


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0076-E</p> <p>Date: 25 March 2014</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS HELICOPTERS</p>	<p>Type/Model designation(s):</p> <p>AS 350 and AS 355 helicopters</p>
TCDS Number:	EASA.R.008 and EASA.R.146
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Rear Structure Junction Frame Reinforcement Angles – Inspection
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)
Applicability:	<p>AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers,</p> <ul style="list-style-type: none"> - if incorporating modification (MOD) 07 3215, or - if equipped with at least one reinforcement angle, Part Number (P/N) 350A08.2493.21 or P/N 350A08.2493.23, following the repair carried out in accordance with MRM Work Card 53.10.22.772 or AMM Task 53-31-00, 8-5.
Reason:	<p>During the inspection of several AS 355 helicopters, cracks were found in the reinforcement angles of the rear structure / tail boom junction frame. Subsequent investigation revealed that cracks were initiated on the non-visible surface of the angle (surface in contact with the frame).</p> <p>This condition, if not detected and corrected, could lead to further crack propagation and subsequent loss of the tail boom, resulting in loss of the helicopter.</p> <p>For the reason described above, this AD requires repetitive inspections of the affected area and, depending on findings, replacement of affected parts.</p> <p>Terminating corrective action is currently under investigation by Airbus Helicopters. This AD is considered as a temporary measure and further AD action may follow.</p>
Effective Date:	27 March 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 10 flight hours (FH), inspect the reinforcement angles in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters Emergency Alert Service Bulletin (ASB) AS350 05.00.70 or ASB AS355 05.00.62, as applicable to helicopter type.</p> <p style="text-align: center;">Table 1 – Inspection Threshold</p> <table border="1" data-bbox="563 432 1460 759"> <tr> <th data-bbox="563 432 1062 568">FH accumulated (on the effective date of this AD) since installation of MOD 07 3215, or since installation of a reinforcement angle</th><th data-bbox="1062 432 1460 568">Compliance Time</th></tr> <tr> <td data-bbox="563 568 1062 680">Less than 640 FH</td><td data-bbox="1062 568 1460 680">Before exceeding 650 FH, but not before accumulating 640 FH</td></tr> <tr> <td data-bbox="563 680 1062 759">640 FH or more</td><td data-bbox="1062 680 1460 759">Within 10 FH after the effective date of this AD</td></tr> </table> <p>(2) Within 165 FH after the initial inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 165 FH, inspect the reinforcement angles in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters ASB AS350 05.00.70 or ASB AS355 05.00.62, as applicable to helicopter type.</p> <p>(3) Accomplishment of the first inspection as required by paragraph (2) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD.</p> <p>(4) If, during any inspection as required by paragraph (1) or (2) of this AD, cracks are detected, before next flight, contact Airbus Helicopters for approved instructions for corrective action(s) and accomplish those instructions accordingly.</p>	FH accumulated (on the effective date of this AD) since installation of MOD 07 3215, or since installation of a reinforcement angle	Compliance Time	Less than 640 FH	Before exceeding 650 FH, but not before accumulating 640 FH	640 FH or more	Within 10 FH after the effective date of this AD
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<p>Ref. Publications:</p>	<p>Airbus Helicopters Emergency ASB AS350 05.00.70 dated 24 March 2014.</p> <p>Airbus Helicopters Emergency ASB AS355 05.00.62 dated 24 March 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com. 						