



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-188

Issued: 21 December 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 and EC 155 helicopters

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

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0055 dated 31 March 2017.

ATA 53 – Fuselage – Cowlings and Fairings – Inspection / Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all manufacturer serial numbers (MSN), except those that embody AH modification (mod) 365P084788.00 in production.

EC 155 B and EC 155 B1 helicopters, all MSN, except those that embody AH mod 365P084788.06 in production.

Definitions:

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

The applicable inspection ASB: AH Alert Service Bulletin (ASB) AS365-53.00.55 and ASB EC155-53A035, as applicable.

The applicable modification ASB: AH ASB AS365-53.00.62 and ASB EC155-53A038, as applicable.



Reason:

In-flight loss of engine and main gearbox (MGB) cowlings was reported. Subsequent investigations revealed that the MGB cowling attachment fittings (fixed parts) of the concerned helicopter failed as a result of mounting stress present in the front fitting on the left hand (LH) MGB fixed cowling and air intake bulkhead.

This condition, if not detected and corrected, could result in failure of the MGB fixed cowling front fitting and subsequent detachment of MGB and/or engine cowlings, possibly resulting in damage to, or reduced control of, the helicopter and injury to persons on the ground.

To address this potential unsafe condition, as a temporary measure, AH issued the applicable inspection ASB to provide inspection and repair instructions, and EASA issued AD 2017-0055 requiring accomplishment of that one-time inspection and, depending on findings, the repair.

Since that AD was issued, AH developed a modification of the MGB fixed cowling attachments, modifying the primary attachment system and installing an additional locking system to provide redundancy for the locking. This modification is available for in-service helicopters through the applicable modification ASB.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0055, which is superseded, and additionally requires the new modification.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 110 flight hours (FH) after 14 April 2017 [the effective date of EASA AD 2017-0055], inspect the MGB fixed cowling front fittings in accordance with the instructions of paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the applicable ASB, before next flight, accomplish the applicable corrective action(s) in accordance with paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB.

Modification:

- (3) Within 660 FH or 23 months after the effective date of this AD, whichever occurs first, modify the MGB fixed cowling attachments in accordance with the instructions of the applicable modification ASB.
- (4) Modification of a helicopter as required by paragraph (3) of this AD is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter, provided that the modification is accomplished within the compliance time defined in paragraph (1) of this AD.



Ref. Publications:

AH ASB AS365-53.00.55 original issue dated 13 March 2017.

AH ASB EC155-53A035 original issue dated 13 March 2017.

AH ASB AS365-53.00.62 original issue dated 20 December 2018.

AH ASB EC155-53A038 original issue dated 20 December 2018.

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 18 January 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

