



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-098

Issued: 24 July 2017

Note: This Proposed Airworthiness Directive (PAD) 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 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 date indicated..

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

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

Effective Date: [TBD - standard: 14 days after Final AD issue date]

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. This Proposed AD will be closed for consultation on 07 August 2017.
2. Enquiries regarding this PAD 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 the requirements in this PAD, 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, or web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management.

