



Airworthiness Directive

AD No.: 2026-0186

Issued: 29 September 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):

RTM 322-01/9 and RTM 322-01/9A engines

Effective Date: 12 October 2026

TCDS Number(s): EASA.E.009

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0019 dated 11 January 2024.

ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

SAFRAN Helicopter Engines (SAFRAN), formerly Turboméca, Rolls-Royce Turboméca

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 ALS:

Chapter 04, Airworthiness Limitations Section (ALS), of SAFRAN RTM 322-01/9 Engine Base Maintenance Manual (EBMM) M3-A-EBM-00-D Update 24 or RTM 322-01/9A EBMM M3-B-EBM-00-D Update 24, as applicable depending on engine model; and

Chapter 04, ALS, of SAFRAN RTM 322-01/9 Overhaul Manual (OM) M3-A-EDM-00-D Update 24 or



RTM 322-01/9A OM M3-B-EDM-00-D Update 24, as applicable depending on engine model.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated engine. For an engine installed on an aeroplane operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks and limitations for which a threshold or interval was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and maintenance tasks for the RTM 322-01/9 and RTM 322-01/9A engines, which are approved by EASA, are currently defined and published in Chapter 04, ALS, of the SAFRAN EBMM and OM for the respective engine models. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2024-0019 to require life limits and/or mandatory tasks for SAFRAN RTM 322-01/9 and RTM 322-01/9A engines.

Since that AD was issued, SAFRAN published the ALS, as defined in this AD, containing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2024-0019, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to engine model and depending on engine configuration:
 - (1.1) Replace each component before exceeding the applicable life limit; and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable approved SAFRAN maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified



in the ALS, before next flight, contact SAFRAN for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to engine model and depending on engine configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous revision of the ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to engine model and depending on engine configuration, within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to engine model and depending on engine configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

SAFRAN RTM 322-01/9 EBMM M3-A-EBM-00-D Update 24 dated 30 April 2026.

SAFRAN RTM 322-01/9A EBMM M3-B-EBM-00-D Update 24 dated 30 April 2026.

SAFRAN RTM 322-01/9 OM M3-A-EDM-00-D Update 24 dated 30 April 2026.

SAFRAN RTM 322-01/9A OM M3-B-EDM-00-D Update 24 dated 30 April 2026.

The use of later approved revisions of the above-mentioned documents 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 26 October 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 AD 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 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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 AD, please contact your nearest SAFRAN Helicopter Engines technical representative, or connect to www.tools.safran-helicopter-engines.com.

