



Emergency Airworthiness Directive

AD No.: 2019-0277-E

Issued: 12 November 2019

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SAFRAN HELICOPTER ENGINES

Type/Model designation(s):

RTM322 engines

Effective Date: 14 November 2019

TCDS Number(s): EASA.E.009

Foreign AD: Not applicable

Supersedure: None

ATA 75 – Air – Anti-icing Valve Assembly Gaskets – Replacement

Manufacturer(s):

SAFRAN Helicopter Engines, S.A. (SAFRAN), formerly Turboméca, S.A.

Applicability:

RTM 322-01/9 and RTM 322-01/9A engines, all serial numbers.

These engines are known to be installed on, but not limited to, NH Industries NH90 (military) helicopters.

Definitions:

For the purpose of this AD, the following definitions apply:

The MSB: SAFRAN Mandatory Service Bulletin (MSB) MSBP-M3-A-75-09-00-04A-A-A.

Affected part: Anti-icing valve assembly gaskets, having Part Number (P/N) 0322710040, or P/N 0322710050.

Serviceable part: Anti-icing valve assembly gaskets, having P/N 0000231350, or P/N 0000231360.

Groups: Group 1 engines are those that have an affected part installed. Group 2 engines are those that do not have an affected part installed.



Icing conditions: Whenever the ambient temperature is +5°C or less and visible humidity conditions are present.

Reason:

Occurrences have been reported that SAFRAN Modification C3062 may cause stress to the outlet pipe of the anti-icing valve which connects the anti-icing valve to the air intake casing. This may lead to a reduction in, or even to a loss of, the anti-icing function of inlet guide vanes and air intake casing (P3 air leak).

This condition, if not corrected, may lead to an uncommanded engine in-flight shut-down, possibly resulting in an emergency landing, with consequent damage to the helicopter and injury to occupants.

To address this potential unsafe condition, SAFRAN issued the MSB, providing instructions for replacement of the affected parts.

For the reason described above, this AD requires removal from service of the affected parts. This AD also prohibits (re)installation of an affected part.

This AD is considered an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Replacement:

- (1) For a helicopter having two Group 1 engines installed: Before next flight into known or expected icing conditions after the effective date of this AD, replace on at least one engine the affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the MSB.
- (2) For Group 1 engines: During the next scheduled 50 flight hour maintenance visit, replace each affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the MSB.

Concurrent Inspection:

- (3) Concurrent with replacement of an affected part on an engine, as required by paragraph (1) or (2) of this AD, as applicable, inspect the P/N 0322767180 outlet pipe in accordance with the instructions of the MSB.

Corrective Action(s):

- (4) If, during the inspection as required by paragraph (3) of this AD, the outlet pipe is found cracked, before next flight, replace the outlet pipe with a new P/N 0322767180 outlet pipe, or a P/N 0322767180 outlet pipe that has passed an inspection (no crack detected) in accordance with the instructions of the MSB.



Parts Installation:

- (5) For Group 1 and Group 2 engines: From the effective date of this AD, do not install an affected part on any engine.

Engine Installation:

- (6) From the effective date of this AD, do not install a Group 1 engine on any helicopter.

Ref. Publications:

SAFRAN Helicopter Engines MSBP-M3-A-75-09-00-04A-A-A original issue dated 08 November 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact your nearest SAFRAN Helicopter Engines technical representative, or connect to: www.tools.safran-helicopter-engines.com.

