



Notification of a Proposal to cancel an Airworthiness Directive

PAD No.: 17-171-CN

Issued: 13 December 2017

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name: SAFRAN HELICOPTER ENGINES
Type/Model designation(s): ARRIEL 1 and 2, ARTOUSTE II and III, ASTAZOU XIV, MAKILA 1 and 2, and TURMO IV engines

Effective Date: [TBD - standard: same day as AD-CN issue date]

TCDS Number(s): [EASA.E.001](#), [EASA.E.006](#), [EASA.E.072](#), [EASA.E.073](#), [EASA.E.074](#), [EASA.E.075](#), [EASA.E.091](#) and [EASA.E.137](#)

Foreign AD: Not applicable

Cancellation: This Notice proposes to cancel 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; and EASA AD 2007-0045 dated 21 February 2007, AD 2007-0084, including its Correction, both dated 30 March 2007, AD 2007-0098 dated 10 April 2007, AD 2007-0117 dated 02 May 2007, and AD 2007-0205 dated 03 August 2007.

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

Manufacturer(s):

SAFRAN Helicopter Engines, formerly Turboméca, S.A.

Applicability:

ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K, 1K1, 1S and 1S1 engines, ARRIEL 2B, 2B1, 2B1A, 2C, 2C1, 2C2, 2S1 and 2S2 engines, ARTOUSTE II C5 and C6 engines, ARTOUSTE III B and B1 engines, ASTAZOU XIV B engines, MAKILA 1A, 1A1 and 1A2 engines, MAKILA 2A 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) AS 332, AS 350, AS 365, EC 130, EC 155,



EC 225, SA 319 B, SA 330 and SA 365 helicopters; Airbus Helicopters Deutschland (formerly Eurocopter Deutschland, Messerschmidt-Bölkow-Blohm) MBB BK-117 helicopters; Leonardo (formerly Finmeccanica, AgustaWestland, Agusta) A109 helicopters; and Sikorsky S-76 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 and EASA 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 proposes to cancel 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); and EASA AD 2007-0045, AD 2007-0084, AD 2007-0098, AD 2007-0117, and AD 2007-0205.

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): ARRIEL 1: EASA.E.073, ARRIEL 2: EASA.E.001, ARTOUSTE II: EASA.E.137, ARTOUSTE III: EASA.E.091, ASTAZOU XIV: EASA.E.075, MAKILA 1: EASA.E.072, MAKILA 2: EASA.E.006 and TURMO IV: EASA.E.074.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 10 January 2018.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this PAD-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](#).

