

Airworthiness Directive

AD No.: 2021-0193
Issued: 20 August 2021

Note: This Airworthiness Directive (AD) 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.

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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 355 helicopters

Effective Date: 03 September 2021

TCDS Number(s): EASA.R.146

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2013-0130 dated 21 June 2013 and Emergency AD 2015-0143-E dated 16 July 2015.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

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

Applicability:

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

Definitions:

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

The applicable ALS: AH AS 355 Aircraft Maintenance Manual (AMM) Chapter 04 Airworthiness Limitations Section (ALS) Revision 010 (for AS 355 E, AS 355 F, AS 355 F1 and AS 355 N helicopters), Revision 011 (for AS 355 F2 helicopters) and Revision 009 (for AS 355 NP helicopters), as applicable.

The AMP: The approved Aircraft Maintenance Programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected AS 355 helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

New and/or more restrictive tasks: This includes all tasks and limitations that are new or for which a threshold and/or interval was reduced, which were introduced into the applicable ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for AS 355 helicopters, which are approved by EASA, are currently defined and published in the AH AS 355 ALS documents. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2013-0130, requiring the actions described in Eurocopter AS 355 AMM Chapter 04 ALS at Revision 002, for each model. EASA also issued EASA Emergency AD 2015-0143-E to require specific tail rotor blades inspections, actions which have since been incorporated into the applicable ALS.

Since that AD was issued, AH published the applicable ALS, which contains new and/or more restrictive tasks.

For the reason described above, this AD retains the requirements of EASA AD 2013-0130 and Emergency AD 2015-0143-E, which are superseded, and requires accomplishment of the actions specified in the applicable ALS. This AD also takes over the requirements for AS 355 models from EASA AD 2010-0006 and EASA AD 2015-0094, the requirements of which have been incorporated into the applicable ALS.

Separate AD 2021-0194 action is taken for the latest ALS Revision(s) for AS 350 and EC 130 helicopters, taking over the relevant requirements from EASA AD 2010-0006 and AD 2015-0094. Consequently, those two ADs are cancelled.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals as defined in the applicable ALS, accomplish all applicable maintenance tasks.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the applicable ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the applicable ALS, accomplish the applicable corrective action(s) in accordance with the applicable AH maintenance documentation. If no compliance time is identified in the applicable ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not



identified in the applicable ALS, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous revision of the AH AMM Chapter 04 ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration, within the compliance times as specified in the applicable ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

AH AS 355 E AMM Chapter 04 ALS Revision 010 dated 14 September 2020.

AH AS 355 F AMM Chapter 04 ALS Revision 010 dated 14 September 2020.

AH AS 355 F1 AMM Chapter 04 ALS Revision 010 dated 14 September 2020.

AH AS 355 N AMM Chapter 04 ALS Revision 010 dated 14 September 2020.

AH AS 355 F2 AMM Chapter 04 ALS Revision 011 dated 14 September 2020.

AH AS 355 NP AMM Chapter 04 ALS Revision 009 dated 04 February 2019.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 09 July 2021 as PAD 21-097 for consultation until 06 August 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Customer Support, Telephone +33 (0)4.42.85.97.89, Fax + 33 (0)4.42.85.99.66, E-mail: Airframe.Technical-Support@airbus.com, Keycopter Technical Request Management: TechnicalSupport.Helicopters@airbus.com.

