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AIRWORTHINESS LIMITATIONS - APPROVAL

APPROVAL

This Airworthiness Limitations Section is approved by the EASA (European Union Aviation Safety Agency) in accordance with PART 21A.31(a)(3) and CS-E 25(b) where applicable.
Any change to each Mandatory replacement time, inspection interval, and related procedure contained in this Airworthiness Limitations Section must also be EASA approved.

I EASA Approval date: September, 26th, 2023.

The Airworthiness Limitations Section is FAA approved and specifies maintenance required under §§ 43.16 and 91.403 of Title 14 of the Code of Federal Regulations unless an alternative program has been FAA approved.

TASK 05-10-00-150-801-A01

AIRWORTHINESS LIMITATIONS - GENERAL

1. GENERAL

Chapter 05-10 specifies the mandatory replacements of life-limited components (Refer to Task 05-10-01-200-801) as well as the mandatory inspection tasks to be carried out to reach the Airworthiness objectives (Refer to Task 05-10-10-200-801).

Chapter 05-10, Airworthiness Limitations section, complies with JAR E.

The following Airworthiness Limitations are based on analyses assuming that the engine will be operated and maintained in accordance with the procedures and inspections defined in the Airworthiness instructions provided with the engine by the Type Certificate holder.

For Critical Parts and related Critical Parts, any repair, modification, maintenance or overhaul procedures not approved by Safran Helicopter Engines as well as any use of parts not supplied by Safran Helicopter Engines can materially affect these part limits.

2. REPORTING ANY ACCIDENT AND INCIDENT

The report of any occurrence that had or may have adverse effect on the engine airworthiness is a major factor for maintaining engine airworthiness and ensuring constant improvement of flight safety.

A. Reporting to Authorities

The operator must report any incident or accident to its respective Authorities, in compliance with the local regulations to which he is subjected.

B. Reporting to the manufacturer

With a view to constantly improve engine safety and reliability, it is necessary that all occurrences observed during operation be reported to Safran Helicopter Engines. This information is used to record and analyse these occurrences and implement adequate action on the in-service fleet, in compliance with the requirements of Airworthiness Authorities. General Service Letter No. 2173/02 defines the terms "incident" and "accident" along with the type of information to be sent to Safran Helicopter Engines following these occurrences.

3. PROCESSING OF MATERIALS INVOLVED IN AN ACCIDENT OR IN AN INCIDENT

A. In the event of an accident

Any engine, module or equipment installed on an aircraft that has been subject to an Accident Report shall be immediately considered as unserviceable and listed in the Safran Helicopter Engines Database of equipment involved in accidents or missing (refer to EngineLife® Customer Portal).

Whenever damage is suspected and prior to any possible return to operation, damage assessment must be validated by Safran Helicopter Engines. If Safran Helicopter Engines confirms that the damage is significant for the equipped engine, then return the engine, its EECU (Electronic Engine Control Unit) and all its accessories to an approved Repair Center for inspection, repair, scrap as per Overhaul Manual.

Otherwise, perform all the Maintenance Manual tasks applicable to the accident.

Evidence of compliancy shall be provided to and approved by Safran Helicopter Engines to enable removal of involved engine, module, equipment from the database of equipment involved in accidents or missing and return-to-service.

If the involved engine, module, equipment needs to be returned to a Repair Center, it must be clearly indicated in the accompanying documents that it is an accidented material.

B. In the event of an incident

Any engine, module or equipment subject to an Incident Report shall have been totally restored in compliance with the recommended procedures as specified in the Maintenance Manual for the related incident and shall be possibly returned to service (Refer to Task 05-50-00-200-801).

For all other cases, refer to Chapter 71-00-06 - Trouble shooting or contact your local Safran Helicopter Engines representative.

4. TERMS USED IN TABLES FOR LIMITS AND MANDATORY MAINTENANCE TASKS

A. DEFINITIONS

- **DESCRIPTION:** description of the component.
- **PART NUMBER:** part number of the component.
- **MAINTENANCE TASK:** description of the maintenance operation to be performed.
- **TASK NUMBER:** identification of the Maintenance Manual task.
- **PERIODICITY:** interval value of the task application.
- **TOLERANCE:**
  - **+:** higher interval tolerance value
  - **-:** lower interval tolerance value.
- **UNIT:** counter unit. Refer to paragraph 4. C.
- **REFERENCE COUNTER:** counter name to which the limit or periodicity applies. Refer to paragraph 4. B.
- **APPLICATION CONDITIONS:** description of the necessary environment for applying the maintenance operation.
- **DATE/SIGNATURE:** cell dedicated to the realization date of the maintenance operation and to visa of the authorized staff if the user wants to make a copy of the tables for performed operation recording.
- **LIMIT:** limit value.
- **NA:** not applicable.
- **COMPONENT STANDARD:** modification standard required for the application of maintenance operation:
  - **ALL:** maintenance operation applicable to all engine / component standards.
  - **ANY OTHER STANDARD:** maintenance operation applicable to any other engine / component standard different from specified minimum component standards.
- **COMPONENT MINIMUM STANDARD:** minimum modification standard required for the application of maintenance operation:
  - **PRE TU... X:** maintenance operation applicable to an engine / component not modified TU... X.
  - **PRE TU... X, PRE TU... Z:** maintenance operation applicable to an engine / component not modified TU... X and not modified TU... Z.
  - **POST TU... Y:** maintenance operation applicable to an engine / component modified TU... Y.
  - **POST TU... Y, POST TU... Z:** maintenance operation applicable to an engine / component modified TU... Y and modified TU... Z.
- **OPERATING CONDITIONS:** condition of engine operation involving the application of the maintenance operation.

- **FH** (Flight Hours): number of flight hours of a component consumed between two given times.
- **C1 or C2** (Cycles 1 or 2): number of cycles consumed between two given times.
- **CSN1 or CSN2** (Cycles Since New 1 or 2): number of cycles consumed since the component is new.
- **TSN** (Time Since New): number of flight hours consumed since the component is new.

B. ENGINE LOG BOOK COUNTERS

Usage counters of the engine log book, with correspondence of "daily" counters and "cumulation" associated counters.

"Daily" usage counter	*"Cumulation" associated counter*	*Counter unit*	*Counter definition*
DAILY_FLIGHT		FLIGHT	Counter which counts the number of flights (FLIGHT) between two given times.
FH (Flight Hours)		FH	Counter which counts the number of flight hours (FH) of a component between two given times.
	TSN (Time Since New)	FH	Counter which counts the number of flight hours (TSN) since the component is new.
C1		Cycle	Counter which records the number of gas generator cycles (C1) between two given times.
	CSN1 (Cycle Since New 1)	Cycle	Counter which records the number of cycles (CSN1) since the gas generator is new.
C2		Cycle	Counter which records the number of power turbine cycles (C2) between two given times.
	CSN2 (Cycle Since New 2)	Cycle	Counter which records the number of cycles (CSN2) since the power turbine is new.

C. UNITS

- **FH** (Flight Hour): operation time unit in hours.
- **CYCLE**: Refer to Task 05-10-02-200-801.
- **DAY:** calendar day.
- **MIN:** minute.
- **SEC:** seconds.
- **%:** Percentage.
- **FLIGHT:**
  - If periodicity = BEFORE EACH: task to be performed before each flight
  - If frequency = AFTER 15 FLIGHT HOURS OR 7 DAYS : task to be performed after 15 flight hours or after 7 days.

TASK 05-15-00-200-801-A01

FREQUENCIES - FREQUENCIES OF THE TURBOSHAFT ENGINE MAINTENANCE

CAUTION: REGULARLY RECORD THE NUMBER OF FLIGHT HOURS AND CREEP DAMAGE COUNTER VALUE IN THE ENGINE LOG BOOK.

1. FREQUENCIES OF THE TURBOSHAFT ENGINE MAINTENANCE

A. Time Between Overhauls (TBO)

(1) Time Between Overhauls - Definition

The TBO of a material (engine, module, equipment or accessory) is the maximum authorized time before it is required to return this material to overhaul, following operation under normal use conditions.

The normal operating conditions are the conditions conforming to the criteria set down by the manufacturer and the Airworthiness Authorities for engine Certification.

TBO is expressed in flight hours.

NOTE: ***Flight hours must be counted from the time the wheels (or skids) leave the ground until they touch back down.***

Counting of flight hours begins on the day the material, installed on the airframe, performs its first flight following:

– Manufacture
– Overhaul
– Repair during which TBO values in flight hours are restored.

TBO values in flight hours are defined in Task 05-15-00-201-801.

NOTE: ***Any module returned to a Repair Center without a log card or one that does not include the operating hours and cycles will be systematically overhauled.***

(2) Initial TBO

Engines, modules, certain equipment and accessories have an initial TBO.

The initial TBO value, approved by the Authorities at the time of approval or engine type Certification is based upon:

– The experience gained in development and substantiation tests performed
– The experience gained in operation.

(3) TBO extension

The initial TBO value can be subject to extension programs.

Data records by operators allows reliability analyses to be performed for each type of engine. This data can be used to support to TBO extension programs.

For a specific extension, application must be drawn up to Safran Helicopter Engines and shall be only effective after written consent of Safran Helicopter Engines.

(4) TBO extension/modification standard of material

When a new TBO value is declared, the manufacturer will define the modifications that must be incorporated to the material (minimum standard) to allow optimization of this new TBO.

(5) "Basic" TBO

Declared TBO values (either initial or revised TBO) must be considered as basic values, used for indication purposes only.

This "basic" TBO represents the maximum service life allowable for engines operating under normal operating and maintenance conditions. The "basic" TBO can be modified under certain operating conditions of varying severity.

(6) Publishing "basic" TBO data

"Basic" TBO values (engines, modules, equipment and accessories) are listed in Task 05-15-00-201-801.

(7) Approval by the local Airworthiness Authorities

"Basic" or specific TBO values are values recommended by Safran Helicopter Engines. It is the individual operator's responsibility to have its engine TBO approved by the local Airworthiness Authorities, and to respect this TBO.

Once these TBO values have been approved, it is the operator's responsibility to ensure and maintain the reliability of the material and not compromise flight safety.

B. Calendar limit

Calendar limit is the length of time, expressed in years, for which a material is authorized to operate under normal operating conditions.

Normal operating conditions are conditions that conform to criteria defined by the manufacturer and the Airworthiness Authorities for engine Certification.

Counting of calendar limit begins on the day the material, installed on the airframe, first enters into service following:

– Manufacture
– Overhaul
– Repair during which calendar limit values are restored.

Calendar limit values are defined in Task 05-15-00-201-801.

NOTE: ***If the equipment's accompanying documentation does not include the date of entry into service, the calendar limit date of record will be the most recently occurring date among the following:***

- ***manufacture***
- ***last overhaul***
- ***last repair that included procedures to reset the calendar limit.***

(1) Management of calendar limit

Counting of calendar limit is not interrupted by intermediate removals between overhauls or by storage periods following the date of first entry into service.

For any engine sent to repair, the user must specify if he wishes that modules, which calendar availability is strictly less than 3 years, be maintained without intervention.

Failing specific operator's instructions, repair enabling calendar limit to be restored shall be performed on modules which availability is less than 3 years.

Any repaired or overhauled engine which calendar limit accessories do not require disassembly, will have its accessories reintroduced into service without intervention, if their calendar availability is 3 years as a minimum.

Accessories must be disassembled if:

– Calendar availability is less than 3 years
– The operator asks for a full calendar limit of accessories.

(2) Management of accessories calendar limit

Counting of calendar limit is not interrupted by intermediate removals between overhauls or by storage periods following the date of first entry into service.

For any accessory sent to repair, the criteria for limit restoration are as follows:

– If the accessory calendar availability is less than 3 years, the operator must specify if he wishes the accessory to be maintained without performing a repair to restore its calendar limit. Failing specific operator's instructions, repair enabling calendar limit to be restored must be performed
– If the accessory calendar availability is more than 3 years, the operator must specify if he wishes to perform a repair restoring calendar limit of the accessory. Failing specific operator's instructions, repair enabling full calendar limit to be restored is not to be performed.

C. Definition of creep damage

The creep damage is typical of the creep resistance of HP turbine blades.

The creep damage of HP turbine blades is the authorized use limit before this material must be removed from service in normal operating conditions.

Normal use conditions are conditions that conform to criteria defined by the manufacturer and for the engine certification.

Creep damage is expressed in percentage.

Creep damage values are defined in Task 05-15-00-201-802.

(1) Automatic creep damage counting

The Engine Electronic Control Unit (EECU) automatically counts the creep damage.

The automatic creep damage counting method is the normal procedure to be used.

(2) Manual creep damage counting

The manual creep damage counting will be used in case of unavailability of the automatic creep damage counting.

The creep damage of the module will be incremented by the calculated value, and a maintenance action will be held to restore the automatic counting.

The creep damage is calculated as follow:

– CRD(%) = 0.27 x t, with:
t: total running time of the blade since last creep damage reading (in hour).

D. Use-limited parts

In order to optimize the service life of certain components by keeping them in service for as long as possible aiming for the highest reliability (both prior to and following repairs), use limits, expressed in hours or cycles, or creep damage have been defined, based on tests and experience gained in operation. These use limits allow parts to have their service life extended rather than be replaced during overhaul.

Unlike authorized in-service life-limited parts, use-limit values are not submitted to the Airworthiness Authorities for approval (Refer to Task 05-10-00-200-801).

The list of components which have use limits is provided in Task 05-15-00-201-802.

The operating hours, cycles and creep damage of these components must be systematically recorded to enable reliable follow-up. Doing this enables components to be replaced as close as possible to the actual end of their use limits.

NOTE: ***The number of cycles completed by a component must be calculated and recorded according to the module it belongs to (gas generator or power turbine) in accordance with the procedure given in Task 05-10-02-200-801.***

The Repair Centers that tracks the use limits for these parts must indicate their remaining available hours, cycles and creep damage on the Exchangeable Supply Log Card that accompanies the module on which the part is found.

NOTE: ***Any use-limited parts of a module returned to a Repair Center without a log card or a specific card that does not include the operating hours, cycles and creep damage will be systematically replaced.***

E. Practical instructions

(1) Return of a material (engine, module, equipment or accessory) for repair or overhaul

The material must be removed and returned to the manufacturer or approved Repair Center in the following cases:

(a) When a life-limited part is about to reach its authorized in-service life limit.

Refer to Task 05-10-01-200-801.

(b) When the number of flight hours corresponding to the TBO defined for that particular operator has been reached.

Refer to Task 05-15-00-201-801.

(c) When the calendar limit has been reached.

Refer to Task 05-15-00-201-801.

(d) When a use-limited part is about to reach its use limit in hours and/or cycles and/or creep damage as defined in the Exchangeable Supply Log Cards.

Refer to Task 05-15-00-201-802.

(e) Prior to reach any of the preceding four limits, if an inspection or reconditioning of a material is proved necessary for any other reason.

NOTE: ***Some interventions can be applied by Safran Helicopter Engines approved operators for the application of the corresponding procedures.***

NOTE: ***Depending on the type of maintenance operations carried out on the material, together with its prior service and operating time, there are two possibilities for its return to service:***

- ***Either the intervention is an OVERHAUL: the material is returned to service and assigned a FULL TBO.***
- ***Or the intervention is a REPAIR: the material is returned to service and assigned a REMAINING TBO and a remaining creep damage.***

F. Replacement of life-limited components

Refer to Airworthiness Limitations - Life limits: Task 05-10-00-200-801.

2. TERMS USED IN TABLE FOR LIMITS AND MAINTENANCE TASKS

A. DEFINITIONS

- **ITEM:** ATA item number of component.
- **DESCRIPTION:** description of the component.
- **PART NUMBER:** part number of the component.
- **MAINTENANCE TASK:** description of the maintenance operation to be performed.
- **TASK NUMBER:** identification of the Maintenance Manual task.
- **LEVEL:** classification of the maintenance task. Refer to Task 05-15-01-200-801 (paragraph 1. A.).
- **PERIODICITY:** interval value for the task application.
- **TOLERANCE:**
  - **+:** higher interval tolerance value
  - **-:** lower interval tolerance value.
- **UNIT:** counter unit. Refer to paragraph 2. C.
- **REFERENCE COUNTER:** counter name to which the limit or periodicity applies. Refer to paragraph 2. B.
- **MAINTENANCE METHOD:** monitoring component method
- **APPLICATION CONDITIONS:** description of the necessary environment for applying the maintenance operation.
- **DATE/SIGNATURE:** cell dedicated to the realization date of the maintenance operation and to visa of the authorized staff if the user wants to make a copy of the tables for performed operation recording.
- **LIMIT:** limit value.
- **NA:** not applicable.
- **COMPONENT STANDARD:** modification standard required for the application of maintenance operation:
  - **ALL:** maintenance operation applicable to all engine / component standards.
  - **ANY OTHER STANDARD:** maintenance operation applicable to any other engine / component standard different from specified minimum component standards.
- **COMPONENT MINIMUM STANDARD:** minimum modification standard required for the application of maintenance operation:
  - **PRE TU... X:** maintenance operation applicable to an engine / component not modified TU... X.
  - **PRE TU... X, PRE TU... Z:** maintenance operation applicable to an engine / component not modified TU... X and not modified TU... Z.
  - **PRE TU... X, POST TU... Z:** maintenance operation applicable to an engine / component not modified TU... X and modified TU... Z.
  - **POST TU... Y:** maintenance operation applicable to an engine / component modified TU... Y.
  - **POST TU... Y, POST TU... Z:** maintenance operation applicable to an engine / component modified TU... Y and modified TU... Z.
- **OPERATING CONDITIONS:** condition of engine operation involving the application of the maintenance operation.
- **FH** (Flight Hours): number of flight hours of a component consumed between two given times.
- **C1 or C2** (Cycles 1 or 2): number of cycles consumed, between two given times.
- **CSN1 or CSN2** (Cycles Since New 1 or 2): number of cycles consumed since the component is new.
- **TSN** (Time Since New): number of flight hours consumed since the component is new.
- **TSO** (Time Since Overhaul): number of flight hours consumed since the component has been overhauled.

B. ENGINE LOG BOOK COUNTERS

Usage counters of the engine log book, with correspondence of "daily" counters and "cumulation" associated counters.

"Daily" usage counter	*"Cumulation" associated counter*	*Counter unit*	*Counter definition*
DAILY_FLIGHT		FLIGHT	Counter which counts the number of flights (FLIGHT) between two given times.
FH (Flight Hours)		FH	Counter which records the number of flight hours (FH) of a component between two given times.
	TSN (Time Since New)	FH	Counter which records the number of flight hours (TSN) since the component is new.
	TSO (Time Since Overhaul)	FH	Counter which records the number of flight hours (TSO) since the component has been overhauled.
C1		Cycle	Counter which records the number of gas generator cycles (C1) between two given times.
	CSN1 (Cycle Since New 1)	Cycle	Counter which records the number of cycles (CSN1) since the gas generator is new.
C2		Cycle	Counter which records the number of power turbine cycles (C2) between two given times.
	CSN2 (Cycle Since New 2)	Cycle	Counter which records the number of cycles (CSN2) since the power turbine is new.
C3		Cycle	Counter which records the number of aircraft Main Gear Box (MGB) cycles (C3) between two given times.
	CSN3 (Cycle Since New 3)	Cycle	Counter which records the number of aircraft MGB cycles (CSN3) performed by the free wheel assembly since it is new.
	CRD (CReep Damage)	%	Counter which records the day elapsed percent of creep damage of HP turbine blades since the last overhaul or since new.

C. UNITS

- **FH** (Flight Hour): operation time unit in hours (Refer to paragraph 1. B of Task 05-15-00-200-801)
- **CYCLE:** Refer to Task 05-10-02-200-801.
- **YEAR:** calendar year
- **MONTH:** calendar month.
- **DAY:** calendar day
- **MIN:** minute
- **SEC:** seconds

- **%:** percentage
- **FLIGHT:**
  - If frequency = BEFORE FIRST: task to be performed before the first flight of the day
  - If frequency = BEFORE EACH: task to be performed before each flight
  - If frequency = AFTER 15 FLIGHT HOURS OR 7 DAYS : task to be performed after 15 flight hours or after 7 days.

CAUTION: IF USING A COPY OF THIS PAGE, MAKE SURE IT HAS BEEN COPIED FROM A MANUAL THAT CONTAINS ALL THE LATEST REVISIONS			
Maintenance tasks	***Task No.***	***Operating condition***	***Date/Signature***
Treatment of an engine after rupture of the engine/MGB link.	71-02-05-280-802	After rupture of the engine/MGB link	
Component standard for above task: **ALL** *Application conditions of above task:* **Engine installed on helicopter**			
Treatment of an engine after a fire.	71-02-01-280-803	After a fire	
Component standard for above task: **ALL** *Application conditions of above task:* **Engine installed on helicopter**			
Treatment of an engine after immersion in water.	71-02-01-280-804	After immersion in water	
Component standard for above task: **ALL** *Application conditions of above task:* **Engine installed on helicopter**			

(5) After operating the engine in a particular atmosphere

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Maintenance tasks	***Task No.***	***Operating condition***	***Date/Signature***
Frequency of cleaning.	71-01-00-610-801	Corrosive or erosive or fouling atmosphere.	
Component standard for above task: **ALL** *Application conditions of above task:* **Engine installed on helicopter**			

(6) After an occurrence outside operation

CAUTION: IF USING A COPY OF THIS PAGE, MAKE SURE IT HAS BEEN COPIED FROM A MANUAL THAT CONTAINS ALL THE LATEST REVISIONS			
Maintenance tasks	***Task No.***	***Operating condition***	***Date/Signature***
Treatment of an accidentally dropped engine	71-02-02-280-801	Accidental dropping of turboshaft engine	
Component standard for above task: **ALL** *Application conditions of above task:* **Engine removed from helicopter**			

(7) After a maintenance procedure