



## Airworthiness Directive

**AD No.:** 2018-0152

**Issued:** 18 July 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

AS 350, EC 130 and AS 355 helicopters

**Effective Date:** 01 August 2018

**TCDS Number(s):** EASA.R.008, EASA.R.146

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Main Gearbox Bracket Bolts – Inspection

### Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France)

### Applicability:

AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3, EC 130 B4, EC 130 T2, AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all serial numbers.

### Definitions:

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

**The applicable ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC130-05A028, AH ASB AS350-05.00.92 and AH ASB AS355-05.00.79, as applicable.

**Affected bolt:** Main gearbox (MGB) bracket installation bolts.

### Reason:

An occurrence was reported of finding that the head of one affected bolt was missing. Investigations are on-going to identify the root cause for this occurrence.

This condition, if not detected and corrected, could lead to fatigue failure of the other affected bolts of the same MGB bracket, possibly resulting in loss of MGB suspension bar and consequent loss of the helicopter.



As an interim measure to address this potential unsafe condition, AH issued the applicable ASB, providing inspection instructions.

For the reason described above, this AD requires a one-time inspection of the affected bolts and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of inspection results.

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

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect each affected bolt in accordance with the instructions of paragraph 3.B.2.a of the applicable ASB.

Table 1 – Inspection Threshold (see Note 1 of this AD)

Flight Hours (FH)	Compliance Time
Less than 1035	Before exceeding 1200 FH
1035 or more	Within 165 FH or 12 months, whichever occurs first after the effective date of this AD

Note 1: Unless specified otherwise, the FH indicated in Table 1 of this AD are those accumulated by the helicopter, on the effective date of this AD, since its first flight.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) this AD, the screw head of only one affected bolt is found missing on an MGB bracket, before next flight, replace all affected bolts of that MGB bracket in accordance with the instructions of paragraph 3.B.2.b of the applicable ASB.
- (3) If, during the inspection as required by paragraph (1) this AD, more than one screw head of affected bolts are found missing on a helicopter, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly.

**Reporting(s):**

- (4) Within 30 days after the inspection as required by paragraph (1) of this AD, report any discrepancy to AH. Using the inspection report attached to the applicable ASB is an acceptable method to comply with this requirement.

**Ref. Publications:**

AH EC 130 ASB No. EC130-05A028, original issue, dated 16 July 2018.

AH AS 350 ASB No. AS350-05.00.92, original issue, dated 16 July 2018.

AH AS 355 ASB No. AS355-05.00.79, original issue, dated 16 July 2018.



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

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France  
Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66,  
E-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com),  
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

