

# Airworthiness Directive Schedule

## Engines

### Safran Helicopter Engines – Arrius 2F and 2R

28 November 2024

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- Notes:** 1. This AD schedule is applicable to Safran Helicopter Engines (formerly Turbomeca) Arrius engines manufactured under the following Type Certificate Number:

Engine Model:	EASA Type Certificate Number:
Arrius 2F	E.031
Arrius 2R	E.031

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these engines.

State of Design ADs can be obtained directly from the EASA website at:  
<http://ad.easa.europa.eu/>

3. The date above indicates the amendment date of this schedule.  
4. New or amended ADs are shown with an asterisk \*
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<b>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives   aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</b> .....		
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**DCA/TUR/18 Fuel Control Unit - Modification**

**Applicability:** ARRIUS 2F engines fitted to EC 120 B helicopters and equipped with a fuel control unit (FCU) listed in Turbomeca SB A 319 73 4808.

**Requirement:** To prevent reduction in fuel flow due to a variation in the position of the max fuel flow mechanical stop, rework the max fuel flow stop per Turbomeca SB A 319 73 4808 - Issue 1.

(DGAC AD 2000-482(A) refers)

**Compliance:** By 31 March 2001.

**Effective Date:** 21 December 2000

**DCA/TUR/28 High Pressure Turbine – Inspection**

**Applicability:** ARRIUS 2F engines fitted to Eurocopter EC120B helicopters, with number 2 modules as listed in Turbomeca Alert Fax 057/05/DSO/TM, dated 26 April 2005.

**Requirement:** To prevent HP turbine blade separation from the HP disk, accomplish a deep turbine inspection/rework to confirm the standard of the ferrule or after replacing module 2.

(DGAC AD UF-2005-073 R1 refers)

**Compliance:** Before further flight.

**Effective Date:** 2 May 2005

**DCA/TUR/29 DGAC AD F-2005-088 cancelled by EASA AD 2024-0115-CN – Purpose fulfilled**

**Effective Date:** 25 July 2024

**DCA/TUR/39 Oil Check-valve Piston O-ring – Inspection**

**Applicability:** Arrius 2F engines which do not have Tf75 embodied and fitted to EC 120B aircraft.

**Requirement:** To prevent uncommanded in-flight engine shutdown, replace the o-rings on the lubrication unit check-valve piston, per paragraph 2 of Turbomeca Mandatory Alert Service Bulletin No A319 79 4802.

(EASA AD 2006-0141 refers)

**Compliance:** For engines operating with STD class-oil since their introduction into service:

Within next 50 hours TIS, for engines with more than 450 hours TTIS, unless already accomplished, and thereafter at intervals not to exceed 500 hours TIS.

For engines operating with HTS-class oil and engines for which the history of the oils used is not available or engines which used to operate with HTS-class oil and which no longer do so:

Within next 50 hours TIS for engines with more than 300 hours TTIS, unless already accomplished, and thereafter at intervals not to exceed 300 hours TIS.

**Note:** Standard (STD) and High Thermal Stability (HTS) oils are listed in the engine maintenance manual section 71-00-03.

**Effective Date:** 29 June 2006

**DCA/TUR/41 Fuel Control Unit Constant Delta Pressure Valve Diaphragm – Modification**

**Applicability:** All Arrius 2F turbo-shaft engines installed on EC120B aircraft.

**Requirement:** To prevent an increase in fuel flow which can result in an engine overspeed condition with possible turbine blade-shedding and lead to uncommanded in-flight engine shutdown, embody modification Tf55 per paragraph 2 of Turbomeca Mandatory Service Bulletin No. 319 73 4055.

(EASA AD 2006-0237 refers)

**Compliance:** By 30 November 2007.

**Effective Date:** 30 November 2006

**DCA/TUR/48 Cancelled – EASA AD 2007-0057R1 refers**

**Effective Date:** 26 April 2018

**DCA/TUR/60 Lubrication Unit – Modification**

- Applicability:** Model Arrius 2F turboshaft engines, all S/N not embodied with modification Tf75.  
These engines are known to be installed on, but not limited to Eurocopter EC120B helicopters.
- Requirement:** To prevent engine bearing failure due to check valve blockage which could result in a lack of lubrication to the bearings and an inflight engine shutdown, replace the check valve piston and remove the preformed packing per the instructions in Turbomeca SB No 319 79 4075 or later approved revisions.  
(EASA AD 2008-0170 refers)
- Compliance:** By 30 June 2009
- Effective Date:** 30 October 2008

**DCA/TUR/77A P3 Air Pipe – Inspection**

- Applicability:** Model Arrius 2F turbo-shaft engines, all S/N  
These engines are known to be installed on, but not limited to Eurocopter EC120B helicopters.
- Note 1:** This AD revised to introduce note 5 with no change to the AD applicability or requirement. The repetitive inspections mandated by this AD remains applicable for aircraft fitted with a RH rear half-wall P/N 0319 99 82 40 and the distance between the P3 air pipe and the RH rear half-wall is found to be less than 0.5 mm.
- Requirement:** To prevent premature wear and failure of the P3 air pipe due to possible interference with the bulkhead which could result in loss of engine power, accomplish the following:
1. For engines installed on a helicopter and fitted with a RH rear half-wall P/N 0319 99 82 40, and  
For engines installed on a helicopter and being fitted with a RH rear half-wall P/N 0319 99 82 40:  
Inspect the P3 air pipe and the RH rear half-wall per the instructions in Turbomeca Mandatory Service Bulletin (MSB) N° 319 7 5 4810 issue B dated 25 January 2011 and later approved revisions.  
If both the P3 air pipe and the RH rear half-wall are found undamaged, and the distance between the P3 air pipe and the RH rear half-wall is found to be less than 0.5 mm, repeat the inspection at intervals not to exceed 100 hours TIS.  
If the RH rear half-wall is found damaged, or the P3 air pipe interferes with RH rear half-wall, install a RH rear half-wall P/N 0319 99 008 0 per the instructions in Turbomeca MSB N° 319 75 4810 before further flight.  
If the P3 air pipe is found damaged, install a serviceable P3 air pipe and determine that the distance between P3 air pipe and RH rear half-wall is equal to or greater than 0.5 mm per the instructions in Turbomeca MSB N° 319 75 4810 before further flight.
  2. After an engine has been embodied with a RH rear half-wall P/N 0319 99 008 0, then a RH rear half-wall P/N 0319 99 82 40 shall not be installed on that engine.
  3. A RH rear half-wall P/N 0319 99 82 40 shall not be installed on an engine, or an engine with a RH rear half-wall P/N 0319 99 82 40 shall not be installed on a helicopter, unless in compliance with the requirements of this AD.
- Note 2:** The installation of a serviceable P3 air pipe on an engine and determination that the distance between the P3 air pipe and RH rear half-wall P/N 0319 99 82 40 is equal to or greater than 0.5 mm, is a terminating action for the repetitive inspections for that engine.

**Note 3:** The modification of an engine by installation of a RH rear half-wall P/N 0319 99 008 0 is a terminating action for the repetitive inspections for that engine.

**Note 4:** TURBOMECA Mandatory Service Bulletin N°. 319 75 4810 issue B, dated 25 January 2011 and later approved revisions are acceptable to comply with the requirements of this AD.

**Note 5:** For engines installed on an aircraft that have been inspected and corrected per the instructions in Turbomeca MSB N° 319 75 4810 issue A before 27 October 2011 (the effective date of DCA/TUR/77) are in compliance with requirement 1 of this AD provided that the engine has not been removed from that aircraft.

(EASA 2011-0182R1 refers)

**Compliance:** 1. Within the next 100 hours TIS unless previously accomplished and thereafter if both the P3 air pipe and the RH rear half-wall are found undamaged, and the distance between the P3 air pipe and the RH rear half-wall is found to be less than 0.5 mm, repeat the inspection at intervals not to exceed 100 hours TIS.

2. From 23 February 2012.

3. From 23 February 2012.

**Effective Date:** DCA/TUR/77 - 27 October 2011  
DCA/TUR/77A - 23 February 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at [Links to state of design airworthiness directives | aviation.govt.nz](#)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

**2015-0049 (Correction) Oil Pump Drive – Inspection**

**Applicability:** ARRIUS 2F engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters.

**Effective Date:** EASA AD 2015-0049 - 31 March 2015  
EASA AD 2015-0049 (Correction dated 7 May 2015) - 31 March 2015

**2015-0057 Oil Ejector Assembly Nozzle Bonding – Inspection**

**Applicability:** ARRIUS 2F engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters.

**Effective Date:** 15 April 2015

**2016-0041 Fuel Control Unit Assembly – Modification**

**Applicability:** ARRIUS 2F engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters

**Effective Date:** 17 March 2016

**2016-0138R1 Cancelled – EASA AD 2017-0070 refers**

**Effective Date:** 9 May 2017

**2017-0070 Pipe Injector Preferred Assembly – Inspection**

**Applicability:** ARRIUS 2F engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC120 B helicopters

**Effective Date:** 9 May 2017

**2018-0012-E Electrical Magnetic Plug – Inspection**

**Applicability:** ARRIUS 2F engines, all S/N.

These engines are known to be installed on, but not limited to, Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters.

**Effective Date:** 18 January 2018

**2007-0057R1 Gas Generator Front Bearing - Modification**

**Applicability:** Arrius 2F engines, all S/N except those engines embodied with Safran modification Tf84.

**Effective Date:** 26 April 2018

**2022-0265R1 Engine Indicating System - Inspection**

**Applicability:** Arrius 2R engines, all S/N.

**Effective Date:** 26 January 2023

**2024-0202-E Fuel Control Unit - Replacement**

**Applicability:** Arrius 2F engines, all S/N.

**Effective Date:** 24 October 2024

**\* 2024-0218 Gas Generator HP Turbine Blades - Replacement**

**Applicability:** Arrius 2F and Arrius 2R engines, all S/N.

**Effective Date:** 2 December 2024