



Airworthiness Directive

AD No.: 2026-0128

Issued: 02 July 2026

Note: This 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):

ARRIUS 1 engines

Effective Date: 09 July 2026

TCDS Number(s): EASA.E.080

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel & Control – Hydromechanical Metering Unit – Replacement

Manufacturer(s):

SAFRAN Helicopter Engines (SAFRAN), formerly Turboméca

Applicability:

ARRIUS 1A engines, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, Airbus Helicopters AS 355 N twin-engine helicopters.

Definitions:

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

The MSB: SAFRAN Mandatory Service Bulletin (MSB) 319 73 0821 version A.

Affected HMU: Hydromechanical Metering Unit (HMU) having Part Number (P/N) 01648511170 and a s/n as identified in Appendix A of this AD, except those which, after the effective date of this AD, have been overhauled, or have had the constant delta P valve diaphragm replaced in accordance with the instructions of SAFRAN Component Maintenance Manual X 73-21-11.

Affected engine: An engine that has an affected HMU installed.



Serviceable HMU: Any HMU, eligible for installation in accordance with SAFRAN instructions, that is not an affected HMU.

Reason:

During an acceptance test of one HMU, a drift in the measured fuel flow was noticed.

The investigation revealed that the drift was related to a torn constant delta P valve diaphragm of the HMU, and identified a batch of diaphragms possibly affected by a similar issue.

This condition, if not corrected, could lead to an uncommanded in-flight shutdown of the engine, which may result in a significant reduction of the control of a helicopter.

To address this potential unsafe condition, SAFRAN issued the MSB to provide instructions to replace the affected HMUs.

For the reason described above, this AD requires replacement of the affected HMUs, and prohibits their (re)installation.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished.

Replacement:

- (1) For engines installed on a helicopter that has two affected engines: Within the compliance time as identified in Table 1 of this AD, as applicable, on at least one of the affected engines, replace the affected HMU with a serviceable HMU in accordance with the instructions of the MSB (see Note 1 of this AD).

Table 1 – Two Affected HMUs – Compliance Time (see Note 2 of this AD)

Accumulated cycles since last HMU repair	Compliance Time
600 cycles or more (in any HMU) or More than 550, but less than 600 cycles (both HMUs)	Before next flight after the effective date of this AD
For any other case	Within 15 cycles or 24 months, whichever occurs first after the effective date of this AD

Note 1: After replacing the HMU of one affected engine, the HMU of the second engine must be replaced as required by paragraph (2) of this AD.

Note 2: Where, in this AD, reference is made to “cycles”, that must be read as “the accumulated number of gas generator cycles on an HMU”, as defined in the MSB.



- (2) For affected engines not affected by paragraph (1) of this AD: Within the compliance time as identified in Table 2 of this AD, as applicable, replace the affected HMU with a serviceable HMU in accordance with the instructions of the MSB.

Table 2 – One Affected HMU – Compliance Time

Threshold (A or B, whichever occurs first)	
A	Within 600 cycles since last HMU repair or within 50 cycles after the effective date of this AD, whichever occurs later
B	Within 24 months after the effective date of this AD

Ferry Flight:

- (3) If the HMU replacement, as required by paragraph (1) of this AD, must be accomplished before next flight, and one HMU has less than 600 cycles, a single ferry flight without passengers is allowed to position the helicopter to a maintenance location where the required replacement can be performed.

Part(s) Installation:

- (4) From the effective date of this AD, do not install an affected HMU on any engine (see Note 3 of this AD).

Note 3: Removal of an affected HMU from an engine and subsequent reinstallation of that affected HMU on the same engine, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (4) of this AD.

Ref. Publications:

SAFRAN MSB 319 73 0821 version A dated 12 June 2026.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 30 July 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD
3. Enquiries regarding this PAD should be referred to the EASA Safety 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 PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this PAD, please contact your nearest SAFRAN Helicopter Engines technical representative, or connect to www.tools.safran-helicopter-engines.com.



Appendix 1 – Affected HMU

S/N
114
115
118
127
274
275
600
138M
140M
158M
171M
204M
213M
216M
238M
257M
265M
278M
281M
285M
289M
306B
307M
326M
378B
409M
410M
413M
427M
450M
464M

