



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-069

Issued: 17 June 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: This AD supersedes DGAC France AD F-1984-045-022R4 dated 02 February 1994 and EASA AD 2021-0193 dated 20 August 2021.

ATA 04 – 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 012 (for AS 355 E, AS 355 F, AS 355 F1 and AS 355 N helicopters), Revision 013 (for AS 355 F2 helicopters) and Revision 011 (for AS 355 NP helicopters), as applicable.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



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 2021-0193, requiring the actions described in AH AS 355 AMM Chapter 04, ALS at 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. EASA also published AD 2021-0282 to require checks of tail rotor head spider pitch change unit and consequent marking alignments on it and AD 2012-0257-E to require repetitive inspections of the tail rotor laminated half-bearings and, depending on findings, accomplishment of applicable corrective actions.

Since that AD was issued, AH published the applicable ALS, which contains new and/or more restrictive tasks and includes repetitive checks requirements for AS 355 helicopters addressed by EASA AD 2021-0282 and EASA AD 2012-0257-E. The applicable ALS also takes over the requirements of DGAC France AD F-1984-045-022R4.

For the reasons described above, this AD retains the requirements of DGAC France AD F-1984-045-022R4 and EASA AD 2021-0193, which are superseded, partially takes over the requirements of EASA AD 2021-0282 and EASA AD 2012-0257-E (applicable to AS 350 and AS 355 helicopters), and requires accomplishment of the actions specified in the applicable ALS.

In addition, EASA PAD 24-068 has been issued for AS 350 helicopters, taking over the requirements of EASA AD 2012-0257-E, which, consequently, will become obsolete and will be cancelled. EASA also intends to revise EASA AD 2021-0282 removing requirements which were transferred into the ALS.

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 012 dated 10 July 2023.

AH AS 355 F AMM Chapter 04 ALS Revision 012 dated 10 July 2023.

AH AS 355 F1 AMM Chapter 04 ALS Revision 012 dated 10 July 2023.

AH AS 355 N AMM Chapter 04 ALS Revision 012 dated 10 July 2023.

AH AS 355 F2 AMM Chapter 04 ALS Revision 013 dated 10 July 2023.



AH AS 355 NP AMM Chapter 04 ALS Revision 011 dated 10 July 2023.

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 01 July 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 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.

