



## EASA Withdrawal Statement for Proposed AD (PAD) 15-087

EASA has withdrawn PAD 15-087 for the following reasons:

- The purpose of PAD 15-087 was to propose a corrective measure (modification 074602) to EASA AD 2011-0164. Modification (mod) 074602 was introduced via publication of ASB AS350-67.00.61, and ASB AS355-67.00.42.
- Soon after the publication of the ASBs and the PAD, Airbus Helicopters received comments from several customers explaining that mod 074602 could not be applied on certain helicopters. Following the necessary investigation, AH admitted that mod 074602 was only applicable to those helicopters that embodied mod 072295 in production.

As a result, AH revised ASB AS350-67.00.61 and ASB AS355-67.00.42 to Revision 1 to alert the customers that those ASBs were no longer valid.

### Conclusion:

Because of the facts stated above, PAD 15-087 (which proposed to require accomplishment of those ASB's) is hereby withdrawn.

Instead, AH proposed mod 074602 for helicopters which embody mod 072295 in production as an optional terminating action, while those helicopters which do not embody production mod 072295 will need to continue the repetitive inspections, as required by EASA AD 2011-0164, pending the development of another modification.

After careful review of the available information, EASA decided to agree with the AH proposal.

The implementation of this decision will be introduced in EASA AD 2011-0164R1.

Cologne, 14 February 2017

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