



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-138**

**Issued: 20 October 2022**

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):

Makila 2A1 engines

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

**TCDS Number(s):** EASA.E.006

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

### Manufacturer(s):

SAFRAN Helicopter Engines, S.A. (SAFRAN), formerly Turboméca, S.A.

### Applicability:

Makila 2A1 engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 225 LP helicopters.

### Definitions:

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

**The ALS:** SAFRAN Makila 2A1 reference X 298 U3 460 2 Maintenance Manual (MM), Airworthiness Limitations Section (ALS) Update 16.

**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 a helicopter 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 certification maintenance requirements for Makila 2A1 engines, which are approved by EASA, are currently defined and published in the SAFRAN Makila 2A1 MM ALS. These instructions have been identified as mandatory for continued airworthiness.

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

Since the original issue of the ALS, life limits and maintenance tasks for newly designed parts have been introduced in the ALS, as defined in this AD.

Previously, EASA issued EASA AD 2014-0059R1 to require, for pre-mod TU59 Makila 2A and 2A1 engines, repetitive inspections of high pressure (HP) fuel pump/metering valve and the module M01 drive gear.

Since that AD was issued, SAFRAN published the ALS, including the repetitive inspections addressed by EASA AD 2014-0059R1.

For the reasons described above, this AD requires accomplishment of the actions specified in the ALS, and takes over the requirements of EASA AD 2014-0059R1 for Makila 2A1 engines.

An EASA AD will be issued for Makila 2A engines, taking over the requirements of EASA AD 2014-0059R1, which, consequently, will become obsolete and will be cancelled.

**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, depending on engine configuration:

(1.1) Remove 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 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, 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 ALS revision, 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, 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, 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 the engine(s) installed on that helicopter. 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 Makila 2A1 reference X 298 U3 460 2 MM ALS Update 16 dated 30 August 2022.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 17 November 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact SAFRAN Helicopter Engines at [www.tools.safran-helicopter-engines.com](http://www.tools.safran-helicopter-engines.com).

