



Airworthiness Directive Cancellation Notice

AD No.: 2007-0045-CN

Issued: 24 January 2018

Note: This 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.

Design Approval Holder's Name:

SAFRAN HELICOPTER ENGINES

Type/Model designation(s):

ARRIEL 1 engines

Effective Date: 24 January 2018

TCDS Number(s): [EASA.E.073](#)

Cancellation: This Notice cancels EASA AD 2007-0045 dated 21 February 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, 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 350, AS 365 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.



EASA issued AD 2007-0045 to define the conditions for returning ARRIEL 1 engines to service in a civil regime, containing the instructions for restoring an engine to conformity.

Since that AD was 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 the applicable Type Certificate Data Sheet (TCDS).

For the reasons described above, this Notice cancels EASA AD 2007-0045.

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

None

Ref. Publications:

The related Safran Helicopter Engines or Turboméca SB is specified in the relevant TCDS EASA.E.073 (hyperlink provided above).

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.
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](#).

