



適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2024-10-016A取消	發布日期 Date issued	2025/03/14												
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 MBB-BK117 C2, Leonardo (formerly AgustaWestland, Agusta) A109K2, and Sikorsky S-76A helicopters.														
主旨摘要 Subject	CANCELLED: 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"/> Transport Canada Civil Aviation	<input type="radio"/> Japan CAB														
<input type="radio"/> DGAC	<input type="radio"/> CAA of Israel														
	<input type="radio"/> Other_____														
	設計國AD編號 Original AD number	2024-0207R1-CN													
	<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 Notice cancels EASA AD 2024-0207R1(CAA-2024-10-016A 修訂) dated 11 December 2024, including its Correction dated 12 December 2024.														

- 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 Cancellation Notice

AD No.: 2024-0207R1-CN

Issued: 10 March 2025

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:

SAFRAN HELICOPTER ENGINES

Type/Model designation(s):

ARRIEL 1 engines

Effective Date: 10 March 2025

TCDS Number(s): EASA.E.073

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2024-0207R1 dated 11 December 2024, including its Correction dated 12 December 2024.

ATA 72 – CANCELLED: 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 MBB-BK117 C2, Leonardo (formerly AgustaWestland, Agusta) A109K2, 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.

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-compliant 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.

After 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. Subsequently, EASA AD 2024-0207 was revised accordingly.

Since EASA AD 2024-0207R1 was issued, further investigation and tests demonstrated that the non-compliant rate of porosity has no impact on the use limit of the affected parts, and the subsequent risk re-assessment has determined that the safety issue addressed by EASA AD 2024-0207R1 does not qualify as an unsafe condition.

For the reason described above, EASA AD 2024-0207R1 is no longer necessary and can be cancelled.

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

None.

Ref. Publications:

SAFRAN SB 292 72 0867 version A dated 11 October 2024, or version B dated 05 December 2024.

Remarks:

1. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
2. For any question concerning the technical content of this AD-CN, please contact your nearest SAFRAN Helicopter Engines technical representative, or connect to www.tools.safran-helicopter-engines.com.

