



Airworthiness Directive Cancellation Notice

AD No.: 2016-0221-CN

Issued: 24 January 2018

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:

ENSTROM HELICOPTER CORPORATION

Type/Model designation(s):

F-28, 280 and 480 helicopters

Effective Date: 21 February 2018

TCDS Number(s): EASA.IM.R.122

Foreign AD: FAA AD 2018-02-01

Cancellation: This Notice cancels EASA AD 2016-0221 dated 04 November 2016.

ATA 62 – CANCELLED: Main Rotor – Main Rotor Spindle – Inspection

Manufacturer(s):

Enstrom Helicopter Corporation

Applicability:

Enstrom F-28A, F-28C, F-28C-2, F-28F, F-28F-R, 280, 280C, 280F, 280FX and 480 helicopters, all serial numbers.

Reason:

In January 2015, a fatal accident occurred with an Enstrom 280FX helicopter. Preliminary results of the investigation indicated that the accident was caused by a crack in the spindle, which resulted in the separation of the main rotor blade from the helicopter. While the investigation could not determine when the crack initiated, it was able to determine that the crack existed, undetected, for a significant amount of time before the separation.

This condition, if not detected and corrected, could result in loss of a main rotor blade and consequent loss of control of the helicopter.

Prompted by these findings, Enstrom issued Service Directive Bulletin (SDB) No. 0119 and No. T-050 (later revised), providing instructions for repetitive inspections of the spindles to detect cracks. Consequently, the FAA, the State of Design authority for the affected helicopter type, issued AD 2015-08-51, which was adopted by EASA, applicable to helicopters that have a spindle installed with 1 500 or more flight hours (FH) accumulated since first installation, or where the FH of the spindle



are unknown. That AD required a one-time magnetic particle inspection (MPI) of the spindle to determine if a crack exists, and, if a crack is found, to replace it with an airworthy spindle.

The FAA AD did not require repetitive inspections, whereas the Enstrom SDB specifies to repeat the MPI every 500 FH for spindles with over 1 500 FH. EASA determined that these inspections are necessary to ensure the continued airworthiness of the affected helicopters.

Consequently, EASA issued AD 2016-0221 to require repetitive inspections of the affected spindles to detect cracks and, depending on findings, replacement.

Since that AD was issued, FAA AD 2018-02-01 was published, superseding FAA AD 2015-08-51, to require repetitive inspections of all affected spindles, at intervals not to exceed 500 FH, and to establish a life limit of 1 500 FH. This FAA AD has been adopted by EASA.

For the reasons described above, this Notice cancels EASA AD 2016-0221.

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

None

Ref. Publications:

Enstrom Helicopter Corporation SDB No. 0119, original issue dated 11 February 2015, or Revision 1 dated 01 April 2015, or Revision 2 dated 01 June 2015, or Revision 3 dated 24 June 2016.

Enstrom Helicopter Corporation SDB No. T-050, original issue dated 11 February 2015, or Revision 1 dated 01 April 2015, or Revision 2 dated 01 June 2015, or Revision 3 dated 24 June 2016.

Remarks:

1. This AD-CN was posted on 06 April 2017 as PAD 17-046-CN for consultation until 01 May 2017. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, please contact: Enstrom Helicopter Corporation, 2209 22nd Street, Menominee, Michigan 49858, United States of America, Telephone: +1 906-863-1200, Fax: +1906-863-6621, E-mail: engineering@enstromhelicopter.com.

