



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-045

Issued: 12 March 2025

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):

ARRIEL 2 engines

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

TCDS Number(s): EASA.E.001

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2022-0083 dated 11 May 2022.

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

Manufacturer(s):

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

Applicability:

ARRIEL 2D, 2E, 2H, 2L2 and 2N engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale) AS 350 B3 (H125) and EC 130 T2 (H130) helicopters; Airbus Helicopters Deutschland GmbH MBB-BK117 D-2 (EC 145 T2 or H145) helicopters; Korea Aerospace Industries LAH and LCH helicopters; and AVIC Aircraft Industry Group AC312E helicopters.

Definitions:

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

The applicable ALS: Chapter 05-10 of SAFRAN ARRIEL 2 Overhaul Manual X292 R1 500 2 update 23; Chapter 05-10 of SAFRAN ARRIEL 2D Maintenance Manual (MM) X292 R1 450 2 update 23; Chapter 05-10 of SAFRAN ARRIEL 2E MM X292 R2 300 2 update 25; Chapter 05-10 of SAFRAN ARRIEL 2H MM



X292 2H 450 2 update 8; Chapter 05-10 of SAFRAN ARRIEL 2L2 MM X292 2L 450 2 update 1; and Chapter 05-10 of SAFRAN ARRIEL 2N MM X292 N2 450 2 update 14, as applicable.

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 aircraft. For engines installed on aircraft operated under EU regulation, 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 for which a threshold or interval was reduced, which were introduced into the applicable Airworthiness Limitations Section (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 SAFRAN ARRIEL 2D, 2E, 2H, 2L2 and 2N engines, which are approved by EASA, are currently defined and published in the applicable SAFRAN ARRIEL 2 MM. 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 2022-0083, requiring the actions described in the Chapter 05-10 of SAFRAN ARRIEL 2D MM X292 R1 450 2 and Chapter 05-10 of Overhaul Manual X292 R1 500 2, both update 23, Chapter 05-10 of ARRIEL 2E MM X292 R2 300 2 update 19, Chapter 05-10 of SAFRAN ARRIEL 2H MM X292 2H 450 2 update 8; Chapter 05-10 of SAFRAN ARRIEL 2L2 MM X292 2L 450 2 update 1; and Chapter 05-10 of SAFRAN ARRIEL 2N MM X292 N2 450 2 update 14, as applicable.

Since that AD was issued, SAFRAN published the Chapter 05-10 of ARRIEL 2E MM X292 R2 300 2 update 25, introducing new and/or more restrictive tasks and limitations, which is mandatory for continued airworthiness. The other MMs of Arriel 2 engine series were also updated, however without introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2022-0083, which is superseded, and requires accomplishment of the actions specified in the applicable ALS.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the applicable 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 applicable ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the applicable ALS, accomplish the applicable corrective action(s) in accordance with SAFRAN approved 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 applicable 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 applicable 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 applicable 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 applicable ALS, as applicable to engine model and depending on engine configuration, within the compliance times as specified in the applicable 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 applicable 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 an aircraft 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 engine. 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 actions is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

SAFRAN ARRIEL 2 Chapter 05-10 Overhaul Manual X292 R1 500 2, up to update 29 dated 30 December 2024.

SAFRAN ARRIEL 2D Chapter 05-10 MM X292 R1 450 2, up to update 29 dated 30 December 2024.

SAFRAN ARRIEL 2E Chapter 05-10 MM X292 R2 300 2, up to update 25 dated 30 December 2024.

SAFRAN ARRIEL 2H Chapter 05-10 MM X292 2H 450 2, up to update 14 dated 30 December 2024.

SAFRAN ARRIEL 2L2 Chapter 05-10 MM X292 2L 450 2, up to update 7 dated 30 December 2024.



SAFRAN ARRIEL 2N Chapter 05-10 MM X292 N2 450 2, up to update 20 dated 30 December 2024.

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

Remarks:

1. This Proposed AD will be closed for consultation on 09 April 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). 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 your nearest SAFRAN Helicopter Engines technical representative, or connect to www.tools.safran-helicopter-engines.com.

