Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-050

Issued: 08 May 2024

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: None

ATA 67 – Rotors Flight Controls – Upper Ball Bearing End of the Main Rotor Servo-Controls – Inspection

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Manufacturer(s):
Airbus Helicopters (AH), formerly Eurocopter (EC), 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.

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

The ASB: AH Alert Service Bulletin (ASB) AS365-67-30-0001 Revision 01, or ASB EC155-67-30-0001 Revision 01, as applicable.

Reason:
Two occurrences have been reported of loss of tightening torque between the upper ball bearing end and main rotor servo-control. One case led to the disconnection of these two parts. The root cause investigation is still on-going.

This condition, if not detected and corrected, could lead to disconnection of the upper ball bearing end and main rotor servo-control, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the connection between the upper ball bearing end and main rotor servo-control and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Before exceeding 110 flight hours or within 6 months, whichever occurs first after the effective date of this AD, check the nut tightening torque of the upper ball bearing end for each of the three main rotor servo-controls in accordance with the instructions of the ASB.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies, as identified in the ASB, are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Reporting:

(3) Within 7 days after the inspection as required by paragraph (1) of this AD report the inspection results (including no findings) to AH. Using the inspection report in accordance with the instructions of the ASB is acceptable to comply with this requirement.

Ref. Publications:

Airbus Helicopters ASB AS365-67-30-0001 Revision 01 dated 18 April 2024.

Airbus Helicopters ASB EC155-67-30-0001 Revision 01 dated 18 April 2024.

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 05 June 2024.

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) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: https://airbusworld.helicopters.airbus.com Technical Requests Management, or E-mail: TechnicalSupport.Helicopters@airbus.com