



## Airworthiness Directive

**AD No.:** 2017-0032

**Issued:** 17 February 2017

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

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

AS 350, AS 355 and EC130 helicopters

**Effective Date:** 03 March 2017

**TCDS Number(s):** EASA.R.008, EASA.R.146

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 62 – Main Rotor – Main Rotor Hub / Mast Attachment Screws – Inspection

**Manufacturer(s):**

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

**Applicability:**

AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all serial numbers, and

AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, and

EC 130 B4 and T2 helicopters, all serial numbers.

**Reason:**

An occurrence was reported of finding failed main rotor hub/mast attachment screws on an EC 130 B4 helicopter during a scheduled maintenance inspection. The affected helicopter was operating in a severe atmosphere and excessive corrosion was observed on all the screws.

This condition, if not detected and corrected, can lead to disconnection of the main rotor hub-to-mast attachment, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, Airbus Helicopters (AH) published Alert Service Bulletin (ASB) AS350-61.00.38, ASB AS355-62.00.35, and ASB EC130-62.A014, providing inspection instructions.



For the reason described above, this AD requires a one-time inspection of the main rotor hub/mast attachment screws and, depending on findings, replacement. This AD also requires operators to report all findings to AH.

This AD is an interim measure and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Note 1: AH ASB AS350-61.00.38, ASB AS355-62.00.35 and ASB EC130-62.A014 are hereafter collectively referred to as 'the applicable ASB' in this AD.

Note 2: For the purpose of this AD, a 'severe environment' is defined as 50% or more of flight time being operated (1) from a ship; or (2) from a base less than 1 km from the coast; or (3) offshore at an altitude of 1 000 feet or less; or (4) in high ambient temperatures (28 degrees C or 82.4 degrees F or higher) and 75% humidity or more; or a combination of these.

#### **Operational Determination:**

- (1) Within 14 days after the effective date of this AD, determine if, since the last inspection of the main rotor hub/mast attachment screws, the helicopter has been operated in a severe environment (see Note 2 of this AD).

#### **Inspection:**

- (2) For a helicopter that has been operated in a severe environment, determined as required by paragraph (1) of this AD, within the compliance time defined in Table 1 of this AD, inspect the main rotor hub/mast attachment screws in accordance with the instructions of the applicable ASB.

Table 1 – MR Hub/Mast Attachment Screws Inspection (see Note 3 of this AD)

Time since last inspection	Compliance Time
280 flight hours (FH) or less	Before exceeding 330 FH, or within 6 months after the effective date of this AD, whichever occurs first
More than 280 FH	Before exceeding 660 FH, or within 50 FH or 6 months after the effective date of this AD, whichever occurs first

Note 3: Unless specified otherwise, the FH in Table 1 of this AD are those accumulated since the last inspection of the main rotor hub/mast attachment screws.

#### **Corrective Action(s):**

- (3) If, during the inspection as required by paragraph (2) of this AD, corrosion or damage is found, before next flight, replace the affected screws and accomplish all applicable corrective actions in accordance with the instructions of the applicable ASB.



**Reporting Requirements:**

- (4) Regardless of the finding of the inspection as required by paragraph (2) of this AD, within 30 days after that inspection, report the inspection results to Airbus Helicopters in accordance with the instructions of the applicable ASB.

**Ref. Publications:**

Airbus Helicopters ASB AS350-61.00.38, dated 15 February 2017.

Airbus Helicopters ASB AS355-62.00.35, dated 15 February 2017.

Airbus Helicopters ASB EC130-62.A014, dated 15 February 2017.

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

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact:  
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