



Notification of a proposal to cancel an Airworthiness Directive

PAD No.: 16-002-CN

Issued: 15 January 2016

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 350 and AS 355 helicopters

Effective Date: [TBD: same day as AD-CN issue date]

TCDS Number(s): EASA.R.008 and EASA.R.146

Foreign AD: Not applicable

Cancellation: This Notice proposes to cancel EASA AD 2013-0133 dated 28 June 2013.

ATA 64 – CANCELLED: Tail Rotor – Tail Rotor Hub Pitch Horn – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters, formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all serial numbers, equipped with Tail Rotor Hub (TRH) pitch horn assemblies (hereafter called 'assembly') Part Number (P/N) 350A121368.01, P/N 350A121368.02, P/N 350A121368.03, or P/N 350A121368.04, incorporating TRH pitch horn (hereafter called 'part') P/N 350A121368.XX (where XX stands for two digit dash number excluding 01, 02, 03, and 04 which are reserved for assemblies).

Note: Either the assembly P/N or the part P/N can be marked on the affected TRH pitch horns.

Reason:

In 2013, an occurrence was reported of crack detection on the yoke of a TRH pitch horn.

This condition, if not detected and corrected, could lead to the failure of the two horn yokes and consequent loss of the anti-torque function, possibly resulting in loss of control of the helicopter.



To address that potential unsafe condition, Eurocopter issued AS350 Emergency Alert Service Bulletin (ASB) No. 05.00.74 and AS355 ASB No. 05.00.65, and, as an interim measure pending the outcome of investigations, EASA issued AD 2013-0133 to require repetitive visual inspections of the affected TRH pitch horns to detect cracks and, depending on findings, replacement with a serviceable assembly.

Since that AD was issued, it was demonstrated that the cracks, as found in the reported event, can only occur when the additional chin weights, identified by modification (MOD) 07 5601, are installed. As this MOD was only applied on certain AS 350 B3 helicopters, and EASA AD 2013-0029 already addresses that unsafe condition, the repetitive inspections of the other helicopters, as required by EASA AD 2013-0133, are now considered redundant.

For the reasons described above, this Notice proposes to cancel EASA AD 2013-0133.

Required Action(s) and Compliance Time(s):

None.

Ref. Publications:

Airbus Helicopters AS350 Emergency ASB No. 05.00.74 Revision 2 dated 17 December 2015.

Airbus Helicopters AS355 Emergency ASB No. 05.00.65 Revision 2 dated 17 December 2015.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 12 February 2016.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this PAD-CN, please contact:
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