



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-198

Issued: 05 November 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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):

ARRIUS 2G1 engines

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.E.029

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel & Control – Fuel Filter Pre-Blockage Pressure Switch – Replacement

Manufacturer(s):

SAFRAN Helicopter Engines (SAFRAN), formerly Turboméca

Applicability:

ARRIUS 2G1 engines, all serial numbers.

These engines are known to be installed on, but not limited to, Kamov Design Bureau Ka-226T helicopters.

Definitions:

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

The SB: SAFRAN Mandatory Service Bulletin (SB) N° 319 73 2856.

Affected part: Fuel filter pre-blockage pressure switches, having Part Number (P/N) 9 550 17 200 0, serial number (s/n) 00001 to 12753 inclusive, and s/n A0001 to A0247 inclusive.



Serviceable part: Any fuel filter pre-blockage pressure switch that is not an affected part.

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.

Reason:

Occurrences have been reported of finding non-conformities on some pre-blockage pressure switches of fuel filters intended for ARRIUS 2G1 engines. This deficiency can cause its non-activation in the event of fuel system contamination. A clogged fuel filter can lead to the opening of the by-pass with no displayed indication in the cockpit. SAFRAN identified the batches of the parts that are potentially affected by this non-conformity.

This condition, if not corrected, could lead to an uncommanded engine in-flight shutdown, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, SAFRAN published the SB, providing instructions to identify and replace the affected parts.

For the reason described above, this AD requires replacement of the affected parts. This AD also prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 engines: Within 7 months or 300 flight hours, whichever occurs first after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

Part Installation:

- (2) It is allowed to install on any engine a fuel filter pre-blockage pressure switch, provided it is a serviceable part, as defined in this AD, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
 - (2.1) For Group 1 engines: After replacement of the affected part(s) as required by paragraph (1) of this AD.
 - (2.2) For Group 2 engines: From the effective date of this AD.

Ref. Publications:

SAFRAN Helicopter Engines MSB N° 319 73 2856 version A (original issue), or version B.

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

Remarks:

1. This Proposed AD will be closed for consultation on 03 December 2019.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. 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](#).
4. 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.

