



Airworthiness Directive

AD No.: 2014-0076R1

Issued: 14 October 2016

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 350 and AS 355 helicopters

Effective Date: Revision 1: 28 October 2016
Original Issue: 27 March 2014

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

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2014-0076-E dated 25 March 2014.

ATA 53 – Fuselage – Rear Structure Junction Frame Reinforcement Angles – Inspection

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

Applicability:

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, if incorporating modification (MOD) 073215, 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, except those that embody Airbus Helicopters MOD 073232 in production.

Reason:

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).

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.



To address this potential unsafe condition, Airbus Helicopters issued AS350 Emergency Alert Service Bulletin (ASB) No. 05.00.70 and AS355 ASB No. 05.00.62, as applicable to helicopter type, (hereafter collectively referred to as 'the applicable ASB' in this revised AD) to provide inspection instructions.

For the reason described above, EASA issued Emergency AD 2014-0076-E to require repetitive inspections of the affected area and, depending on findings, replacement of affected parts.

This AD is revised to reduce the Applicability, excluding helicopters which embody Airbus Helicopters production MOD 073232. This revised AD also introduces some editorial changes, without affecting the requirements.

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

Required as indicated, unless accomplished previously:

- (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 the applicable ASB.

Table 1 – Inspection Threshold

FH accumulated (see Note 1 of this AD)	Compliance Time (see Note 1 of this AD)
Less than 640 FH	Before exceeding 650 FH, but not before accumulating 640 FH
640 FH or more	Within 10 FH after 27 March 2014 [the effective date of the original issue of this AD]

Note 1: Unless specified otherwise, the FH indicated in Table 1 of this AD are those accumulated by the helicopter, on 27 March 2014 [the effective date of the original issue of this AD], since installation of MOD 073215, or since installation of a reinforcement angle, as applicable.

- (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 the applicable ASB.
- (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.
- (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.

Ref. Publications:

Airbus Helicopters AS350 Emergency ASB No. 05.00.70 dated 24 March 2014.

Airbus Helicopters AS355 Emergency ASB No. 05.00.62 dated 24 March 2014.



The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; Telephone +33 (4) 12 85 97 97, Fax +33 (4) 85 99 66, E-mail: Directive.technical-support@airbus.com.

