Emergency Airworthiness Directive

AD No.: 2019-0165-E

Issued: 12 July 2019

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

SA 365, AS 365 and EC 155 helicopters

Effective Date:	16 July 2019
TCDS Number(s):	EASA.R.105
Foreign AD:	Not applicable
Supersedure:	None

ATA 65 – Tail Rotor Drive – Tail Rotor Gearbox – Inspection / Replacement

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Manufacturer(s):

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

Applicability:

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

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Airbus Helicopters (AH) AS365 Emergeny Alert Service Bulletin (ASB) 65.00.19 and EC155 ASB 65A008 (published as a single document).

Serviceable part: A tail rotor gearbox (TGB) that, before installation, has passed an inspection (no defects detected) in accordance with the instructions of paragraph 3.B.6 of the ASB, confirmed by a Log Card entry of the TGB.

Reason:

During a routine inspection, a foreign object was found obstructing the oil duct of the TGB control bearing, causing a lack of lubricaton on this bearing.

This condition, if not detected and corrected, could affect the correct operation of the TGB, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions for inspection.

For the reason described above, this AD requires a one-time inspection of the TGB housing recess and TGB oil duct cover and, depending on findings, accomplishment of applicable investigative and corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

(1) Within 55 flight hours or 5 months after the effective date of this AD, whichever occurs first, inspect the TGB housing recess for oil retention in accordance with the instructions of paragraph 3.B of the ASB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, oil retention is found in the TGB housing recess, before next flight, remove any foreign object from the TBG oil duct housing and re-inspect the TGB housing recess for oil retention in accordance with the instructions of paragraph 3.B of the ASB.

(3) If, during the re-inspection as required by paragraph (2) of this AD, oil retention is still found in the TGB housing recess (regardless whether a foreign object was removed or not), before next flight, replace the TGB with a serviceable part in accordance with the instructions of paragraph 3.B of the ASB.

(4) If during the re-inspection as required by paragraph (2) of this AD, no oil retention is found in the TGB housing recess, before next flight, remove any foreign object from the TGB oil duct cover and inspect the TGB oil duct cover for correct oil flow in accordance with the instructions of paragraph 3.B of the ASB.

(5) If, during the TGB cover oil flow inspection as required by paragraph (4) of this AD, the oil does not flow correctly (regardless whether a foreign object was removed or not), as defined in the ASB, before next flight, replace the TGB with a serviceable part in accordance with the instructions of paragraph 3.B of the ASB.

(6) If, during the TGB cover oil flow inspection as required by paragraph (4) of this AD, the oil flows correctly, as defined in the ASB, and a foreign object was previously removed as required by paragraph (2) and/or (4) of this AD, before next flight, replace the bearing of the TGB control rod with a new bearing in accordance with the instructions of 3.B of the ASB.

Parts Installation:

(7) From the effective date of this AD, it is allowed to install on any helicopter a TGB, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

Airbus Helicopters AS365 ASB 65.00.19 original issue dated 10 July 2019.

Airbus Helicopters EC155 ASB 65A008 original issue dated 10 July 2019.

The use of later approved revisions of the above-mentioned 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, Web portal: https://keycopter.airbushelicopters.com > Technical Requests Management, E-mail: support.technical-dyncomp.ah@airbus.com and TechnicalSupport.Helicopters@airbus.com.