

SERVICE LETTER

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JFE/CL/CL

General Service Letter No. 3055/20

This General Service Letter supersedes the GSL no. 2731/09 and 2625/08.

Subject: ALL ENGINES
Operations under particular environmental conditions.

Dear Sir or Madam,

The purpose of this Service Letter is to inform the operators of the potential engine damage when using their aircraft under particular environmental conditions.

The types of damage dealt with in this Service Letter are as follows:

- Erosion
- Corrosion
- Fouling.

How fast the engine is affected by these types of damage is directly linked to the air quality at the engine air inlet.

Certain tasks in the Maintenance Manuals or Service Bulletins are preventive maintenance tasks aimed at preventing these types of damage. Their frequency is likely to be customized by the operator depending on:

- The operating conditions encountered (example: take-off/landing in unprepared areas)
- The airframe/engine configuration (example: aircraft equipped or not equipped with an inlet barrier filter).

CAUTION

Only the operator has a detailed enough information level about its daily operations and the specific local conditions its engines are operated in. Consequently, the operator is advised to customize its maintenance plan according to its operational experience, by potentially reinforcing the maintenance frequencies specified in the Maintenance Manuals.

NOTE

A customized maintenance plan might not be sufficient to eliminate or reduce the types of damage listed above. However, it should make it possible to monitor the speed at which damage evolves and help to anticipate the need to replace damaged parts. It is therefore possible to maximize the engine/airframe availability by scheduling ahead their replacement instead of facing unscheduled maintenance actions.

The following table illustrates the potential links between certain operating conditions, the type of atmosphere and the type of potential engine damage. This is a guide and it is not intended to provide an exhaustive list of operational conditions encountered by the operators.

You operate your aircraft in such Operating conditions			
Takeoff/Landing in unprepared areas	X		X
Operation in coastal areas	X	X	X
Operation in maritime areas		X	
Operation in the desert	X		
Operation in the mountains	X		
Operation close to large urban areas or construction /work areas	X		X
Operation close to heavy industries	X		X
Operation in active volcano areas	X	X	X
Operation close to forest fires	X		X
Operation close to coal mining areas, quarries	X		X
Operation close to dust "clouds" (spreading, "Sahara dust cloud")	X		X
Operation close to salted expanses		X	
Operation in high humidity conditions		X	
You might encounter this Type of atmosphere (Language used in the Maintenance Manuals)	Sandy atmosphere	Salty atmosphere	Dusty atmosphere
	Erosive atmosphere	Corrosive atmosphere	Contaminated atmosphere
	Dusty atmosphere	Humid atmosphere	Fouling atmosphere
Your engine might be subject to an increased Type of damage	EROSION	CORROSION	FOULING

How to read the table (example):

You operate your aircraft in these **Operating conditions**:

- Operation close to heavy industries

Therefore, you might encounter this **Type of atmosphere** (reading of the crosses):

- Sandy AND/OR erosive AND/OR dusty atmosphere
- Dusty AND/OR contaminated AND/OR fouling atmosphere

Therefore, your engine might be subject to an increased **Type of damage**:

- EROSION
- FOULING

Do not hesitate to contact your Safran Helicopter Engines Field Representatives if you have any questions related to the definition or the execution of the associated maintenance inspections.

Please contact us for any further information or assistance.

Yours sincerely,

Technical Support Department

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