



Airworthiness Directive

AD No.: 2017-0089

Issued: 17 May 2017

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, AS 355 and EC 130 helicopters

Effective Date: 31 May 2017

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

Foreign AD: Not applicable

Supersedure: None

ATA 62– Main Rotor – MR Mast Upper Bearing Lubrication / MR Mast Jet Oil Hose – Inspection

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France)

Applicability:

AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, and EC 130 B4 and EC 130 T2 helicopters, all serial numbers.

Reason:

During unscheduled maintenance on an AS 350 BA helicopter a main rotor (MR) mast jet oil hose, Part Number (P/N) 704A34-412-015 (manufacturing P/N 4T13) was found blocked. Both hose ends are subject to brazing as part of the manufacturing process. The investigation revealed that blockage was due to the presence of solder at the upper end of the hose. The obstruction of the hose was complete and, as a consequence, the MR mast upper bearing was not lubricated by the direct oil jet. Reduced lubrication, or absence thereof, is not indicated to the flight crew.

This condition, if not detected and corrected, could lead to degradation of MR mast bearings, possibly resulting in loss of MR transmission function and consequent loss of control of the helicopter.



Prompted by this occurrence, Airbus Helicopters (AH) published an Emergency Alert Service Bulletin (ASB), AS350 ASB 62.00.39, AS355 ASB 62.00.36 and EC130 ASB 62A015 (published as a single document), to provide inspection instructions.

For the reason described above, this AD requires a one-time inspection of each affected hose and, depending on findings, replacement with a serviceable hose and removal and inspection of the MR mast assembly.

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

Required as indicated, unless accomplished previously:

Note 1: MR mast jet oil lubrication hoses P/N 704A34-412-015 are hereafter referred to as 'affected hose' in this AD, except those identified by an 'X' behind the P/N on its metal identification plate, which are referred to as 'serviceable hose' in this AD.

Note 2: AH AS350 ASB 62.00.39, AS355 ASB 62.00.36 and EC130 ASB 62A015 are hereafter collectively referred to as 'the applicable ASB' in this AD.

Inspection(s):

- (1) Within 30 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, remove the upper terminal of the affected hose and inspect the affected hose in accordance with the instructions of paragraph 3.B.2 of the applicable ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, oil presence is detected in the visible part of the inside of the affected hose, within 30 FH after the inspection as required by paragraph (1) of this AD, accomplish obstruction tests of the affected hose in accordance with the instructions of paragraph 3.B.3 and (depending on findings) 3.B.4 of the applicable ASB.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, no oil presence is detected, or during any obstruction test as required by paragraph (2) of this AD, the affected hose is determined to be obstructed, before next flight, replace the affected hose with a serviceable hose in accordance with the instructions of ASB, remove the MR mast assembly from service, contact AH for approved corrective action instructions and accomplish those instructions accordingly.

Parts Installation:

- (4) From the effective date of this AD, do not install an affected hose on a helicopter, unless, prior to installation, it has passed obstructions tests in accordance with the instructions of paragraph 3.B.3 and 3.B.4 of the applicable ASB.

Ref. Publications:

Airbus Helicopters AS350 ASB 62.00.39 original issue dated 15 May 2017.

Airbus Helicopters AS355 ASB 62.00.36 original issue dated 15 May 2017.

Airbus Helicopters EC130 ASB 62A015 original issue dated 15 May 2017.



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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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 – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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