



# Notification of a proposal to cancel an Airworthiness Directive

**PAD No.: 17-046-CN**

**Issued: 06 April 2017**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation 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 date indicated.

**Design Approval Holder's Name:**

ENSTROM HELICOPTER CORPORATION

**Type/Model designation(s):**

F-28, 280 and 480 helicopters

**Effective Date:** [standard: same day as AD-CN issue date]

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

**Foreign AD:** Not applicable

**Cancellation:** This Notice proposes to cancel EASA AD 2016-0221 dated 04 November 2016.

## **CANCELLED: ATA 62 – 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, a Notice of proposed rulemaking (NPRM), Docket No. [FAA-2017-0141](#), was published in the Federal Register, proposing 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. Once the final FAA AD will be published, it is expected it will be adopted by EASA.

For the reasons described above, this Notice proposes to cancel EASA AD 2016-0221. The cancellation is planned to become effective on the effective date of the FAA Final Rule AD.

**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 Proposed AD-CN will be closed for consultation on 01 May 2017.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD-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](mailto:engineering@enstromhelicopter.com).

