GENERAL SERVICE LETTER

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JFE/CJ/AW

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This General Service Letter supersedes the issue dated June 29, 2017

Subject: Return to service for a civil operation of engines from an operator that was not under a Civil Authority (military, para-military)

Dear Sir or Madam,

Materials (engines, modules or equipment) can be sold by operators not under a Civil Authority to civil operators. We would like to point out that since these materials were last employed by an operator not under a Civil Authority, and even if the variant is certified for civilian use, such materials are not airworthy with regard to Civil Authorities.

Depending on the engine variant, the use of these materials by civil operators requires prior application of specific "civil-use" procedures. The application of these procedures enables these materials to meet the European regulation requirements, and particularly enables an airworthiness certificate to be released for the material concerned. Before such a certificate can be released, it is necessary to perform all prior changes and repairs necessary on the material for the release of a civil airworthiness certificate (EASA Form1 or equivalent).

Safran Helicopter Engines recommends that any material which was operated not under a Civil Authority, be examined by a Safran Helicopter Engines approved Repair Center before it can be returned to service. In the event of non-compliance with this instruction, Safran Helicopter Engines accepts no responsibility for any damage which may occur as these materials are being used.

Safran Helicopter Engines is available to help you regarding this “civil-use” process, in order to be in perfect compliance with the regulation in force, which is applicable to the civil aviation.

The "civil-use" procedures mainly consist in:

- identifying and, if necessary, replacing engine, module or equipment components (manufacture, applied repair procedures),
- analyzing the service and maintenance history of the engine, module or equipment (operating hours and cycles),
- checking the modification standards,
- verifying proper engine, module or equipment operation on a test bed.

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Depending on the original definition that apply to a particular engine, three differing scenarios may occur:

- **Type 1:** The engine is compliant with a military-certified variant without civil certification and without an equivalent civil-certified variant or industrial means or supply of parts required for civil use or conversion of a variant are no longer available.

  As regards the procedures applicable by Safran Helicopter Engines, and compliance with the regulation for the return to service of type EASA part 145, **Safran Helicopter Engines will not be able to release an authorization certificate for the return to service of type EASA Form 1 for instance**.

- **Type 2:** The engine is compliant with a military-certified variant without civil certification but with an **equivalent civil-certified variant: it is possible to use this engine in civil aircraft by converting it to the equivalent civil variant.**

  As regards the procedures applicable by Safran Helicopter Engines and compliance with the applicable civil regulation, Safran Helicopter Engines (or a Safran Helicopter Engines approved Repair Center) will be able to issue a release certificate authorized by the civil authority for the return to service (type EASA Form1 part145 for instance) following the conversion to the equivalent civil variant.

- **Type 3:** The engine is compliant with a civil-certified variant but its previous operator was not under the jurisdiction of a Civil Airworthiness Authority: **it is possible to render this engine fit for civil use without changing variant.**

  As regards the procedures applicable by Safran Helicopter Engines and compliance with the applicable civil regulation, Safran Helicopter Engines (or a Safran Helicopter Engines approved Repair Center) will be able to issue a release certificate authorized by the civil authority (type EASA Form1 part145 for instance) for the return to service following this conversion for civil use.

In the event the engine conversion to civil use has not been performed by a Safran Helicopter Engines approved Repair Center, the application of this "civil use" procedure will not be recognized by Safran Helicopter Engines, considering the regulatory constraints as regards aeronautics security which apply to Safran Helicopter Engines.

We notify you that Safran Helicopter Engines does not provide any sales, logistical or technical support to operators using a material that has not been subjected to a “civil use” procedure. Moreover, where such a “civil use” procedure is not applied, Safran Helicopter Engines gives no guarantee and accepts no responsibility for any damage that these engines, modules or equipment may cause.

We would like to point out that the positions expressed above apply regardless of the fact the local authorities allowed their operators to fly with equipment which were last employed not under a civil authority jurisdiction, and not subjected a civil use in compliance with type 2 or type 3 cases.

The Appendix includes a table that classifies Safran Helicopter Engines engines according to these different types.

Please contact us if you require further information or assistance.

Yours sincerely,

Technical Support Department

J.F. ESCURET

APPENDIX

CLASSIFICATION OF ENGINE VARIANTS

ENGINE VARIANTS THAT CANNOT BE RE-PURPOSED FOR CIVIL APPLICATIONS (Type 1)

All MARBORE variants
TURMO III E3 – III E6 - III C5 – III C6 – III C7
ASTAZOU XIV M - XIV M1 ASTAZOU IIIC2 – IIIN2 All ASTAZOU XVI and XVIII variants
All BASTAN variants
All MTR390 variants
All RTM322 variants

APPENDIX (cont'd)

CLASSIFICATION OF ENGINE VARIANTS

ENGINE VARIANTS THAT CAN BE PURPOSED FOR CIVIL APPLICATIONS

Type 2 **(Can be reused in civil aircraft with change of variant)**	**Type 3** **(Can be reused in civil aircraft without change of variant)**
ARRIEL 1 M – 1 M1 – 1 MN – 1 MN1	ARRIEL 1A1 – 1A2 – 1B – 1C – 1C1 – 1C2 – 1D – 1D1 – 1E2 – 1K – 1K1 – 1S – 1S1
ARRIEL 2C PM – 2C2 CG	ARRIEL 2B – 2B1 – 2B1A – 2C – 2C1 – 2C2 – 2D – 2E – 2H – 2N – 2S1 – 2S2
ARRIUS 1 M	ARRIUS 1 A – 1A1 ARRIUS 2B1 – 2B1A – 2B2 – 2K1 – 2K2 – 2G1 – 2F – 2R
TURMO III C4 – IV B	TURMO IV C
ARTOUSTE III BF* – III BF1* – III D* ASTAZOU II AF* – IIAF2* ASTAZOU III B* ASTAZOU XIV F	ARTOUSTE III B* – III B1* – II C5* – II C6* ASTAZOU II A* – II A2* ASTAZOU III A* ASTAZOU XIV B – XIV H
	TM 333 2 B2 – 2M2
	MAKILA 1 A – 1 A1 – 1 A2
	MAKILA 2 A – 2 A1
	All ARDIDEN 1 variants
	ANETO 1K
	ARRANO 1A

* There is no more Safran Helicopter Engines approved Repair Center qualified to perform the conversion for civil use for those variants.