



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-161

Issued: 02 November 2021

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):

AS 355, SA 365, AS 365 and EC 155 helicopters

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

TCDS Number(s): EASA.R.105 and EASA.R.146

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Power Plant – Cowlings – Inspection / Repainting

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation.

Applicability:

SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all serial numbers (s/n); and

AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all s/n.

Definitions:

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

The applicable ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) AS365-53.00.65, ASB EC155-53A040 or ASB AS355-53.00.38, as applicable.

Affected part: Engine upper fixed cowlings, having Part Number (P/N) 355A58-0513-XX or P/N 365A58-1012-XX, where XX represents any number.



Serviceable part: An affected part that has passed an inspection (no finish paint found) in accordance with the instructions of paragraph 3.B of the applicable ASB; or an affected part that has been repainted (with primer layer only) in accordance with the instructions of paragraph 3.B of the applicable ASB, as defined in this AD; or an affected part that is evidenced to have been delivered after 27 October 2021.

Reason:

Following investigation of an engine compartment fire, AH found that some internal parts of the engine fixed cowling were painted with finish paint on top of the primer layer.

This condition, if not detected and corrected, could lead to fire propagation in case of exposure to high temperatures, possibly resulting in damage to the helicopter and injury to occupants.

To address this potential unsafe condition, AH issued the applicable ASB, as defined in this AD, to provide inspection instructions for the engine fixed cowlings.

For the reasons described above, this AD requires a one-time inspection of each affected part to detect finish paint on top of the primer layer, and, depending on findings, accomplishment of a repair (repainting with primer layer only), or replacement of the affected part with a serviceable part, as defined in this AD.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, or within 6 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of paragraph 3.B of the applicable ASB.

Table 1 – Inspection

| Helicopter Models | Compliance Time |
|---|------------------------------|
| SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 | Within 110 flight hours (FH) |
| AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 | Within 165 FH |

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, finish paint is found inside an affected part, within 6 months after that inspection, repaint (with primer layer only) that affected part or replace it with a serviceable part in accordance with the instructions of paragraph 3.B of the applicable ASB.

Parts Installation:

- (3) From the effective date of this AD, it is allowed to install an affected part on any helicopter, provided it is a serviceable part, as defined in this AD.



Ref. Publications:

AH ASB AS365-53.00.65 original issue dated 27 October 2021.

AH ASB EC155-53A040 original issue dated 27 October 2021.

AH ASB AS355-53.00.38 original issue dated 27 October 2021.

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 16 November 2021.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters (Technical Support)
Web portal: <https://airbusworld.helicopters.airbus.com> > Technical Requests Management, or
E-mail: support.technical-airframe.ah@airbus.com, and
TechnicalSupport.Helicopters@airbus.com.

