



## Airworthiness Directive Cancellation Notice

**AD No.:** 2018-0014-CN

**Issued:** 24 January 2018

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

### Design Approval Holder's Name:

SAFRAN HELICOPTER ENGINES

### Type/Model designation(s):

ARTOUSTE II, ARTOUSTE III, ASTAZOU XIV and TURMO IV engines

**Effective Date:** 24 January 2018

**TCDS Number(s):** [EASA.E.074](#), [EASA.E.075](#), [EASA.E.091](#) and [EASA.E.137](#)

**Foreign AD:** Not applicable

**Cancellation:** This Notice cancels DGAC France AD 2002-597 and AD 2002-598, both dated 27 November 2002, AD F-2005-060 (EASA approval 2005-3067) dated 13 April 2005 and AD F-2005-064 (EASA approval 2005-3626) dated 27 April 2005.

### CANCELLED: ATA 72 – Engines Formerly Used by Non-Civil Operators – Civil Use

#### Manufacturer(s):

SAFRAN Helicopter Engines, formerly Turboméca, S.A.

#### Applicability:

ARTOUSTE II C5 and C6 engines, ARTOUSTE III B and B1 engines, ASTAZOU XIV B engines, and TURMO IV C engines, all serial numbers, if previously used by an operator (e.g. military) who is not under the safety oversight of a civil aviation authority.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation) SE 3160, SA 315 B, SA 316 B, SA 319 B, SA 330 J and SA 342 J helicopters.

#### Reason:

Engines that have been operated and maintained outside the framework of a civil aviation regime may have a configuration that does not (or no longer) conform to the original approved type definition. This may concern the modification standard, the applied repair schemes, or the maintenance programme for critical parts. In addition, the operating limits approved during civil certification and, in particular, life limits based on normal civil operation cycles, may also have been



exceeded on these engines. As a consequence, for the purposes of civil aviation, these engines are considered to be not airworthy.

DGAC France issued certain ADs to define the conditions for returning these engines to service in a civil regime, containing the instructions for restoring an engine to conformity.

Since those ADs were issued, EASA considered that, because installation of a non-airworthy (e.g. ex-military use) engine is not legally permitted unless certain actions are taken, it is not necessary to address this kind of 'safety risk' by AD action. Consequently, a reference to a Service Bulletin (SB), containing the relevant instructions, has been incorporated in a Note in each applicable Type Certificate Data Sheet (TCDS) for the affected engine type designs.

For the reasons described above, this Notice cancels DGAC France AD 2002-597, AD 2002-598, AD F-2005-060 (EASA approval 2005-3067) and AD F-2005-064 (EASA approval 2005-3626).

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

None

#### **Ref. Publications:**

The related Safran Helicopter Engines or Turboméca SB, as applicable to engine type and model, is specified in each relevant EASA TCDS (hyperlinks provided above): ARTOUSTE II: EASA.E.137, ARTOUSTE III: EASA.E.091, ASTAZOU XIV: EASA.E.075, and TURMO IV: EASA.E.074.

#### **Remarks:**

1. This AD-CN was posted on 13 December 2017 as PAD 17-171-CN for consultation until 10 January 2018. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this AD-CN, please contact: SAFRAN Helicopter Engines, Customer Support, 40220 Tarnos, France, Fax: +33 5 59 74 45 15, or contact [SAFRAN on-line for technical assistance](#).

