



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-177

Issued: 22 December 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:

ENSTROM HELICOPTER CORPORATION

Type/Model designation(s):

F-28, 280 and 480 helicopters

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

TCDS Number(s): [EASA.IM.R.122](#)

Foreign AD: Federal Aviation Administration (FAA) [AD 2017-26-03](#) dated 20 December 2017.

Supersedure: None

ATA 62 – Main Rotor – Hydraulic Damper / Belt Tension Shaft Rod End Assembly – Inspection

Manufacturer(s):

Enstrom Helicopter Corporation (EHC)

Applicability:

F-28A, F-28C, F-28C-2, F-28F, F-28F-R, 280, 280F, 280FX, 480 and 480B helicopters, all variants, all serial numbers (s/n).

Note 1: FAA AD 2017-26-03 applies to additional helicopter models but, at this time, these are not validated in Europe.

Definitions:

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

The applicable SDB: EHC Service Directive Bulletin (SDB) 0127 Revision 1, dated 6 October 2017, and SDB T-058 original issue, dated 2 August 2017, as applicable to helicopter model.



Affected Part: Main rotor hydraulic damper and belt tension shaft rod end bearing assemblies, Part Number (P/N) 01-824-08E-011, P/N 09455-01-824-08E-011, P/N ECD091-1, P/N ASMK8T, P/N M81935/1-08K, P/N MS21242S8K and P/N MTK8.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

An occurrence was reported of a failed rod end bearing assembly of one of the hydraulic damper assemblies of the main rotor system. Analysis of the rod end revealed corrosion in the root of the threads.

This condition, if not detected and corrected, could lead to cracks in a bearing assembly, possibly resulting in failure of the rod end, loss of a main rotor blade and consequent loss of control of the helicopter.

Prompted by these findings, EHC issued the applicable SDB. Multiple supplier P/N rod end bearing assemblies are eligible for installation. Consequently, the FAA, the State of Design authority for the affected helicopter type, issued AD 2017-26-03, which was adopted by EASA, applicable to helicopters that have an affected part installed. That AD requires a one-time inspection of the affected part(s), and, if corrosion is found, replacement of the affected part.

The FAA AD does not require repetitive inspections, whereas the applicable SDB specifies to repeat the inspection every 100 flight hours (FH) or during an annual inspection. EASA has determined that these inspections are necessary to ensure the continued airworthiness of the affected helicopters. It is expected that the FAA will take further AD action to require these repetitive inspections, but EASA has no information on when that AD will be issued.

For the reasons described above, this AD requires repetitive inspections of the affected parts to detect corrosion and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection(s):

- (1) For Group 1 helicopters: Within 100 FH or during the next scheduled annual inspection, whichever occurs first after the inspection as required by FAA AD 2017-26-03 (as adopted by EASA), and, thereafter, at intervals not to exceed 100 FH, or during each scheduled annual inspection, whichever occurs first, inspect each affected part in accordance with the instructions of the applicable SDB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, corrosion is detected, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the applicable SDB.



Reporting:

- (3) Within 30 days after each inspection, as required by paragraph (1) of this AD, report the inspection results (including no findings) to Enstrom Product Support in accordance with the instructions of the applicable SDB.

Parts Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on any helicopter, provided the part is new, or has passed an inspection (no corrosion detected) in accordance with the instructions of the applicable SDB, and that, following installation, the part is inspected as required by paragraph (1) of this AD.

Terminating Action(s):

- (5) None.

Ref. Publications:

Enstrom Helicopter Corporation SDB 0127 Revision 1 dated 6 October 2017.

Enstrom Helicopter Corporation SDB T-058 dated 2 August 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 19 January 2018.
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: Enstrom Helicopter Corporation, 2209 22nd Street, Menominee, Michigan 49858, United States of America, Telephone: +1 906-863-1200, Fax: +1 906-863-6621, E-mail: engineering@enstromhelicopter.com.

