



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-061

**Issued:** 30 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):**

AS 355 helicopters

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

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 65 – Tail Rotor Drive – Tail Rotor Drive Fan Wheel and Second Stage Impeller – Inspection / Replacement / Re-identification

#### 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 helicopters, all serial numbers (s/n).

#### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) AS355-65-00-0001.

**Affected part:** Tail rotor drive fan wheel having Part Number (P/N) 704A33691014 amdt C and impeller second stage P/N 704A33691015 amdt C, and an s/n, as identified in the Log Card, listed as 's/n affected' in section 4.5 or 4.6 of the accomplishment procedure of the ASB, as applicable.

**Serviceable part:** Tail rotor drive fan wheel and impeller second stage, eligible for installation in accordance with AH instructions, which is not an affected part.



**Reason:**

It has been determined that the fan wheel and second stage impeller have been incorrectly identified in production. The wrong identification may cause the loss of traceability of the affected parts.

This condition, if not detected and corrected, could lead to an undetected fatigue failure of an affected part, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB providing instructions for an inspection of the affected parts, and, depending on findings, their replacement or re-identification.

For the reason described above, this AD requires inspection of the affected parts, and, depending on findings, their replacement or re-identification.

**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:**

- (1) Within 165 flight hours or within 6 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB.

**Replacement:**

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the physical markings on the affected part and the data on the Log Card of that affected part are not consistent, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

**Re-identification:**

- (3) If, during the inspection as required by paragraph (1) of this AD, it is determined that the physical markings on the affected part and the data on the Log Card of that affected part are consistent, before next removal of that part, or concurrently with next accomplishment of Work Card MET 65-10-00-612, whichever occurs first, re-identify (new s/n) that affected part and amend its log card in accordance with the instructions of the ASB.

**Part(s) Installation:**

- (4) From the effective date of this AD, do not install on any helicopter an affected part.

**Ref. Publications:**

AH ASB AS355-65-00-0001 original issue dated 27 May 2024.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 27 June 2024.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66  
Web portal: <https://airbusworld.helicopters.airbus.com> or  
E-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com).

