



## Airworthiness Directive

**AD No.:** 2017-0165

**Issued:** 05 September 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):**

SA 365, AS 365, SA 366 and EC 155 helicopters

**Effective Date:** 19 September 2017

**TCDS Number(s):** EASA.R.105

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Aft Fuselage Skin Panels – Inspection

**Manufacturer(s):**

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation)

**Applicability:**

SA 365 N1, AS 365 N2, AS 365 N3, SA 366 G1, EC 155 B and EC 155 B1 helicopters, all serial numbers.

**Reason:**

Several cases have been reported of finding aft fuselage (baggage compartment area) outer skin debonding during a 600 flight hours (FH) general inspection of the structure. Although most of the occurrences were detected on EC 155 helicopters, it was determined that, due to design similarity of the affected structure on AS 365, SA 365 and SA 366 helicopters, debonding may also occur on those helicopter models. The investigation is still in progress and the cause of the debonding has not yet been determined.

This condition, if not detected and corrected, could reduce the structural integrity of the aft fuselage, possibly affecting safe flight and landing.

Prompted by these findings, Airbus Helicopters (AH) published Alert Service Bulletin (ASB) AS365-05.00.77, ASB SA366-05.48 and ASB EC155-05A033, providing inspection instructions.



For the reasons described above, this AD requires repetitive tapping and visual inspections of certain aft fuselage outer skin areas (hereafter referred to as 'the affected areas' in this AD) and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Note 1: AH ASB AS365-05.00.77, ASB SA366-05.48 and ASB EC155-05A033 are hereafter collectively referred to as 'the applicable ASB' in this AD.

#### **Repetitive Inspections:**

- (1) Within 110 FH after the effective date of this AD, accomplish a tapping inspection of the affected areas in accordance with the instructions of the applicable ASB.
- (2) Within 110 FH after the tapping inspection as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 110 FH, accomplish a visual inspection of the affected areas in accordance with the instructions of the applicable ASB.
- (3) Within 660 FH after the tapping inspection as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 660 FH, accomplish a tapping inspection of the affected areas in accordance with the instructions of the applicable ASB.
- (4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, debonding is detected which is within the criteria as specified in the applicable ASB (one area confined to a 10 x 10 cm (or smaller) square, not crossing two skin panels), within 110 FH after that detection, and thereafter, at intervals not to exceed 110 FH, accomplish a tapping inspection of the affected debonded skin area in accordance with the instructions of the applicable ASB.

#### **Corrective Action(s):**

- (5) If, during any inspection as required by this AD, debonding is detected which exceeds the criteria as specified in the applicable ASB, before next flight, contact AH for approved skin panel repair or replacement instructions and accomplish those instructions accordingly.

#### **Terminating Action:**

- (6) None.

#### **Ref. Publications:**

AH ASB AS365-05.00.77 original issue dated 21 July 2017.

AH ASB SA366-05.48 original issue dated 21 July 2017.

AH ASB EC155-05A033 original issue dated 21 July 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. This AD was posted on 24 July 2017 as PAD 17-098 for consultation until 07 August 2017. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Technical Support Department, Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, E-mail: [Airframe.Technical-Support@airbus.com](mailto:Airframe.Technical-Support@airbus.com), or web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management.

Superseded

