



適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2024-10-016A修訂	發布日期 Date issued	2024/12/16												
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K, 1K1, 1S and 1S1 engines, all serial numbers (s/n). These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aérospatiale, Sud Aviation) AS 350 B, BA, BB, B1 and B2, AS 365 and SA 365 (all models, except AS 365 N3) helicopters; Airbus Helicopters Deutschland (formerly Eurocopter Deutschland, Messerschmitt-Bölkow-Blohm) MBB-BK117-C1 and -C2, Leonardo (formerly AgustaWestland, Agusta) A 109 K2, and Sikorsky S-76A helicopters.														
主旨摘要 Subject	Engine - Gas Generator First Stage High Pressure Turbine Blades - Replacement														
民航局 CAA <input type="radio"/> 本國產品 Native product <input type="radio"/> 其他個案 Other	設計國民航主管機構 Original Authority <table><tr><td><input type="radio"/> FAA</td><td><input type="radio"/> Germany LBA</td></tr><tr><td><input checked="" type="radio"/> EASA</td><td><input type="radio"/> CAA-NL</td></tr><tr><td><input type="radio"/> Brazil</td><td><input type="radio"/> UK CAA</td></tr><tr><td><input type="radio"/> Transport Canada Civil Aviation</td><td><input type="radio"/> Japan CAB</td></tr><tr><td><input type="radio"/> DGAC</td><td><input type="radio"/> CAA of Israel</td></tr><tr><td></td><td><input type="radio"/> Other_____</td></tr></table>			<input type="radio"/> FAA	<input type="radio"/> Germany LBA	<input checked="" type="radio"/> EASA	<input type="radio"/> CAA-NL	<input type="radio"/> Brazil	<input type="radio"/> UK CAA	<input type="radio"/> Transport Canada Civil Aviation	<input type="radio"/> Japan CAB	<input type="radio"/> DGAC	<input type="radio"/> CAA of Israel		<input type="radio"/> Other_____
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<input type="radio"/> DGAC	<input type="radio"/> CAA of Israel														
	<input type="radio"/> Other_____														
	設計國AD編號 Original AD number	2024-0207R1Correction													
	<p>1. 直接採用原AD之內容? (Is the original AD directly adopted?)</p> <p><input checked="" type="radio"/> 是(Yes) <input type="radio"/> 否(No)_</p> <p>a. 生效日期另訂為(Re-specify the effective date as) :</p> <p>b. 執行時限另訂為(Re-specify the compliance time or period as) :</p> <p>2. 使用人是否需要將AD執行結果向民航局提出報告? (Do users need to report the status of compliance to the CAA?)</p> <p><input type="radio"/> 需要(Yes) <input checked="" type="radio"/> 不需要(No)</p>														
備註 Note	This AD is republished to correct EASA 2024-0207R1(CAA-2024-10-016A)。														

- 註：
1. AD內容後附。
 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。
 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

Note：1. The AD text is enclosed.

2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.
3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw



Airworthiness Directive

AD No.: 2024-0207R1

Issued: 11 December 2024
[Correction: 12 December 2024]

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SAFRAN HELICOPTER ENGINES

Type/Model designation(s):

ARRIEL 1 engines

Effective Date: Revision 1: 18 December 2024
Original Issue: 31 October 2024

TCDS Number(s): EASA.E.073

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2024-0207 dated 24 October 2024, including its Correction dated 12 November 2024.

ATA 72 – Engine – Gas Generator First Stage High Pressure Turbine Blades – Replacement

Manufacturer(s):

SAFRAN Helicopter Engines (SAFRAN), formerly Turboméca

Applicability:

ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K, 1K1, 1S and 1S1 engines, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aérospatiale, Sud Aviation) AS 350 B, BA, BB, B1 and B2, AS 365 and SA 365 (all models, except AS 365 N3) helicopters; Airbus Helicopters Deutschland (formerly Eurocopter Deutschland, Messerschmitt-Bölkow-Blohm) MBB-BK117-C1 and -C2, Leonardo (formerly AgustaWestland, Agusta) A 109 K2, and Sikorsky S-76A helicopters.

Definitions:

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



The MSB: SAFRAN Mandatory Service Bulletin (MSB) 292 72 0867.

Affected part: First stage high pressure turbine (HPT1) blade having Part Number (P/N) 2 292 25 A1Z 0, and an s/n as listed in Appendix 1 of the MSB.

Serviceable part: An HPT1 blade, eligible for installation in accordance with SAFRAN instructions, that is not an affected part; or an affected part that has not exceeded 7 500 N1 engine cycles (EC) (defined as "C1" in the relevant SAFRAN Maintenance Manual) since first installation.

Groups: Group 1 engines are those which have at least one affected part installed. Group 2 engines are those which do not have any affected part installed.

Reason:

An investigation revealed that a change in the casting manufacturing process of the affected part had an effect on the porosity rate in the root of those parts.

A non-conformant porosity rate can have an effect on the mechanical strength of the HPT1 blade, causing its premature rupture.

This condition, if not corrected, could lead to an uncommanded in-flight shutdown of the engine which may result in a significant reduction of the control of a helicopter.

To address this potential unsafe condition, SAFRAN issued the MSB, providing instructions for implementation of the reduced life limit of the affected parts and for the replacement of affected parts before exceeding the reduced use limit. Consequently, EASA issued AD 2024-0207 to require the replacement of the affected parts with serviceable parts and to provide condition for installation of affected parts.

Since that AD was issued, it has been determined that the reduced use limit of the affected part can be increased from 6 000 EC to 7 500 EC, and SAFRAN issued the MSB 292 72 0867 version B, addressing this development.

For the reason described above, this AD is revised accordingly.

This AD is republished to correct a typographical error in the effective date.

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:

Replacement:

- (1) For Group 1 engines: Before an affected part exceeds the compliance time as identified in Table 1 of this AD, as applicable, replace that affected part with a serviceable part in accordance with the instructions of the MSB.



Table 1 – Replacement Compliance Time

Affected Part Consumed Life on 31 October 2024 [the effective date of the original issue of this AD] (see Note 1 of this AD)	Compliance Time
Less than 7 500 EC since first installation	Before exceeding 7 750 EC since first installation
[DELETED]	[DELETED]
[DELETED]	[DELETED]

Note 1: Sections 2.6.2.2 and 4.5 of the MSB provide instructions to determine the applicable consumed life of each affected part.

Part(s) Installation:

- (2) For Group 1 and Group 2 engines: From the effective date of this AD, it is allowed to install an affected part on a high-pressure turbine assembly, provided that the affected part is a serviceable part, as defined in this AD and that, following installation, it is replaced as required by paragraph (1) of this AD.

Ref. Publications:

SAFRAN SB 292 72 0867 version A dated 14 October 2024, or version B dated 09 December 2024.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, the original issue of this AD was posted on 24 October 2024 as Final AD with Request for Comments, postponing the public consultation process until 21 November 2024. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. 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.

