to that model because it has no U.S. type certificate.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2010-0068-E (corrected), dated April 13, 2010, and Turbomeca Alert Mandatory Service Bulletin No. A298 73 2815, Version A, dated March 18, 2010, for related information. Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information.

(i) Contact Kevin Dickert, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: kevin.dickert@faa.gov; telephone (781) 238-7117; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) None.