


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE</b>	
	<b>AD No.: 2007-0274-CN</b>	
	<b>Date: 15 March 2013</b>	
<p>Note: This Airworthiness Directive (AD) Cancellation Notice is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<b>Design Approval Holder's Name:</b> SIKORSKY AIRCRAFT CORPORATION		<b>Type/Model designation(s):</b> 269D helicopters
TCDS Number: USA 4H12		
Foreign AD: FAA AD <a href="#">2013-03-04</a> dated 12 February 2013.		
Cancellation: This Notice cancels EASA Emergency AD 2007-0274-E dated 19 October 2007.		
<b>ATA 53</b>		
<b>CANCELLED: Fuselage – Aft Fuselage Assembly and Horizontal Stabiliser Attachment – Inspection / Repair / Modification</b>		
Manufacturer(s):		Schweizer Aircraft Corporation
Applicability:		Model 269D and 269D Configuration 'A' helicopters, serial numbers 0001 through 0062A inclusive, if equipped with 269D3300-1 Aft Fuselage Assemblies.
Reason:		<p>In 2007, cases of loose horizontal stabilizers and cracking of the extruded tailboom support structure on Model 269D helicopters were reported. The investigation results indicated that these events were caused by wear in the attachment brackets of the horizontal stabiliser.</p> <p>This condition, if not detected and corrected, can lead to horizontal stabiliser separation in flight, or loss of tailboom effectiveness, possibly resulting in loss of control of the helicopter.</p> <p>Prompted by these findings, Schweizer developed instructions, repairs and modifications, published in Service Bulletin (SB) DB-018.2.</p> <p>After consultation with the FAA, representing the State of Design of the 269D helicopter, to correct this potential unsafe condition, EASA issued Emergency AD 2007-0274-E to require daily pre-flight (before first flight of the day) inspections of the tailboom support structure for cracks and, depending on findings, repair; and subsequent post-repair repetitive inspections and corrective actions, as necessary. In addition, that AD required a structural modification of the forward horizontal stabiliser support brackets and installation of an inspection panel in the aft fuselage assembly.</p> <p>Since EASA AD 2007-0274-E was issued, Schweizer issued SB DB-018.3</p>

	<p>and, more recently, the FAA published AD 2013-03-04 which becomes effective on 19 March 2013. The new FAA AD contains the same requirements as EASA AD 2007-0274-E and also contains, in paragraph (e)(3), an optional terminating action for the repetitive inspections.</p> <p>For the reasons described above, EASA has adopted FAA AD 2013-03-04 and EASA AD 2007-0274-E is hereby cancelled accordingly.</p>
Effective Date:	19 March 2013
Compliance	Not applicable
Ref. Publications:	Schweizer SB DB-018.3 dated 13 December 2007.
Remarks:	<ol style="list-style-type: none"> <li>1. Enquiries regarding this AD-CN should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>2. For any question concerning the technical content of this AD-CN, please contact: Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, Connecticut 06614, United States of America. Telephone: +1 203-416-4299. E-mail: <a href="mailto:tsslibrary@sikorsky.com">tsslibrary@sikorsky.com</a>, or at <a href="http://www.sikorsky.com">http://www.sikorsky.com</a>.</li> </ol>