


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 15-087</p> <p>Date: 24 June 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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.</p>	
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<p>Design Approval Holder's Name: AIRBUS HELICOPTERS</p>	<p>Type/Model designation(s): AS 350 and AS 355 helicopters</p>	
TCDS Number:	EASA.R.508, EASA.R.008	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2011-0164 dated 31 August 2011.	
ATA 67	Rotors Flight Control – Tail Rotor Control Stop Screws – Modification	
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter-France, Aerospatiale)	
Applicability:	<p>AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers (s/n), if equipped with adjustable primary yaw stop in the baggage compartment which corresponds to modification (MOD) 071908, or MOD 171912, or MOD 073252, except those helicopters that have incorporated MOD 074602.</p> <p>AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all s/n, if equipped with adjustable primary yaw stop in the baggage compartment which corresponds to MOD 071908 or MOD 171912, except those helicopters that have incorporated MOD 074602.</p>	
Reason:	<p>During take-off with a sling load, the pilot of an AS350 B3 helicopter noticed that he reached one of the yaw stops before its usual position. The subsequent inspection revealed that a nut of the tail rotor control stop was loose and that the corresponding tail rotor control stop screw was out of adjustment.</p> <p>This condition, if not detected and corrected, can lead to the loss of adjustment of the affected stop and consequently limit yaw authority, possibly resulting in loss of control of the helicopter.</p> <p>To address this potential unsafe condition, Eurocopter issued Alert Service Bulletin (ASB) AS350-05.00.64 and ASB AS355-05.00.59 to provide inspection instructions. Consequently, as an interim measure, pending development of a final solution, EASA issued AD 2011-0164 to require repetitive inspections of the tail rotor control stop screws and, depending on findings, adjustment.</p>	

	<p>Since that AD was issued, Airbus Helicopters (AH) developed MOD 074602, which consists of installing a dual mechanical safety on primary yaw stops, and published ASB AS350-67.00.61 and ASB AS355-67.00.42 to provide modification instructions. In addition, it was discovered that not all affected helicopters were identified in the inspection ASBs, which have therefore been revised accordingly.</p> <p>For the reasons described above, this AD retains the requirement of EASA AD 2011-0164, which is superseded, redefines the Applicability, and requires modification of the primary yaw stops, which constitutes terminating action for the repetitive inspections required by this AD.</p>						
Effective Date:	[TBD: standard 14 days after Final AD issue date]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of the requirements of EASA AD 2011-0164:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 110 flight hours (FH), inspect the tail rotor control stop screws in accordance with the instructions of paragraph 3.B of AH ASB AS350-05.00.64 Revision 1, or ASB AS355-05.00.59 Revision 1, as applicable.</p> <p style="text-align: center;">Table 1 – Initial Inspection</p> <table border="1" data-bbox="571 929 1385 1254"> <thead> <tr> <th data-bbox="571 929 970 981">Affected helicopters</th> <th data-bbox="970 929 1385 981">Compliance Time</th> </tr> </thead> <tbody> <tr> <td data-bbox="571 981 970 1120">All helicopters identified in the original issue of Eurocopter ASB AS350-05.00.64 or ASB AS355-05.00.59, as applicable</td> <td data-bbox="970 981 1385 1120">110 FH after 14 September 2011 [the effective date of EASA AD 2011-0164]</td> </tr> <tr> <td data-bbox="571 1120 970 1254">Helicopters not identified in the original issue of Eurocopter ASB AS350-05.00.64 or ASB AS355-05.00.59, as applicable</td> <td data-bbox="970 1120 1385 1254">110 FH after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, adjust the stops and, irrespective of findings, mark a line of paint on the screw/nut assembly, in accordance with the instructions of paragraph 3.B of AH ASB AS350-05.00.64 Revision 1, or ASB AS355-05.00.59 Revision 1, as applicable.</p> <p>(3) Corrective action(s) accomplished 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> <p>(4) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of the original issue of Eurocopter ASB AS350-05.00.64 or ASB AS355-05.00.59, as applicable, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD.</p> <p>New requirements of this AD:</p> <p>(5) Within 660 FH or 13 months, whichever occurs first after the effective date of this AD, modify the primary yaw stops in accordance with the instructions of paragraph 3.B of AH ASB AS350-67.00.61, or ASB AS355-67.00.42, as applicable.</p>	Affected helicopters	Compliance Time	All helicopters identified in the original issue of Eurocopter ASB AS350-05.00.64 or ASB AS355-05.00.59, as applicable	110 FH after 14 September 2011 [the effective date of EASA AD 2011-0164]	Helicopters not identified in the original issue of Eurocopter ASB AS350-05.00.64 or ASB AS355-05.00.59, as applicable	110 FH after the effective date of this AD
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	<p>(6) From the effective date of this AD, it is allowed to install a stop lever assembly Part Number (P/N) 350A27-2151-02 or P/N 350A27-2151-03 on a helicopter, provided that the helicopter has been modified as required by paragraph (5) of this AD.</p> <p>(7) Modification of a helicopter as required by paragraph (5) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</p>
Ref. Publications:	<p>Eurocopter ASB AS350-05.00.64 dated 30 August 2011, or Airbus Helicopters ASB AS350-05.00.64 Revision 1 dated 18 June 2015.</p> <p>Eurocopter ASB AS355-05.00.59 dated 30 August 2011, or Airbus Helicopters ASB AS355-05.00.59 Revision 1 dated 18 June 2015.</p> <p>Airbus Helicopters ASB AS350-67.00.61 dated 18 June 2015.</p> <p>Airbus Helicopters ASB AS355-67.00.42 dated 18 June 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"> 1. This Proposed AD will be closed for consultation on 22 July 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters - Customer Service Technical Support Department, Aéroport de Marseille, Provence 13725 Marignane Cedex – France Telephone: + 33 (0)4 42 85 99 51, Fax: + 33 (0)4 42 85 99 66. E-mail: Directive.technical-support@airbus.com.