

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0094	
	Date: 29 May 2015 Note: This 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.	
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].		
Design Approval Holder's Name: AIRBUS HELICOPTERS	Type/Model designation(s): AS 350, AS 355 and EC 130 helicopters	
TCDS Numbers: EASA.R.008 and EASA.R.146		
Foreign AD: Not applicable		
Supersedure: None		
ATA 63	Main Rotor Drive – Cross-Bar – 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, and EC130 B4 and T2 helicopters, all serial numbers.	
Reason:	<p>Two occurrences were reported of finding cracks in the bi-directional suspension cross-bar (i.e. crossbeam) on AS350 B3 helicopters. The cracks were detected, during a maintenance check, at the attachment holes of the transmission deck attachment fittings. In both cases, the helicopters were equipped with a cargo hook and had completed missions with a significant number of torque cycles (TC), (see Note). Because of common design features, such cracks may potentially also occur on other AS350, AS355 and EC 130 helicopter models. Crack growth may lead to failure of one of the four yokes and significantly increased stress load on the remaining yokes.</p> <p>This condition, if not detected and corrected, could lead to cracks developing in the remaining yokes and increased loading of the cross-bar, possibly resulting in cross-bar failure and consequent loss of the helicopter.</p> <p>To address this potential unsafe condition, Airbus Helicopters (AH) issued four Alert Service Bulletins (ASB) AS350-05.00.84, ASB AS355-05.00.73, ASB EC130-05A021 and ASB EC130-05A022 to provide instructions for periodic inspections of the cross-bar on affected helicopters.</p> <p>For the reason described above, this AD requires repetitive inspections of the bi-directional suspension cross-bar and, depending on findings, replacement of the cross-bar with a serviceable one.</p>	

	The instructions contained in these ASBs will be incorporated in the Airworthiness Limitation Section (ALS) of the respective rotorcraft as part of the next revision.										
Effective Date:	12 June 2015										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) During the next scheduled main gearbox removal after the effective date of this AD, and, thereafter, at intervals not to exceed the values specified in Table 1 of this AD, as applicable to helicopter model, inspect each bi-directional suspension cross-bar Part Number (P/N) 350A38-1040-20 or P/N 350A38-1040-00, as applicable, in accordance with the instructions of paragraph 3.B of AH ASB AS350-05.00.84, or ASB AS355-05.00.73, or ASB EC130-05A021, or ASB EC130-05A022, as applicable.</p> <p style="text-align: center;">Table 1 – Inspection of Bi-Directional Suspension Cross-Bar</p> <table border="1"> <thead> <tr> <th>Helicopter Model(s)</th> <th>Interval (flight hours (FH) or TC, whichever occurs first)</th> </tr> </thead> <tbody> <tr> <td>AS 350 B, BA, BB, B1, B2, D</td> <td>4 500 FH or 60 000 TC</td> </tr> <tr> <td>AS 350 B3</td> <td rowspan="2">3 300 FH or 60 000 TC</td> </tr> <tr> <td>AS 355 (all models)</td> </tr> <tr> <td>EC130 B4</td> <td rowspan="2">3 300 FH or 40 000 TC</td> </tr> <tr> <td>EC130 T2</td> </tr> </tbody> </table> <p>Note: The definition of TC can be found in paragraph 1.E.2 of the applicable AH ASB.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected, before next flight, replace the bi-directional suspension cross-bar with a serviceable one in accordance with paragraph 3.B of AH ASB AS350-05.00.84, or ASB AS355-05.00.73, or ASB EC130-05A021, or ASB EC130-05A022, as applicable.</p> <p>(3) Replacement of the bi-directional suspension cross-bar on a helicopter as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</p>	Helicopter Model(s)	Interval (flight hours (FH) or TC, whichever occurs first)	AS 350 B, BA, BB, B1, B2, D	4 500 FH or 60 000 TC	AS 350 B3	3 300 FH or 60 000 TC	AS 355 (all models)	EC130 B4	3 300 FH or 40 000 TC	EC130 T2
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Ref. Publications:	<p>AH ASB AS350-05.00.84 original issue dated 21 May 2015.</p> <p>AH ASB AS355-05.00.73 original issue dated 21 May 2015.</p> <p>AH ASB EC130-05A021 original issue dated 21 May 2015.</p> <p>AH ASB EC130-05A022 original issue dated 21 May 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>										
Remarks:	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The result of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 										

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| | <p>4. For any question concerning the technical content of the requirements in this AD, please contact:
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