



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-121

Issued: 30 August 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):

ARRIUS 2 series engines

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

TCDS Number(s): EASA.E.029

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:

ARRIUS 2B2 engines, all serial numbers.

These engines are known to be installed on, but not limited to Airbus Helicopters Deutschland EC135 and EC635 helicopters.

Definitions:

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

The ALS: SAFRAN ARRIUS 2B2 Maintenance Manual (MM) Chapter 05-10 Airworthiness Limitation Section (ALS) Temporary update No. 05-9.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For affected ARRIUS 2B2 engines installed on helicopters operated under EU regulation, compliance



with the approved AMP is required by Commission Regulation (EU) 1321/2014, Part M.A.301, paragraph (c).

New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new or for which a threshold and/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 maintenance tasks for SAFRAN ARRIUS 2B2 engines, which are approved by EASA, are currently defined and published in the SAFRAN ARRIUS 2B2 MM Chapter 05-10 ALS, reference X319 N3 451 2. These instructions have been identified as mandatory for continued airworthiness.

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

Recently, SAFRAN published the ALS, to introduce new and/or more restrictive tasks and limitations.

For the reason described above, this AD requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks 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) 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 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 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 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 engines 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 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 action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

SAFRAN ARRIUS 2B2 MM Chapter 05-10 ALS Temporary update No. 05-9 dated 27 July 2022.

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 27 September 2022.
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.

